



Canada. Parliament
Sessional papers.

SESSIONAL PAPERS

VOLUME 9

FIRST SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1905



VOLUME XXXIX



1091802

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(This volume is bound in two parts.)

1. Report of the Auditor General, for the fiscal year ended 30th June, 1904. Partial report presented 23rd January and 30th January, 1905, by Sir Wilfrid Laurier; also on 20th February, by Hon. S. A. Fisher.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, 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 ended 30th June, 1906. Presented 18th January 1905, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the year ending 30th June, 1905. Presented 17th May, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 4a. Further Supplementary Estimates for the year ending 30th June, 1905. Presented 4th July, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
5. Supplementary Estimates for the year ending 30th June, 1906. Presented 4th July, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 5a. Further Supplementary Estimates for the year ending 30th June, 1906. Presented 12th July, 1905, 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, 1904. Presented 12th April, 1905, by Hon. W. S. Fielding.....*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 December 31, 1904. Presented 9th June, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
8. Report of the Superintendent of Insurance, for the year ended 31st December, 1904.
Printed for both distribution and sessional papers.
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1904. Presented 17th April, 1905, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1904. Presented 31st January, 1905, by Hon. W. Paterson. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. W. Paterson. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. L. P. Brodeur. *Printed for both distribution and sessional papers.*
13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. L. P. Brodeur. *Printed for both distribution and sessional papers.*
14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1904. Presented 7th April, 1905, by Hon. L. P. Brodeur. *Printed for both distribution and sessional papers.*
15. Report of the Minister of Agriculture, for the year ended 31st October, 1904. Presented 31st January, 1905, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
16. Report of the Director and Officers of the Experimental Farms, for the year 1904. Presented 11th May, 1905, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 7.

17. Criminal Statistics for the year ended 30th September, 1904. *Printed for both distribution and sessional papers.*
18. Report on Canadian Archives, 1904. Presented 31st May, 1905, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1904. Presented 9th February, 1905, by Hon. C. S. Hyman. *Printed for both distribution and sessional papers.*
20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1904. Presented 13th February, 1905, by Hon. H. R. Emmerson. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1904. Presented 23rd January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 21a. Fifth Annual Report of the Geographic Board of Canada, containing all decisions to 30th June, 1904. Presented 7th February, 1905, by Sir Wilfrid Laurier. *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, 1904. Presented 5th June, 1905, by Hon. J. R. F. Préfontaine. *Printed for both distribution and sessional papers.*
22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1904. Presented 16th March, 1905, by Hon. J. R. F. Préfontaine. *Printed for both distribution and sessional papers.*

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23. Report of the Harbour Commissioners, etc., 1904. *Printed for both distribution and sessional papers.*
24. Report of the Postmaster General, for the year ended 30th June, 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1904. Presented 2nd February, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

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- 25a.** Report of the Surveyor General of Dominion Lands for the year ending 30th June 1904.
Printed for both distribution and sessional papers.
- 26.** Summary Report of the Geological Survey Department for the calendar year 1904.
Printed for both distribution and sessional papers.
- 27.** Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June 1904. Presented 23rd January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

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- 28.** Report of the Royal North-West Mounted Police, 1904. Presented 21st March, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 29.** Report of the Secretary of State of Canada, for the year ended 31st December, 1904. Presented 4th May, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 30.** Civil Service List of Canada, 1904. Presented 16th January, 1905, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 31.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1904. Presented 4th May, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 32.** Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1904. Presented 19th April, 1905, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 33.** Report of the Joint Librarians of Parliament for the year 1904. Presented 12th January, 1905, by the Hon. The Speaker. *Printed for sessional papers.*
- 34.** Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1904. Presented 30th January, 1905, by Hon. C. Fitzpatrick.
Printed for both distribution and sessional papers.

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- 35.** Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1904. Presented 14th April, 1905, by Sir Frederick Borden.
Printed for both distribution and sessional papers.
- 36.** Report of the Department of Labour, for the year ended 30th June, 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 36a.** Report of the commissioner and other documents, in the matter of the royal commission to inquire into the alleged employment of aliens in connection with the surveys of the proposed Grand Trunk Pacific Railway. Presented 1st March, 1905, by Sir William Mulock.
Printed for both distribution and sessional papers.
- 36b.** The royal commission appointed to inquire into the immigration of Italian labourers to Montreal, and the alleged fraudulent practices of employment agencies.—Report of the commissioner and evidence. Presented 19th May, 1905, by Sir William Mulock.
Printed for both distribution and sessional papers.
- 36c.** Report of the commissioner on the investigation into the alleged employment of aliens by the Père Marquette Railroad Company. Presented 19th May, 1905, by Sir William Mulock.
Printed for both distribution and sessional papers.
- 36d.** Minutes of Evidence, Père Marquette Railroad. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 14.

- 37.** Return of the Tenth General Election for the House of Commons of Canada, held on the 27th day of October, 1904, and the 3rd day of November, 1904, followed by a Return of the By elections held during the Ninth Parliament. Presented 23rd June, 1905, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 38.** Return of over-rulings by the Treasury Board of the Auditor General's decisions between the sessions of 1904 and 1905. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*

CONTENTS OF VOLUME 14—*Continued.*

39. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1904, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, and also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*
40. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1904, to the 11th January, 1905, in accordance with the Appropriation Act of 1904. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*
41. Ordinances of the Yukon Territory for the year 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
42. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1904. Presented 17th January, 1905, by Hon. W. Paterson. *Not printed.*
43. The King's Regulations and Orders for the Militia of the Dominion of Canada. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
44. Report of the Commissioner, Dominion Police Force, for the year 1904. Presented 17th January, 1905, by Hon. C. Fitzpatrick. *Not printed.*
45. Detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last Return, 23rd March, 1904, submitted to the Parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 24th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
46. Statement of fishing bounty expenditure for the year 1903-04. Presented 24th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
47. Return to an address of the House of Commons, dated 9th May, 1904, showing all papers, letters, petitions and resolutions in reference to payments of claims for losses arising out of the rebellion of 1885, in the North-west Territories. Presented 25th January, 1905.—*Mr. Davis.* *Not printed.*
48. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1904, in accordance with the 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 27th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
49. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 17th December, 1904, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada, and its amendments. Presented 27th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
50. Papers in relation to the Arbitration: Intercolonial Railway *vs.* Grand Trunk Railway Company. Presented 31st January, 1905, by Hon. C. Fitzpatrick. *Not printed.*
51. 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 31st January, 1905, by Sir Wilfrid Laurier. *Not printed.*
52. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1903, to the 1st October, 1904. Presented 1st February, 1905, by Sir Wilfrid Laurier. *Not printed.*
53. Return to an address of the House of Commons, dated 6th February, 1905, for copies of all correspondence between the government of Canada, or any member thereof, and the government of the North-west Territories, or any of its members, in reference to the granting of provincial autonomy to the said territories, since the date of the last prorogation of parliament. Presented 8th February, 1905.—*Mr. Monk.* *Printed for sessional papers.*
54. Return to an address of the House of Commons, dated 6th February, 1905, for a copy of the letter of resignation of the Honourable A. G. Blair, as Chairman of the Board of Railway Commissioners, and of all correspondence in reference to the said resignation. Presented 9th February, 1905.—*Mr. Monk.* *Not printed.*

CONTENTS OF VOLUME 14—*Continued.*

55. Return to an order of the House of Commons, dated 30th January, 1905, showing the value of vegetables imported from the United States, and entered at the ports of Montreal and Toronto, during the fiscal year ending the 30th of June, 1904; giving separately the values for the first and the last six months of said year. Also a statement showing the value of canned, preserved or dried vegetables entered at said ports for said fiscal year; and the amounts of duties collected at both ports in the above cases. Presented 9th February, 1905.—*Mr. Monk*..... *Not printed.*
56. Report of the Committee of the Honourable Privy Council of the 18th January, 1905, relative to the embargo on Canadian cattle. Presented 10th February, 1905, by Hon. S. A. Fisher.
Printed for sessional papers.
57. Return to an order of the House of Commons, dated 1st February, 1905, giving the names of all officials, clerks and employees on the pay-roll of the Board of Railway Commissioners for Canada, on the first of January, 1905, with the amount of salary in each case. Presented 13th February, 1905.—*Mr. Perley*..... *Printed for sessional papers.*
- 57a. Report of the Board of Railway Commissioners for Canada: Part I. Report of proceedings of Board, February 1st to June 30th, 1905. Part II. Report of proceedings of Board, July 1st to December 31st, 1904. Presented 22nd May, 1905, by Hon. H. R. Emmerson..... *Not printed.*
58. Return to an order of the House of Commons, dated 26th January, 1905, for copies of the letters of Mr. Tiffen, general traffic manager, and J. E. Price, general superintendent, of the Intercolonial Railway, reporting Odbur White, station agent at Fredericton, N.B., as not qualified for his position; and of all other correspondence in the possession of the Government or the department of railways and canals, relating to the dismissal of said Odbur White. Presented 13th February, 1905.—*Mr. Crockett*..... *Not printed.*
- 58a. Return to an order of the House of Commons, dated 6th February, 1905, for copies of all correspondence, between the government or any minister, and any party or parties, concerning the dismissal of the postmaster at Shelburne, Ontario, on or about the 7th of March, 1903. Presented 28th February, 1905.—*Mr. Barr*..... *Not printed.*
- 58b. Return to an order of the House of Commons, dated 20th March, 1905, for copies of all correspondence had with the minister of railways and canals, or any officer in his department, in reference to the dismissal of James Ritchie, inspector of masonry on the Trent Valley Canal, Gamebridge, and the appointment of his successor. Presented 5th April, 1905.—*Mr. Foster*..... *Not printed.*
- 58c. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence, papers, letters, recommendations, reports petitions, &c., in possession of the government or any member or official thereof, relating to the dismissal of Henry Curtis Lawson, as postmaster at Stanhope, Prince Edward Island, and the appointment of his successor. Presented 1st May, 1905. *Mr. Martin (Queen's)*..... *Not printed.*
- 58d. Return to an order of the House of Commons dated 20th February, 1905, for copies of correspondence between the government, or any minister, and any party or parties, concerning the dismissal of the postmaster at St. Claude, Manitoba, Mr. J. P. Benrier, on or about the 1st day of November, 1904. Presented 28th June, 1905.—*Mr. Staples*..... *Not printed.*
59. Return to an order of the House of Commons dated 8th February, 1905, for copies of all forms and instructions issued to the returning officers in the several provinces and territories for use in the recent general election for the house of commons. Presented 15th February, 1905.—*Mr. Barker*.
Not printed.
60. Return to an order of the House of Commons, dated 6th February, 1905, showing the amount of revenue collected, (1) by the department of inland revenue; (2) by the department of customs, during each of the past ten years; and also in the aggregate during the same period, at the following points in the North-west Territories, viz.: Edmonton, Strathcona, Red Deer, Calgary, Medicine Hat, Maple Creek, Lethbridge, Combs, Cardston and Macleod Presented 15th February, 1905.—*Mr. Roche (Marquette)*..... *Not printed.*
61. Copy of the rules made by the supreme court of judicature of the province of Prince Edward Island, pursuant to section 533 of the Criminal Code, 1892. Presented 16th February, 1905, by the Hon. The Speaker..... *Not printed.*
62. Return to an order of the House of Commons, dated 13th February, 1905, showing the respective dates of appointments of the commissioners and working staff of the Grand Trunk Pacific Railway Commission; and the total amount expended thereon to December 31, 1904, under the heads, (a) salaries of commissioners; (b) salaries of staff; (c) expenses; (d) rental of quarters. Presented 17th February, 1905.—*Mr. Foster*..... *Printed for sessional papers.*

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- 62a. Return to an order of the House of Commons, dated 27th February, 1905, showing the total number of officers, civil engineers and other employees now engaged in the surveys of the Transcontinental Railway, and works connected therewith, under the Transcontinental Railway Construction Commission; the name and place of residence of each of the above persons at the time of his appointment; and the functions and salaries of each of the above. Presented 9th March, 1905.—*Mr. Gervais*. *Printed for sessional papers.*
- 62b. Return to an order of the House of Commons, dated 6th March, 1905, for a statement showing: 1. The names of the civil engineers and others, who were employed by the railway commission to make a survey for a line of railway in the county of Joliette in Quebec province, during the months of October and November, 1904. 2. The salary paid to each of said engineers and assistants for the work already performed in the said county of Joliette. 3. The number of days during which each of said engineers and assistants was employed. 4. A copy of instructions given to said engineers; also a copy of report with plan or other detailed information which said engineers have made. 5. A statement showing the expenses (other than salary or salaries) entailed for the completion of said work and survey thus made in the said county of Joliette. Presented 23rd March, 1905.—*Mr. Monk*. *Not printed.*
- 62c. Interim report of the Commissioners of the Transcontinental Railway. Presented 22nd May, 1905, by Hon. H. R. Emmerson. *Printed for both distribution and sessional papers.*
63. Return to an order of the House of Commons, dated 23rd January, 1905, for a statement showing the amount of money spent by the government, or any department thereof, in the parish of Chateau-Richer, county of Montmorency, for building wharfs, piers, docks, breakwaters, etc., or for removing boulders or rocks from the beach in front of said parish, or for any other public works, from the 1st of September, 1904, to the 15th of November of the same year. Presented 17th February, 1905.—*Mr. Morin*. *Not printed.*
64. Copies of telegrams in connection with the late election in the Yukon Territory. Presented 17th February, 1905, by Sir Wilfrid Laurier. *Not printed.*
65. Return to an order of the House of Commons, dated 1st February, 1905, for copies of all correspondence, telegrams, etc., which passed between the minister of marine and fisheries, or the deputy minister of marine and fisheries, or any other official of the said department, and Captain R. Salmon, former wreck commissioner, in the matter of the *Canada-Cape Breton* investigation and the resignation of Captain Salmon from his position as wreck commissioner. Presented 20th February, 1905.—*Mr. Ames*. *Not printed.*
- 65a. Return to an order of the House of Commons, dated 6th March, 1905, of the "statement of the case" in the *Canada-Cape Breton* accident, as served by Captain Reid, of Montreal, upon witnesses whose certificates or license was liable to be dealt with in connection with investigation regarding said casualty. Presented 4th April, 1905.—*Mr. Ames*. *Not printed.*
66. Return to an order of the House of Commons, dated 6th February, 1905, showing the total number of acres of public lands undisposed of in the several and respective provisional districts of the North-west Territories of Canada. Presented 22nd February, 1905.—*Mr. McCarthy (Calgary)*. *Printed for sessional papers.*
- 66a. Return to an address of the House of Commons, dated 25th January, 1905, for copies of all orders in council, reports of the minister, recommending and authorizing the sale of Government lands in the North-west Territories during the years 1903 and 1904. Also a return of the lands sold, if any; the rates and terms at which they were sold, and the persons to whom they were sold. Presented 9th March, 1905.—*Mr. Foster*. *Not printed.*
67. Return to an address of the House of Commons, dated 8th February, 1905, for copies of all circulars or instructions, regulations and rulings made by the customs department together with any orders in council, relating to section 19 and subsections thereto of the Act to amend the Customs Tariff, 1897, assented to August 10th, 1904, commonly known as the "dumping clauses." Presented 23rd February, 1905.—*Mr. Kemp*. *Not printed.*
68. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence had with the government or any member thereof, or any official under the government, relative to the appointment of returning officers for the county of Dorchester, Quebec, for the general election of 1904, and relative to the resignation of any one so appointed. Presented 23rd February, 1905.—*Mr. Morin*. *Not printed.*

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69. Return of the names and salaries of all persons appointed to or promoted in the several departments of the civil service, during the calendar year 1904, Presented 23rd February, 1905, by Sir Wilfrid Laurier. *Not printed.*
70. Return to an order of the House of Commons, dated 20th February 1905, showing the total amount expended in wages to men employed at the Sorel shipyard, from the 30th June, 1904, to the 1st February, 1905; indicating separately the amount so expended for each month. Also the total amount expended in purchases for the same shipyard during the same period. Presented 27th February, 1905.—*Mr. Monk*. *Not printed.*
71. Return to an order of the House of Commons, dated 13th February, 1905, showing the names of all persons added to the pay-roll of the meteorological service, permanently or temporarily, since June 30, 1904, and the amount received by each to date. Presented 27th February, 1905.—*Mr. Monk*. *Not printed.*
72. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence between the minister of marine and fisheries and the Submarine Signal Company, of Boston, U.S.A., including all contracts or agreements which may have been entered into between the afore-said parties. Presented 27th February, 1905.—*Mr. Monk*. *Not printed.*
73. Return to an order of the House of Commons, dated 6th February, 1905, showing a statement of the business done during each of the past ten years, and also in the aggregate during the same period, in connection with the transmission of mail matter; and with the issue and payment of money orders and postal notes at each post office in the provisional district of Alberta. Presented 28th February, 1905.—*Mr. Roche (Marquette)*. *Not printed.*
74. Return to an order of the House of Commons, dated 9th February, 1905, showing the number of box and flat cars added to the equipment of the Intercolonial Railway for each year from 1900 to 1904, inclusive; the total number on January 1, 1900, and on January 1, 1904, respectively; and the number in use on roads off the Intercolonial Railway on January 1, 1900 and 1904 respectively. Presented 1st March, 1905.—*Mr. Foster*. *Not printed.*
75. Return to an order of the House of Commons, dated 20th February, 1905, showing the number of railway and steamboat disasters in Canada in 1904. The number in which investigation for cause was made, such cause, and the cause given. The means, if any, employed by the proper authorities to prevent the recurrence of such accidents, wherever due to any preventable cause. The methods adopted in England where railway accidents are so rare, and any other information which may lead to the safeguarding of the lives and property of Canadians obliged to make use of these public facilities. Presented 1st March, 1905.—*Mr. Martin (Queen's)*. *Not printed.*
76. Return to an order of the House of Commons, dated 30th January, 1905, for copies of all circulars or advices issued by the Intercolonial Railway governing the transport of hay, under the free transport order in council of 1904, and of all certificates signed by municipalities or individuals to whom hay was delivered thereunder. Presented 1st March, 1905.—*Mr. Foster*. *Not printed.*
- 76a. Return to an address of the House of Commons, dated 25th January, 1905, for copies of all correspondence had with the government or any member thereof, or with any official of the Intercolonial Railway, in reference to the transport of hay during the year 1904, from points in Ontario and Quebec to points along the Intercolonial Railway, including the railway in Prince Edward Island. Also the report of the minister to council and the order in council, if any was passed, recommending or authorizing a rebate or reduction in the rates for carrying the same. And the names of the parties to whom rebates or reductions in the rate of freight upon hay were made, and the quantities shipped to each. Presented 31st March, 1905.—*Mr. Foster*. *Printed for distribution.*
77. Partial return to an order of the House of Commons, dated 1st February, 1905, showing the names of all the commercial agents of Canada; where located; previous location, occupation and qualifications; amount of salary of each; other expenses connected with their positions; class of product they are chiefly interested in placing on the market; procedure in the different locations; results, specific and general. Presented 1st March, 1905.—*Mr. Martin (Queen's)*.
Printed for sessional papers.
- 77a. Supplementary return to No. 77. Presented 28th April, 1905. *Printed for sessional papers.*
78. Return to an address of the House of Commons, dated 20th February, 1905, for a copy of all correspondence relating to the order in council of 25th August, 1904, providing for the preparation of voters' lists in the unorganized territories of Ontario, together with a copy of such order in council, and

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all correspondence relating to the voters' lists prepared under or pursuant to such order in council; and especially all correspondence between any of the ministers or their deputies or officers in any of the departments, and the following persons, namely: His Honour Edward O'Connor, Junior Judge of Algoma, W. A. Quibell, Police Magistrate, Sault Ste. Marie, W. H. Carney, Sheriff of Algoma, J. J. Kehoe, Clerk of the Peace of Algoma, Jacob Stevenson, Sault Ste. Marie, and all other persons, relating to the preparation or revision of such voters' lists. Also for copies of all instructions sent, issued or delivered to any of the said persons, or to any other persons, relative to the preparation or revision of such voters' lists, or any of them. Presented 1st March, 1905.—*Mr. Boyce*
Not printed.

79. Return to an order of the House of Commons, dated 1st February, 1905, showing: 1. The amount of money paid by the Intercolonial and Prince Edward Island Railways, between June 30th, 1904, and January 1st, 1905, arising out of claims for damages and refunds of all kinds; also compensations for injuries. 2. The nature and amount in each case. 3. The name of the person or persons, firm or corporation to whom the same was paid. 4. The dates in each case on which the claims for damages, refunds or compensations for injuries were filed. 5. The dates of payment of each. Presented 3rd March, 1905.—*Mr. Kemp*..... *Not printed.*
80. Return to an order of the House of Commons, dated 6th February, 1905, showing the acreage in each township in the provisional district of Alberta, and in those parts of the provisional districts of Saskatchewan and Assiniboia lying west of range 13, west of the third meridian in the Dominion lands system of survey, that has been disposed of in each of the following ways: (a) acreage patented, either as homesteads or on sales; (b) acreage not patented, but held under homestead entry or by purchase; and (c) acreage patented or reserved for railway land grants. Also the number of homestead entries made to date in the following land agencies: Edmonton, Red Deer, Calgary, Lethbridge, and so much of Battleford and Regina as lies west of range 13, west of the third meridian. Presented 3rd March, 1905.—*Mr. Roche (Marquette)*..... *Not printed.*
81. Return to an order of the House of Commons, dated 2nd February, 1905, for copies of correspondence exchanged between parties in the town of Verdun, county of Jacques Cartier, and the Montreal Harbour Board, or the department of marine and fisheries, respecting protection against floods at Verdun, along the shore of the St. Lawrence River. Presented 3rd March, 1905.—*Mr. Monk*
Not printed.
82. Return to an order of the House of Commons, dated 13th February, 1905, showing all contracts which have since July 1st, 1903, been made or renewed by the department of marine and fisheries, with any person or company, for the placing, maintenance or care of harbour buoys; giving in each case the name of the approved contractor, the annual amount of his contract, and time of its expiry; and further indicating in what instances public tenders were not called for, and in what instances the lowest tenders were not accepted. Presented 3rd March, 1905.—*Mr. Ames*..... *Not printed.*
83. Return to an order of the House of Commons, dated 8th February, 1905, for copies of all correspondence exchanged since the 1st of October last between (a) P. W. St. George, Government Superintendent Engineer, Montreal Harbour sheds, and the Honourable Minister of Marine and Fisheries, and between (b) the Honourable Minister or the Deputy Minister of Marine and Fisheries and the Harbour Commissioners of Montreal, regarding the plans, specifications or contracts for the new sheds in the port of Montreal. Presented 3rd March, 1905.—*Mr. Ames*..... *Not printed.*
- 83a. Return to an address of the House of Commons, dated 25th January, 1905, for copies of all correspondence between the Board of Montreal Harbour Commissioners and the Department of Marine and Fisheries in regard to the erection of permanent sheds upon the wharfs in the harbour of Montreal and of the correspondence had between the Government and the Federation of Shippers; and engineers' reports in the possession of the government upon the same subject; also copies of correspondence between the Department of Marine and Fisheries and F. D. Monk, M.P., upon the same subject. Presented 7th March, 1905.—*Mr. Monk*..... *Not printed.*
84. Statement of the affairs of the British Canadian Loan and Investment Company, for the year ended 31st December, 1904. Presented (Senate) 14th February, 1905, by the Hon. The Speaker. *Not printed.*
85. Return to an address of the Senate, dated 5th August, 1904, showing the names of all liquid mixtures known as patent or proprietary medicines purporting to remove the most varied forms of disease occurring in the human body, and when weakened by such disease or by any indulgence, habit or accident, to restore it to its former strength and vigour. Showing also the amount of money, if any,

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paid by importer, maker, mixer or vendor, to the government as special tax or license, and to whom paid. Showing likewise if the government has any knowledge of the ingredients which are employed to make these compounds: 1. Has such knowledge been acquired from the statements of the parties who have the formula? 2. Has it been acquired by qualitative and quantitative analysis of the Dominion analyst, or by any other practical chemist, if so, what quantities are contained in a determinate, say, one fluid ounce, of the following named ingredients: 1. Water, quantity in a determinate measure, say, one fluid ounce, of the preparations examined. 2. Alcohol in any form other than absolute; methylated or proof spirit or any other form; essences, ethers or any other solvent; colouring or flavouring substances, and, lastly, the solid ingredients in said preparations, the quantity and names of each. Presented 28th February, 1905.—*Hon. Mr. Sullivan.*

Printed for sessional papers.

86. Return to an address of the Senate, dated 14th February, 1905, showing: Imports of aluminum in pigs or ingots into Canada. Imports of aluminum into wire, sheets or any other form. Imports of oxide of aluminum. Imports of alumina. Quantities by weight-values. Countries imported from, and ports of entry in Canada, and what countries the production of. Exports of aluminum in pigs or ingots. Exports of aluminum in any form, manufactured. What countries exported to, and ports of shipment in Canada. Quantities by weight-values. For the year 1904. Presented 28th February, 1905.—*Hon. Mr. Donville*.....*Not printed.*
87. Return to an order of the House of Commons, dated 9th February, 1905, showing the number of inspectors or other persons employed to attend to the enforcement of the Fruit Marks Act of 1901. The names of the said inspectors or other persons, and the salaries paid to each, respectively. The total amount paid to said persons on account of salaries up to the 1st of January, 1905. Also the amount paid to said persons for travelling and other expenses up to 1st January, 1905. Presented 9th March, 1905.—*Mr. Taylor*.....*Not printed.*
88. Return to an address of the House of Commons, dated 20th February, 1905, for copies of all correspondence addressed to the government, or any minister, in reference to the cables of the Empire. Presented 9th March, 1905.—*Mr. Logan*.....*Not printed.*
89. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence in reference to the building of a new boat to be employed to maintain winter communication between Prince Edward Island and the mainland of Canada. The engineer's and inspector's report of the present condition of the ss. *Stanley* now on that route; the repairs made; the damage sustained by contact with heavy ice; and any other information in regard to her age, class, etc., in any of the government departments. Presented 10th March, 1905.—*Mr. Martin (Queen's)*.....*Not printed.*
90. Return to an order of the House of Commons, dated 20th February, 1905, for a statement showing the amount and nature of each and every claim that has been made by the firm of P. Lyall & Sons for extras in connection with their contract for the erection of steel sheds in the port of Montreal; and further indicating in each instance whether the claim has been admitted and approved by the Harbour Commissioners or their chief engineer; whether it has been recommended for payment by the government superintending engineer; and in case of dispute between the engineers, what decision the minister of marine and fisheries has given in each case; and the amount paid or agreed to be paid to the contractor in connection with each claim. Presented 10th March, 1905.—*Mr. Ames*.....*Not printed.*
- 90a. Return to an order of the House of Commons, dated 27th March, 1905, for copies of all correspondence between the Minister of Marine and Fisheries, or any officer of his department, and Mr. George S. Greene, junior, of New York, regarding the steel freight sheds of the harbour of Montreal; together with the report of the said George S. Greene, junior, upon the plans submitted to him for an opinion. Presented 12th April, 1905.—*Mr. Ames*.....*Not printed.*
91. Return to an order of the House of Commons, dated 1st February, 1905, showing: 1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust, (a) on capital account (b) for arrears of interest. 2. The amounts collected at each toll gate belonging to the said turnpike trust during the year ending 31st December, 1904. 3. The names of all parties who have commuted their tolls, and the amount of commutation paid in each case. 4. The amounts expended on each section or road division under the control of said trust, during the said year ending 31st December, 1904; and the contracts given out during the year, with the name of the contractor and the date

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and amount involved in each case. 5. The amounts paid out during the said year at each toll gate for salaries of day and night keepers, and other expenditure at each of the toll gates maintained. 6. The names of all parties holding passes for free use of the roads under the control of said trust during the said year. 7. The expenses of the said trust during the said year, for rent, salaries of the office, giving name and remuneration of each official. 8. The actual indebtedness in detail of the said trust outside of its bonds due to the government of Canada. 9. The amounts collected year by year since 1896 from municipalities under special agreements made as their share *pro rata* of the bonded indebtedness of the turupike trust. Presented 15th March, 1905.—*Mr. Monk.*

Not printed.

92. Return to an order of the House of Commons, dated 6th February, 1905, for a statement showing the amounts expended from the 30th of June, 1902, up to the 1st of February, 1905, upon the two wharves and approaches at Ste. Genevieve and Isle Bizard, in the county of Jacques Cartier; also letters addressed to the minister of public works during the year 1904 in reference to the said expenditure, with estimates and statements connected therewith. Presented 16th March, 1905.—*Mr. Monk.*.....*Not printed.*
93. Return to an order of the House of Commons, dated 27th February, 1905, for copies of all thermograph records of temperatures taken on board Atlantic steamships during the calendar year 1903, stating: (1) name of steamship; (2) date when thermograph was put in chamber; (3) date when the steamer left the port; (4) whether chamber was (a) cold storage; (b) cool air; (c) mechanically ventilated; (d) ordinary, or whether the record was taken on deck or other place where the natural temperature of the air would be registered, unexposed to the sun's rays; (5) where practicable, in what part of the chamber the thermograph was placed. Presented 17th March, 1905.—*Mr. Henderson.*.....*Not printed.*
- 93a. Return to an order of the House of Commons, dated 20th March, 1905, of all the thermograph records used in the transportation of perishable products from Canada, in cold storage or ventilated storage, or cool air compartments. Also a copy of all contracts entered into between the government and any steamship company whereby the company receives a subsidy for installing cold storage or cool air ventilation or ventilated storage. Presented 17th May, 1905.—*Mr. Armstrong.*
.....*Not printed.*
- 93b. Supplementary return to 93a. Presented 6th June, 1905.....*Not printed.*
94. Return to an order of the House of Commons, dated 6th March, 1905, showing all leases of water power granted on the Welland Canal, not included in the return made to an order of the house dated 3rd April, 1901; the names of the lessees; the quantity of power granted in each lease; the consideration named in each lease, together with the length of the term granted, and the amount of rental reserved in such leases unpaid, if any. Presented 17th March, 1905.—*Mr. German.*
.....*Printed for sessional papers.*
95. Return to an order of the House of Commons, dated 13th February, 1905, showing what contracts for public works, or for supplies, have been awarded since July 1st, 1903, to other than the lowest tenderer, in the department of marine and fisheries, by the authority of the governor in council, in the manner set forth in clause 6 of the Act 55-56 Victoria, chapter 17. Also for the names and offers of all unsuccessful tenderers in every such case, and for the reasons why any such lowest tenderer was passed over. Presented 17th March, 1905.—*Mr. Lewis.*.....*Not printed.*
96. Return to an address of the Senate, dated 1st March, 1905, for a copy of all correspondence between the government and the Ottawa corporation, relative to the formation of a federal district. Presented 17th March, 1905.—*Hon. Mr. Bernier.*.....*Not printed.*
97. Statement showing areas of the provisional districts of the North-west Territories. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
98. School ordinance, North-west Territories, being chapters 29, 30 and 31, passed 1901. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Not printed.*
99. Summary of legislation relating to subsidies to provinces. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Not printed.*

CONTENTS OF VOLUME 14—*Continued.*

- 100.** Return to an order of the House of Commons, dated 20th February, 1905, showing the number of witnesses who appeared before the agriculture committee, whose expenses were paid by the government, for each year from 1890 to 1904 inclusive; the amount paid to each such witness; the name of each; where each came from when their attendance was required; and at whose instance each such witness was brought. Presented 22nd March, 1905.—*Mr. Wilson (Lennor and Addington).*
Not printed.
- 101.** Return to an order of the House of Commons, dated 9th February, 1905, for copies of all correspondence had between the government, or any department or member thereof, and the Alexander Gibson Railway and Manufacturing Company, or any other corporation or corporations, or person or persons, not included in the return brought down on the twenty-ninth day of July, 1904, in reference to the purchase and taking over by the government of the Canada Eastern Railway; and of all other papers in the possession of the government, or any department thereof, not included in the said return of July, 1904, in reference to the purchase and taking over of the said railway, and the cost thereof. And also showing (1) the number of officials and employees in the service of the said railway at the time of its transfer to the government, with their names and their respective salaries or wages; (2) the number of officials and employees now in the service of the said railway, with their names and their respective salaries or wages; (3) the cost of the operation of the said railway from the date of its transfer to the government until the first day of February, 1905, and the gross earnings of the said railway during the same period. Presented 23rd March, 1905.—*Mr. Crockett.*
Not printed.
- 102.** Return to an order of the House of Commons, dated 6th March, 1905, for copies of all petitions, memorials, and resolutions from the legislative assembly of Manitoba, the executive of that province, and any correspondence relative to the extension of the boundaries of Manitoba to the west or north. Presented 3rd April, 1905.—*Mr. Roche (Marquette).*
Printed for both distribution and sessional papers.
- 102a.** Supplementary return to No. 102. Presented 5th April, 1905.
Printed for both distribution and sessional papers.
- 103.** Return to an order of the House of Commons, dated 26th January, 1905, of copies of all correspondence had with the government or any member or official thereof, in reference to the building and location of a railway station in Charlottetown, Prince Edward Island; also report or reports or memorandum of any minister or official of the government, with reference to delegations from the province of Prince Edward Island, asking for the construction of such work. Presented 22nd May, 1905.—*Mr. Martin (Queen's).* *Not printed.*
- 104.** Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence and documents relating to an application to the Board of Railway Commissioners, and relating to an application lately before the said board, by the towns of Port Arthur and Fort William, to obtain access for their municipal telephone system into the offices of the stations of the Canadian Pacific Railway in the two towns. And for copies of all correspondence between the said towns of Port Arthur and Fort William, and the officers thereof, with the government, with reference to such application, or prior or subsequent thereto. Also copies of any report or recommendation, decision or order made by the railway commissioners with reference to such application or applications, or incident thereto. Presented 5th April, 1905.—*Mr. Bouce.* *Not printed.*
- 105.** Return to an order of the House of Commons, dated 27th February, 1905, for a copy of the report of Mr. Matheson relating to the alleged fraud in payment of fishing bounties. Presented 5th April, 1905.—*Mr. Ganong.* *Not printed.*
- 106.** Return to an order of the House of Commons, dated 27th February, 1905, showing the business done in the exchequer court of Canada, under its admiralty jurisdiction, since the Admiralty Act of 1891 came into force; giving by districts, (1) the number of actions instituted; (2-a) the number of interlocutory applications, and (b) trials; (3) the amount involved. Presented 6th April, 1905.—*Mr. Clarke (Essex).* *Printed for sessional papers.*
- 107.** Return to an order of the House of Commons, dated 13th March, 1905, for copies of all correspondence between the Department of Interior and Robert Buchanan, Peter Veregin, Simon Rieben, and the Dominion Lands Office at Yorkton, or others, relative to the claim of Ivan Shukin to the patent for the northwest quarter section 23, township 31, R. 6, to 2nd M.; and to any cancellation proceedings in connection with the said land. Presented 7th April, 1905.—*Mr. Luke.* *Not printed.*

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108. Return to an order of the House of Commons, dated 6th March, 1905, showing the number and location, cost and earnings, of the cold storage establishments called "Bait Freezers," of Maritime Canada; together with the returns, duly certified, of all such institutions, since 1900; the names and the salaries of all superintendents, officials and keepers of same; and the amounts in pounds of the different kinds of fish therein stored; the amount of bait from them used by *bona fide* fishermen, and the names of the same; together with all such information as may permit of the thorough examination of the question of government assisted refrigerators. Presented 11th April, 1905.—*Mr. Martin (Queen's)*..... *Not printed.*
109. Return to an address of the Commons, dated 20th February, 1905, for copies of all correspondence, telegrams, reports, writings, documents, memorials, orders in council, memoranda, or written or printed information of any kind not already down, which passed between the government of Canada, or of any minister or official thereof, and the government of Prince Edward Island, or of any member or official thereof, in any wise relating to the claim of the province of Prince Edward Island to a share of the Halifax fishery award. Presented 12th April, 1905.—*Mr. McLean (Queen's)*..... *Not printed.*
- 109a. Supplementary return to No. 109. Presented 10th May, 1905. *Not printed.*
110. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence between the Department of Marine and Fisheries and Mr. A. E. Dymont, M.P.; and also between the Department of Marine and Fisheries and the late Commissioner of Fisheries for Ontario, the Honourable Mr. Latchford, during the past four years, regarding the granting of pound net licenses east of Little Current, Manitoulin Island, to Mr. T. H. Jackman, of Killarney, Ontario. Presented 12th April, 1905.—*Mr. Crockett*..... *Not printed.*
111. Return to an order of the House of Commons, dated 13th February, 1905, for a statement showing the amount of money expended by the Dominion government since the first day of July, 1873, for constructing, equipping, and subsidizing railways and canals, separately, in Canada; adding thereto the value of land given as subsidies, on the basis of one dollar value per acre; and adding further thereto the total estimated liability incurred by Canada on account of the building of the Grand Trunk Pacific Railway. Also a statement showing separately the part of such expenditure made or to be made as above, on railways and canals separately in each province of Canada, and the North-west Territories, deducting any sums that may have been charged any of the provinces or the North-west Territories in their debt account with the Dominion of Canada. Presented 12th April, 1905.—*Mr. Martin (Queen's)*..... *Printed for sessional papers.*
112. Return to an order of the House of Commons, dated 6th February, 1905, for a return of all lists of voters, as prepared by the enumerators, for the several polling subdivisions of the respective electoral districts in the North-west Territories, and used in the recent general election for the house of commons. Presented 17th April, 1905.—*Mr. McCarthy (Calgary)*..... *Not printed.*
- 112a. Return to an order of the House of Commons, dated 8th February, 1905, for a copy of the voters' lists for the constituency of Macdonald, Manitoba, supplied to the clerk of the crown in chancery prior to the general elections of 1904. Also for copies of the voters' lists supplied by the clerk of the crown in chancery to the returning officer for Macdonald constituency for the same elections. And for copies of voters' lists supplied to the various deputy returning officers by the returning officer in the constituency of Macdonald. Presented 27th April, 1905.—*Mr. Staples*..... *Not printed.*
- 112b. Return to an order of the House of Commons, dated 19th January, 1905, for a copy of the original list of the electors of Marquette supplied the clerk of the crown in chancery; also a copy of the list as sent to the returning officer; and for copies of the lists supplied by the returning officer to the various deputy returning officers. Presented 27th April, 1905.—*Mr. Roche (Marquette)*..... *Not printed.*
113. Return to an order of the House of Commons, dated 20th February, 1905, showing the quantities of anthracite coal used in the several departments of the government of Canada, in the province of Quebec, New Brunswick, Nova Scotia and Prince Edward Island, in the years 1900, 1901, 1902, 1903 and 1904. Also of the total expenditure per year for said coal for each of the said provinces during said years; and separately, the names of the parties to whom paid, and the price per ton paid to each. Presented 17th April, 1905.—*Mr. McLean (Queen's)*..... *Not printed.*

CONTENTS OF VOLUME 14—*Continued.*

114. Return to an order of the House of Commons, dated 27th March, 1905, showing the imports by provinces into Canada for home consumption from the United States; and the exports of the same from Canada to the United States; and the duty on the same, giving Canadian duty and the United States duty, for the years 1903 and 1904, on the following articles: pork, all kinds; apples, corn, beans—raw, canned and otherwise; tobacco, raw leaf; cattle, horses, wool, hides, sugar beets, hay, eggs, butter, fowls. Presented 25th April, 1905.—*Mr. Clements*.....*Not printed.*
115. Return to an order of the House of Commons, dated 6th March, 1905, showing in detail the various amounts expended during the past two years upon the wharf and abutments situated at Isle Bizard, in Jacques Cartier county, Quebec. Presented 27th April, 1905.—*Mr. Monk*.....*Not printed.*
116. Return to an order of the House of Commons, dated 20th March, 1905, for copies of all correspondence, telegrams, reports, estimates, and all other documents or information which passed between any minister or official of the government and engineers or others, with reference to the investigating or taking of soundings, or any other work for the purpose of ascertaining the best plan and place for the building of a pier or breakwater, in the vicinity of Carleton Point, or Cape Traverse, P.E.I., to establish and facilitate communication between Prince Edward Island and the mainland, winter and summer. Presented 27th April, 1905.—*Mr. Lefurgey*.....*Not printed.*
117. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all reports made by Mr. Burley, or any other officer, in regard to reservations of water rights for stock purposes in the North-west Territories during the last five years. Presented 27th April, 1905.—*Mr. Roche (Marquette)*.....*Not printed.*
118. Return to an order of the House of Commons, dated, 27th February, 1905, for copies of all correspondence, letters, reports, petitions, memoranda, in possession of the government, or any member or official thereof, relating to the location and erection of a railway station at Grand View, on the Murray Harbour branch of the Prince Edward Island Railway. Presented 28th April, 1905.—*Mr. Martin (Queens)*.....*Not printed.*
119. Return to an order of the House of Commons, dated 20th February, 1905, showing the sums of money spent by the Dominion government since 1896 upon each of the following: (a) Port Arthur harbour; (b) Fort William harbour; (c) Kaministiquia river; classified into (1) dredging; (2) breakwaters; (3) other purposes. The quantities of each of the following to be excavated during 1905-6 in each of the three locations above named: mud and sand, clay, hardpan, rock. The dates and terms of the contracts entered into with those engaged in dredging at the aforesaid points in 1903-04 and 1904-05. The said contracts. The horse-power, tonnage and dimensions of each of the dredges engaged in said work. The cost of dredges newly built, similar to those engaged at the above three points. Presented 28th April, 1905.—*Mr. Hughes (Victoria)*.....*Not printed.*
120. Return to an order of the House of Commons, dated 13th March, 1905, for each of the fiscal years from 1st July, 1897, to 30th June, 1904, of the expenditure on capital account upon the Drummond Counties Railway, and of the descriptions of work and materials for which such expenditure was made. Presented 9th May, 1905.—*Mr. Foster*.....*Not printed.*
121. Return to an order of the House of Commons, dated 20th February, 1905, showing in tabular form the amounts first voted for public buildings in towns in Canada of not more than 5,000 inhabitants; the year in which the first amount was in each case voted; the total amount expended to complete each building; the year in which it was completed; the revenue derived from post office, customs and inland revenue, separately, for the year in which the first vote was taken, and the rentals paid for the buildings in use for the above services during the same year, and the population of each town for that year; said return to cover the period from January, 1888, to February, 1905, inclusive. Presented 19th May, 1905.—*Mr. Foster*.....*Not printed.*
122. Return to an order of the House of Commons, dated 26th May, 1905, of copies of correspondence, etc., in relation to the Thessalon post office. Presented 26th May, 1905.—*Sir William Mulock*.....*Not printed.*
123. Return to an address of the House of Commons, dated 27th February, 1905, for copies of all petitions and correspondence between the boards of trade of Toronto and Montreal respectively, and the governor in council, in reference to the appointment of grain survey boards, under the authority of the Grain Inspection Act, at Toronto and at Montreal; and for copies of the orders in council whereby the aforesaid appointments were made. Presented 6th June, 1905.—*Mr. Ames*.....*Not printed.*

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124. Return to an address of the House of Commons, dated 27th March, 1905, of the following documents in respect of payments made on account of the subsidy voted in 1901 for a line of railway between Caplin and Paspebiac: 1. Copy of authority to act, together with full instructions issued to Commissioner Mothersill. 2. Report and findings of Commissioner Mothersill. 3. Sworn evidence of claimants who appeared before Commissioner Mothersill, as taken down by Stenographer Roy. 4. Copy of authority to act, and full instructions to Commissioner Langelier. 5. Report and findings of Commissioner Langelier. 6. Sworn evidence, if any, of claimants appearing before Commissioner Langelier. 7. Affidavits presented to Commissioner Langelier and subsequently. 8. Copy of resolution or order in council adopting report of Commissioner Langelier. 9. A statement giving each of the several payments made by the government since July 1st, 1901, on account of the subsidy voted in 1901 for a line of railway between Caplin and Paspebiac; showing in respect of every such payment to whom, by whom, on what date, in connection with part of the road, the date of original filing of claim, and on whose recommendation each payment was made. 10. All correspondence which may have passed between the Department of Railways and Canals, or any person connected therewith, and Commissioner Langelier, in respect of the investigation and payment of said claims. Also all correspondence between the member for the county of Bonaventure and the department, and between said member and Commissioner Langelier on this subject, as well as by the trustees of the Atlantic and Lake Superior Railway, C. N. Armstrong, T. C. Casgrain, H. C. J. Gilendez or any other person on their behalf and the department. Presented 15th June, 1905.—*Mr. Ames*. *Not printed.*
125. Return to an order of the House of Commons, dated 13th March, 1905, for copies of all correspondence, letters, petitions, etc., in possession of the government, or any member or official thereof, relating to land damages claimed by Thomas Curley, Charles Mitchell and others, of Village Green, Prince Edward Island, for lands expropriated for the Murray Harbour branch of the Prince Edward Island Railway. Presented 30th June, 1905.—*Mr. McLean (Quecn's)*. *Not printed.*
126. Return to an address of the House of Commons, dated 13th February, 1905, for copies of all correspondence and despatches between the government of Canada and the Imperial government, in regard to the establishment of a branch of the Royal Mint in Canada. Presented 4th July, 1905.—*Mr. Monk*. *Not printed.*
127. Copy of the account of the counsel and the expert witness as certified to by the chairman of the select special committee appointed last session to investigate the position of the Mutual Reserve Fund Life Association of New York in Canada. Presented (Senate) 28th June, 1905, by Hon. R. W. Scott. *Not printed.*
- 127*a*. Letter from C. J. Coster to the Clerk of the Senate, acknowledging a receipt of a cheque for \$500 on account of counsel fees in connection with the special committee on the Mutual Reserve Fund Life Association of New York, and also a letter from A. Power, acting Deputy Minister of Justice, referring to a number of accounts submitted to the Department of Justice for taxation in connection with the investigation of the said committee. Presented (Senate) 29th June, 1905, by Hon. R. W. Scott. *Not printed.*
128. Return to an address of the House of Commons, dated 13th March, 1905, for copies of all correspondence, orders in council, agreements, reports, etc., in connection with the taking over by the Dominion government of the Halifax and Esquimaux defences. Presented 7th July, 1905.—*Mr. Foster*. *Printed for both distribution and sessional papers.*
129. Return to an order of the House of Commons, dated 27th March, 1905, for copies of all correspondence, telegrams, papers, memoranda, etc., between the government and members of the Canadian militia, in regard to the granting of the King's South African medal to Canadians doing 18 months' South African war service. Presented 10th July, 1905.—*Mr. Worthington*. *Not printed.*
130. Return to an order of the House of Commons, dated 10th July, 1905, for a copy of the memorandum from the members of the Militia Council to the Minister of Militia and Defence; and also a copy of the memorandum of the Minister of Militia and Defence relating to the militia estimates. Presented 10th July, 1905.—*Sir Frederick Borden*. *Printed for both distribution and sessional papers.*
131. Return to an order of the House of Commons, dated 6th March, 1905, showing the names of residents in the North-west Territories, not entitled to a second homestead, for whom the sanction of the department has been given, allowing them to purchase additional quarter sections, subject to ordinary cultivation conditions; the dates upon which such sanctions were given; the lands which

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- have been purchased by such settlers in consequence of this authority, with the price agreed upon, and the sum paid down; also the form in which the authority to make the sale was made known to the local agents of Dominion lands. Presented 10th July, 1905.—*Mr. Lake*.....*Not printed.*
132. Partial return to an order of the House of Commons, dated 13th March, 1905, showing: (1) the number of permanent appointments, male and female, respectively, made to the civil service (inside division) in Ottawa, since July 1st, 1896; (2) the present strength of the civil service in Ottawa (inside division) permanent staff, specifying whether male or female; (3) the number of temporary employees, male or female, on the pay-list for the inside division of the civil service at Ottawa for January, 1905; (4) the number of temporary employees, male and female, appointed since July 1st, 1896; (5) in addition to the permanent and temporary clerks at present employed in the public service in Ottawa, the number of artisans, labourers, or other workmen employed at Ottawa during the month of January, and showing to which department these men are attached. Presented 10th July, 1905.—*Mr. Sproule*.....*Not printed.*
133. Rules of the Supreme Court of Prince Edward Island in criminal cases Presented (Senate) 10th July, 1905, by The Speaker.....*Not printed.*
134. Return to an address of the House of Commons, dated 27th March, 1905, for copies of all correspondence, telegrams, letters, memoranda, orders in council, reports, etc., in possession of the government, or any member or official thereof, in connection with the granting of an additional subsidy to the province of Prince Edward Island, in 1901, of \$30,000 a year, and the basis on which the said subsidy was agreed to be paid to the province. Presented 11th July, 1905.—*Mr. Martin*.....*Not printed.*
135. Return to an address of the Senate, dated 6th July, 1905, showing: 1. The amount (acreage) of school lands sold in the North-west Territories since the union. 2. The amount of principal (if any), and also the amount of interest paid over to the Territorial government. 3. The amount (acreage) of lands sold, and the average price per acre in each year for which such lands were sold. 4. The amount at present standing to the credit of the school fund. 5. The amount owing on sales to be carried to the credit of said fund. Presented 12th July, 1905.—*Hon. Mr. Lougheed*....*Not printed.*
136. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence, petitions, resolutions, reports, memoranda, in possession of the government, or any member thereof, relating to the survey and construction of branch railway lines in the province of Prince Edward Island. Also the number of surveys made in the province since 1900, the routes surveyed, and the cost of each. Presented 14th July, 1905.—*Mr. Martin (Queen's)*....*Not printed.*
137. Return to an order of the House of Commons, dated 14th July, 1905, for a copy of the details of the third item of Resolution 107 of the Supplementary Estimates, 1905-6: Construction of lighthouses and aids to navigation, including apparatus, \$675,000. Department of Marine and Fisheries. Presented 14th July, 1905.—*Hon. J. R. F. Préfontaine*.....*Not printed.*
138. Return to an order of the House of Commons, dated 14th July, 1905, for a copy of the report of Superintendent J. D. Moodie, on service in Hudson Bay, per ss. *Neptune*, 1903-4. Presented 14th July, 1905.—*Hon. J. R. F. Préfontaine*.....*Printed in Sessional Paper No. 28.*
139. Extracts of reports of committees of the honourable the privy council, approved by his excellency on the 31st May, 1902, and 20th September, 1904, respectively, relative to the carrying out of a certain propaganda in certain European countries to promote emigration to Canada by the North Atlantic Trading Company of Amsterdam, Holland. Presented 19th July, 1905, by Hon. F. Oliver.
Not printed.
140. Report of W. M. Graham, inspector of Indian agencies in the Assiniboine agency, and also in the Moose Mountain agency. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
141. Correspondence respecting the sale of certain disputed islands in the Georgian Bay, south of Moose Deer Point. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
142. Copy of an indenture between His Majesty King Edward the Seventh and the Dominion Coal Company, Limited. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
143. Return to an address of the Senate, dated 7th July, 1905, for a return of the number of closed grazing leases granted since 1897 by the government of the North-west Territories, together with the following information relating thereto: The number of acres in each lease, the date when, and time for which granted; the parties to whom granted, and by whom at present held; the rental per acre, and the township and range in which situate. Presented 14th July, 1905.—*Hon. Sir Mackenzie Bowell*.....*Not printed.*

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144. Return to an address of the Senate, dated 6th April, 1905, for copies of all despatches, letters, telegrams and other correspondence and communications received by the department of public works, or any officer thereof, or by any department of the government, or by any officer thereof, from the Honourable Senator Philippe Auguste Choquette in any way relating to lot 4438-A of the official plan and book of reference of Montcalm Ward, of the city of Quebec, and to the purchase thereof by His Majesty King Edward VII, and of all despatches, letters, telegrams and other correspondence and communications sent by any and all such departments and officers to the Honourable Senator Choquette relating thereto; also copies of all plans, if any, filed for the purpose of expropriating said lot in the registration division wherein said lot is situate, and copies of any other expropriation proceedings authorized or required by law to be followed in connection with the expropriation of lands for public purposes and which in any way relate to the lot aforesaid; copies of all appointments of valuers regarding said lot; copies of all applications for the appointment of such valuers, and of all correspondence, letters and telegrams relating to such appointments; and copies of any valuations of said lot made by any valuers; copies of all orders in council relating to said transactions and to the purchase of said property; copies of all deeds, powers of attorney, reports and orders in council executed, made or passed relating to the purchase or acquisition of said lot by His Majesty King Edward VII. Presented 18th July, 1905.—*Hon. Mr. Landry*. *Not printed.*
145. Return to an address of the Senate, dated 16th May, 1905, for copies of all correspondence between Henry F. Coombs, of St. John, N.B., and the department of agriculture of Canada, or any officer thereof, relating to articles forwarded by the said Henry F. Coombs to the Paris exhibition, in 1900, and his claim for expenses in connection therewith and for payment to him for articles damaged or not returned. Presented 19th July, 1905.—*Hon. Mr. Landry*. *Not printed.*
146. Return to an address of the Senate, dated 14th June, 1904, for: 1. A statement showing, in so many distinct columns, the names and surnames, the age, rank, the domicile, the origin, of all the officers, sub-officers and men of the crew of the ship sent in 1903 to explore Hudson's Bay. 2. The name of the ship chartered for this expedition, its tonnage, the name of its owner, the price assigned for its service, the duration of this service. 3. The term of service of each of the men (officers, sub-officers, sailors, etc.) who composed the crew of this vessel. 4. All the correspondence relating to this expedition, including therein the instructions given. 5. A copy of each report made by the authorities on board from the commencement of this expedition. Presented 18th July, 1905.—*Hon. Mr. Landry*. *Not printed.*
147. Orders in council passed since last session, submitted for the approval of parliament, in accordance with provisions of section 5 of chapter 34, of the Statutes of Canada, 1902. Presented 18th July, 1905, by Hon. F. Oliver. *Not printed.*

THIRTY-SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1904

MARINE

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1905.

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 Thirty-Seventh Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

RAYMOND PRÉFONTAINE,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, December, 1904.

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REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Honourable

RAYMOND PRÉFONTAINE,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit my report as Deputy Minister, for the fiscal year ended June 30 last, and to give an account of the business of the department up to date, so far as such relates to the Marine branch.

Reference is made to the construction of lighthouses and other aids to navigation ; gas buoys and acetylene lighting ; Steamboat Inspection ; the Shipment of Live Stock ; Meteorology ; Life-boat Stations ; Investigations into the causes of wrecks and casualties ; Hydrographic Surveys, etc., details of which appear in the appended reports of the Chief Engineer ; the Commissioner of Lights ; Commander of the Canadian Marine Service ; the Chairman of the Board of Steamboat Inspection, and the Officer-in-Charge of the Hydrographic Surveys.

During the year I have, as opportunity offered, visited the agencies of the Department, thus obtaining personal insight into the important work carried on by the Outside Service—as also useful information for guidance, when matters pertaining thereto are under consideration. In connection with this I had the pleasure and advantage of accompanying you on your recent visit to the Agency of the Department in British Columbia, on which occasion you authorized the immediate carrying into effect of suggestions for the improvement of the Lighthouse Service in that province, while other recommendations were noted for the careful consideration and attention of the department.

LIGHTHOUSE BOARD.

With the object of carrying out your earnest desire for the improvement of the lighthouse service and the consideration of all cognate matters, by Order in Council of the 26th of February last, the Lighthouse Board was organized—consisting of the Deputy Minister as Chairman, the Chief Engineer, the Commander of the Canadian Marine Service, the Commissioner of Lights—officers of this department—and Mr. Hugh A. Allan, of Montreal, as representing the shipping interests generally ; also, when questions pertaining to the aids alluded to within the Montreal or Quebec Pilotage Districts are under consideration by the Board, the president for the time-being of the Corporation of Pilots for these respective districts is (ex-officio) a member

of the Board when summoned by the Chairman to attend meetings thereof. Mr. W. C. Gordon, a first class clerk, is secretary of the Board.

The functions of the Board are, to consider all applications for the improvement of the Lighthouse Service, the establishment of additional aids to navigation, and such matters as tend to the protection of life and property of those engaged in the mercantile marine of the Dominion. The Board meets from time to time as necessity arises, and its decisions—if sanctioned by you—are carried into effect. While the Board has only been in existence for a comparatively short time, the work already accomplished through its agency (for details see annexed report) has proved highly satisfactory to the shipping interests and is much appreciated by the travelling public and those engaged in navigation.

HYDROGRAPHIC SURVEYS.

So as to systematize and facilitate the work in connection with the hydrographic surveys, for many years performed by this department, the administration of this branch of the public service was assigned to the department, under the provisions of 55 56 Victoria, Chapter 17, and an Order in Council was passed on July 23, 1904, transferring the hydrographic work of the Departments of Public Works and of Railways and Canals to the Department of Marine and Fisheries, so that that Department alone be charged in future with the management and control of such surveys. The same Order in Council directed that the duties, powers and functions, with respect to any work or class of works conferred upon the Minister of Public Works by any Acts relating to Harbour Commissioners, be transferred to and exercised by the Minister of Marine and Fisheries; also that all records and plans in the possession of the Department of Public Works or of Railways and Canals, which bear on the works above alluded to and which may be required by the Department of Marine and Fisheries for its information and guidance, be forwarded to this department upon application therefor.

Mr. W. J. Stewart, long in the Hydrographic Service of this Department, was, by Order in Council of August 2, 1904, appointed Chief Hydrographic Surveyor.

The report of the Chief Hydrographic Officer is appended.

NAVIGATION.

With the object of organizing the different branches of the public service, relating to navigation, under the immediate control of the department directly responsible for the buoys, lighthouses, pilotage and all questions of navigation; the entire management and control of the River St. Lawrence Ship Channel, together with the dredging and sweeping plant, steamers, and other appliances hitherto used by the Department of Public Works in connection therewith, were, under the provisions of an Order in Council, 56, passed over in July 1st, 1904 to the control of the Department of Marine and Fisheries.

The Government Ship Yard at Sorel, where the dredging plant is constructed and repaired, together with the shops, stores, &c., were also transferred in connection with the same service.

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In this connection Mr. F. W. Cowie, C. E., formerly Engineer in Charge of the Ship Channel, was transferred by Order in Council and appointed Superintending Engineer of that important work, the transfer including the engineering and clerical staff.

Mr. G. J. Desbarats, Director of the Ship Yard under the Public Works Department was also transferred with the entire Sorel Office Staff.

The amount expended on the various branches of the public service comprised in the Marine branch of this department, during the fiscal year ended June 30 last, was \$2,058,955.24; the expenditure for the previous year was \$1,587,052.24, not including expenditure for civil government. The expenditure for civil government for the fiscal year ended June 30 last, was \$77,419.11 and for contingencies \$14,565.96, making the expenditure for the various branches of the Marine branch and for civil government \$2,150,940.31. The Fisheries expenditure amounted to \$634,874.01; total \$2,785,-814.32.

The amount voted by parliament for the different branches of the Department of Marine and Fisheries, including Fisheries and the departmental salaries was \$2,867,-013.47. It will thus be seen that the expenditure for the fiscal year was \$88,189.15 less than the amount voted by parliament.

During the past fiscal year the expenditure for maintenance of lights and coast service, amounted to \$685,723.11; for construction \$540,675.07, total for maintenance and construction \$1,226,398.18, while for the previous year the expenditure for light-house and coast service, including construction, was \$958,870.26, showing an increase of expenditure for the year ending 30th June last of \$267,527.92.

The appropriation for this service was \$1,251,770.00, the expenditure being \$25,371.82 less than the appropriation of parliament for the fiscal year.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows: The Ontario division, embracing all lights from Montreal westward to the North-west Territories; the Quebec division extending below Quebec and including the river and gulf of St. Lawrence and strait of Belle Isle; the Nova Scotia division, including St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and British Columbia division, each including lights within the provincial boundaries.

The several districts, with the exception of the district above Montreal, are in charge of agents who receive instructions from the department, and report annually in addition to communicating with the department, in connection with all matters relating to their agencies.

The total number of light stations, lightships and fog-alarm stations in the Dominion on June 30, 1904, was 796 and lights shown 996; the number of steam whistles, fog-horns, bells and guns 99; the number of lightkeepers and engineers of fog-alarms with masters of lightships was 783.

The report of the chief engineer gives full information in regard to lighthouse construction and the principal repairs to existing stations, as likewise the work done at

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fog-alarm stations. The report of the Commissioner of Lights shows in detail what has been accomplished in regard to improvements in the lighting throughout the Dominion.

ORGANIZATION OF THE LIGHTHOUSE SERVICE.

I desire to point out that the increase in the number of 'Aids to Navigation' in recent years, renders it desirable to increase the facilities now existing for their proper inspection and operation. This work has been in charge of the Superintendents of Lights in the different agencies acting under the respective agents. In addition to their duties of inspecting and supervising the aids to navigation under their charge, the Superintendents have had general charge of construction and repairs in their respective districts.

The district west of Montreal, with the exception of the Montreal-Kingston division, which is in the immediate charge of the Assistant Commissioner of Lights, Dominion Lighthouse Depot, Prescott, is known as the Ontario division, and is inspected annually and supplies delivered by a chartered supply boat under the Superintendent of Lights, Ontario Division. The large increase in the tonnage and size of vessels on the Great Lakes necessitates a closer supervision and more frequent inspection than has obtained heretofore. As a first step in this direction, authority has been obtained for the establishment of a buoy depot at a central point in the Georgian Bay, and the creation of the Georgian Bay and North Channel into a separate district will follow. The time has also arrived when the desirability of acquiring a lighthouse supply steamer may be properly considered.

ACETYLENE LIGHTING.

During the past season the use of acetylene as an illuminant for gas buoys and lighthouses has been extended, and it is used in the Ship Channel gas buoys from Grondines to Port St. Francis, and from Sorel to Montreal in the Montreal-Kingston division, and in the Parry Sound district, Halifax harbour, and in the vicinity of Port Arthur, Ont.

The only gas buoys now using Pintsch or oil gas are those in the Quebec agency, and at the mouth of the Detroit river. On the opening of navigation next year, these will be replaced by acetylene buoys.

An automatic acetylene buoy which carries its charge of gas in the form of carbide has been invented by Mr. Thomas L. Willson, and accepted by the department. The utilization of this buoy will permit an extension of the gas buoy service which before was impracticable on account of the difficulty and expense of transporting gas.

43 Lighthouses between Montreal and Kingston burned compressed acetylene during the past season and preparations have been completed to light the remainder of the lights in this division 3 in number, on the opening of navigation.

The range lights in the vicinity of Parry Sound will be lighted by acetylene shortly after the opening of navigation.

An acetylene gas beacon has been established at Kilbear Point, Parry Sound.

A full report on the subject of lighting by acetylene will be found in the report of the Commissioner of Lights.

NEW LIGHTSHIP.

The new lightship *Anticosti*, No. 15, which was built by the Polson Iron Works, Toronto, proceeded on the July 14 to Montreal and Quebec where she was fully equipped to take her station off Heath Point, Anticosti, where she arrived on August 4 and was moored in position in 22 fathoms water, 8 miles S. 47° E. from Heath Point.

Lat. N.	49°	3'	0"
Long. W.	61°	30'	30"

The *Anticosti* is a staunch built vessel of the latest improved designs in lightships for the most exposed positions, and is of the same plan and specifications as the Lurcher Shoal Lightship No. 14, completed last fall by the Polson Company under contract (for the two vessels) at the cost of \$179,950.

The length of the lightship is 121.3 feet ; main breadth moulded, 24.7 ; depth in hold from tonnage deck to ceiling at amidships, 19 feet.

She is fitted up with auxiliary engines and machinery and can steam 9 miles per hour. The hull is of steel. There are two masts and no bowsprit.

Three 7th order lens lanterns encircle each mast-head at an elevation of 60 feet from the water. From these lanterns electric occulting lights are shown, bright for ten seconds and eclipsed for five seconds.

A diaphone operated by compressed air is used as a fog alarm and gives blasts of $4\frac{1}{2}$ seconds separated by silent intervals of $55\frac{1}{2}$ seconds. This lightship is also fitted with a sub-marine bell operated by compressed air and which, during fog rings, the vessel's number 15 as follows : 1 stroke and then an interval of four seconds, followed by five strokes with an interval between each of one second again followed by an interval of ten seconds. On vessels fitted with receiving apparatus the bell should be heard during foggy weather a distance of four miles.

BUOYS AND BEACONS.

The extended coast line of Canada, numerous bays, inlets, rivers, lakes, harbours and other navigable waters require a large number of buoys. Annually the number of buoys has been increased, but in 1903-4 the increase has been larger than any previous year, causing a correspondingly larger expenditure, amounting during the last fiscal year to a total expenditure of \$124,916.32. The cost of the service is materially increased in years when large contracts are made for steel, signal, gas and other coast buoys.

The districts now buoyed number about 350 and the buoys number about 4,200. A record of the names of the shoals, dangers, reefs and various points in channels, harbours, &c., where buoys are placed, is carefully maintained ; this enables the department to immediately locate the buoys when any reference is made to them in the correspondence.

The contract system has been found to work most economically and efficiently ; in the majority of instances the contracts are immediately under the supervision of departmental officers, whose duty it is to report to the department any neglect of work

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on the part of the contractors. There are now existing about 250 contracts. These contracts are generally made for a period of three years. The contractors are paid semi-annually upon the certificate of the superintending officer. There are, however, some districts not under contract; the work being attended to by the harbour masters. In these cases it has been found more advantageous to place the work immediately in the hands of these officers.

A large number of whistling, bell and other iron buoys are maintained along the coast of the several provinces, by Dominion steamers, particularly on the Nova Scotia, New Brunswick and British Columbia coasts. These buoys are called coast buoys to distinguish them from harbour buoys. The cost of this maintenance by the steamers, is not charged directly to the buoy service, but is included in the cost of maintenance of the steamers, which frequently perform the double duty of attending to lighthouses and the coast buoy service, on the same trip.

The expenditure in connection with the buoy service for the year ended June 30, 1904, was as follows:—

For the province of Quebec, including the port of	
Montreal.....	\$31,996 68
Above Montreal, including Ontario.....	55,236 52
Nova Scotia.....	15,360 10
New Brunswick	12,213 36
British Columbia	6,580 50
Prince Edward Island.....	3,529 16
<hr/>	
Total.....	\$124,916 32

In addition to the buoys for marking dangers, 106 gas buoys are maintained showing in general occulting lights; 22 in the Quebec Agency, on the St. Lawrence river; 40 between Portneuf and Montreal; 31 between Montreal and Kingston; 1 in Pelee Passage; 1 at the mouth of the Detroit river; 3 in Parry Sound; 3 in Georgian Bay; 2 at Port Arthur, and 3 in Halifax harbour. (Up to Dec 1.).

The coast buoy service maintained by Dominion steamers on the coast of Nova Scotia, consists of 33 automatic whistling buoys, 3 gas buoys, 26 bell buoys and 150 steel can and conical buoys. In the New Brunswick Agency, there are maintained in the same way 21 signal buoys, 17 steel can and conical buoys and one bell boat. The signal coast buoys of Prince Edward Island number 4 and the steel can and conical buoys 15.

In the province of Quebec there are 49 steel can and conical buoys, 1 bell buoy and 1 whistling buoy maintained by the Dominion steamers.

The steamer *Shamrock* is constantly employed in the buoy service on the St. Lawrence river between Montreal and Quebec, and the steamer *Scout* between Montreal and Kingston; the latter steamer attends to the gas buoys above Montreal, on the St. Lawrence river. The steamer *Druid* performs the buoy service below Quebec, and attends to the gas buoys in the Quebec district.

The coast buoy service in British Columbia is performed by the Dominion steamer *Quadra* and the list of buoys in the Chief Engineer's report shows the number of stee

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and other buoys. No whistling buoys have yet been established there, but several are under construction and will be placed when completed. The service at the mouth of the Fraser river is performed by the Public Works steamer *Samson* employed by this department.

Tenders were invited during the past year for the following steel buoys for the different agencies, viz. : 3 automatic whistling buoys, 5 Trinity bell buoys, 3 United States pattern bell buoys, and 11 conical buoys for the Nova Scotia Agency ; 2 automatic whistling buoys, 2 Trinity bell boys, 6 conical buoys and 9 can buoys for the New Brunswick Agency ; 3 automatic whistling buoys, 2 United States pattern bell buoys, 3 conical buoys and 3 can buoys for the British Columbia Agency ; 4 conical buoys and 4 can buoys for the Prince Edward Island Agency ; and 3 conical swift current buoys for the St. Lawrence river. The average cost of each kind of buoy was as follows :—

Whistling	\$950 each.
Trinity pattern bell buoy.....	900 “
United States pattern bell buoy.....	661 “
Conical.....	189 “
Can.....	104 “
Swift Current Conical Buoys.....	315 “

WRECKS AND CASUALTIES.

The total number of casualties to British and Canadian sea-going vessels reported to the department, as having occurred in Canadian waters and to Canadian sea-going vessels in waters other than those of Canada, during the twelve months ended June 30, 1904, was 192, representing a tonnage of 81,143 tons register, and the amount of loss both partial and total, to vessels and cargoes as far as ascertained was \$489,699. The number of casualties to inland vessels so far as have been reported, was slight and unimportant.

The number of lives reported lost in connection with the casualties was 9. A statement of the wrecks and casualties will be found in Supplement No. 1 to this report.

Details of investigations into wrecks and casualties during the season, and the action taken by the department in regard thereto will be found in appended report.

LIFE BOAT STATIONS.

There are 27 life-saving stations in the Dominion of Canada. Most of these have crews that drill twice or three times a month, in the majority of cases twice a month. The men are paid \$2 for each drill and an extra sum is paid when any service is rendered to shipwrecked mariners.

At Long Point, Lake Erie, the men are permanently stationed during the months of September, October and November, at the life-saving station, which is well equipped for their accommodation and for the accommodation of those who may be rescued. The men receive \$40 per month during the three months, and are paid for weekly drills during the other months of the season of navigation.

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Kincardine, Ont.—The steamer *Singapore* became water-logged off Kincardine during a storm and drifted on to the beach. The captain, his wife and three children, with three seamen were lashed to the rigging. The Kincardine life-saving crew went to their assistance and after considerable difficulty succeeded in rescuing all hands. The vessel was a total loss.

Consecon, Ont.—The life-saving crew at Consecon were notified that there was a schooner off Point Peter, about twenty-five miles from the station, flying signals of distress. As there was a heavy sea on at the time the life-boat was taken 12 miles by teams and rowed the rest of the way. When they reached Point Peter they were informed that a steamer had come to the assistance of the schooner and towed her away.

Seal Island, N.S.—A new life-boat has been supplied this station.

Herring Cove, N.S.—A new Beebe McLellan life-boat was supplied this station.

Devils Island and Scattarie, N.S.—Stations were also supplied with New Beebe McLellan life-boats.

St. Pauls Island.—The steamer *Turret Bay* ran on the rocks near St. Pauls Island in May last and went down shortly after striking. Owing to prompt and courageous action on the part of the men at the station eight men were rescued.

A statement of the life-boat stations will be found in supplement No. 1 to this report.

SIGNAL SERVICE.

The reports of the Superintendents of the Signal Service at Quebec and Halifax contain information for mariners. Mr. J. U. Gregory is superintendent of the service at Quebec, and Lieut. George Butler, superintendent of the service at Halifax.

Arrangements have been completed between the Government of Canada and the Society of Lloyds, whereby the following signal stations, maintained by the Dominion of Canada, have been included in Lloyds system of reporting stations. Orders forwarded to Lloyds, can be notified to vessels by means of these signal stations, on the same terms and conditions as observations at Lloyds signal stations and vessels signalling to these Canadian signal stations, will be reported to Lloyds for insertion in the Lloyds List and Shipping Gazette, and daily press, in the same manner as reports from Lloyds signal stations.

LIST OF STATIONS.

Belle Isle,	Chateau Bay,
Cape Ray, Newfoundland,	South-west Point, Anticosti,
St. Paul's Island, Cape Breton,	West Point,
Cape St. Lawrence,	Cape Rosier, Gaspé coast,
Heath Point, Anticosti,	Fame Point “
Amherst Island, Magdalen Islds.,	Cape Magdalen “
Point Amour, Forteau,	South Point “

The government telegraph system was, during the season of 1901, extended along the north coast of the Gulf of St. Lawrence to the strait of Belle Isle, and Belle Isle was connected by cable with the shore telegraph system.

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Arrangements have been completed by the department whereby all inward bound vessels, showing their signal numbers, will be reported from marine signal stations in the river and Gulf of St. Lawrence immediately, and all reports will be promptly posted on the bulletin board of the Great North-western Telegraph Company's office in St. Peter Street, Quebec, and on that of the Board of Trade in Montreal.

Weather and ice reports will be forwarded twice a day, as formerly ; and similarly posted.

Arrangements have also been made for repeating all reports received to the pilot station at Father Point, so that pilots will be promptly advised of the locality of inward bound vessels.

A telegraph station was established by the government of Canada at the lighthouse at Point Amour, and included in the list of marine signal stations from which reports will be posted at Quebec and Montreal.

Wireless telegraph stations have been established by the Marconi Wireless Telegraph Company (Ltd.) at Belle Isle, Chateau bay, Cape Ray, Cape Race, Fame Point, Heath Point and Point Amour.

Blue lights have been supplied the signal stations at Belle Isle and Point Amour to indicate to any passing vessel sending up distinguishing rockets that their night signals were recognized and would in consequence be reported.

The reports of the superintendents will be found in an appendix to this report.

MERCHANT SHIPPING.

Reports relating to merchant shipping for the calendar year of 1904 have not been received from the registrars of shipping in various parts of the Dominion. The reports are made up to the end of the calendar year, as provided by the Canadian Shipping Act, and therefore, will not be received until some time after the month of January.

The statements showing the number of vessels in the registry books of the Dominion on December 31, 1904, will appear in supplement No. 1 of this report. The number of new vessels built and registered will also be shown, and a comparative statement of the tonnage of new vessels built and registered, from 1874 to 1904, both inclusive.

Mr. W. L. Magee, chief clerk, attends to all matters in connection with merchant shipping.

WIRELESS TELEGRAPHY AND SUBMARINE SIGNALLING.

These discoveries have, during the past year, received careful consideration by the officers of the department, and much has been done towards utilizing them in the interests of navigation. Details of the work accomplished are given in the respective reports of the Commander of the Canadian Marine Service and the Commissioner of Lights.

A personal inspection of the submarine signal system in operation between New York and Boston was made by the Minister, the undersigned and representatives of the Shipping Federation of Montreal. The demonstration given was very convincing and all present were satisfied of the great usefulness of this new aid.

DOMINION STEAMERS.

Particulars in regard to the description of the steamers and their operations during the past season will be found in appended report of the Commander of the Canadian

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Marine Service. The names of the steamers actively employed during the past year were :—

<i>Minto,</i>	<i>Petrel,</i>	<i>Druid,</i>	<i>Constance,</i>
<i>Kingfisher,</i>	<i>Stanley,</i>	<i>Brant,</i>	<i>Lady Laurier,</i>
<i>Lansdowne,</i>	<i>Kestrel,</i>	<i>Quadra,</i>	<i>Scout,</i>
<i>Gulnare,</i>	<i>Bayfield,</i>	<i>La Canadienne,</i>	<i>Falcon,</i>
<i>Maisonneuve,</i>	<i>Frontenac,</i>	<i>Shamrock,</i>	<i>Reserve,</i>
<i>Aberdeen,</i>	<i>Osprey,</i>	<i>Curlew,</i>	

The names of the new steamers added to the fleet under the charge of this department are *Canada, Vigilant, Montcalm, Champlain.*

There is also in the service of the department the following steam tugs :—

<i>Champlain,</i>	<i>Swan,</i>	<i>De Levis,</i>	<i>St. Francis,</i>
<i>Montcalm,</i>	<i>James Howden,</i>	<i>Cartier,</i>	<i>Amelia,</i>
<i>Georgia,</i>	<i>Eureka,</i>	<i>Jessie Hume,</i>	<i>Lac St. Pierre.</i>
<i>Jean Iberville.</i>			

besides a number of dredges.

Cost of maintaining Dominion Steamers, Marine Branch, from 1884 to 1904.

Years.	Cost of Maintenance.	Years.	Cost of Maintenance.
	\$ c.		\$ c.
1883-84.	122,816 25	1894-95.	129,899 80
1884-85.	148,864 26	1895-96.	150,519 41
1885-86.	130,759 83	1896-97.	136,940 11
1886-87.	141,424 42	1897-98.	117,644 39
1887-88.	150,659 19	1898-99.	145,270 75
1888-89.	126,629 33	1899-1900.	180,975 45
1889-90.	114,959 20	1900-1901.	195,484 75
1890-91.	111,437 03	1901-1902.	241,060 98
1891-92.	127,406 28	1902-1903.	279,348 06
1892-93.	146,521 77	1903-1904.	306,171 01
1893-94.	142,487 42		

STEAMBOAT INSPECTION.

The total number of steamboats reported in the several districts in the Dominion is 1,691, of this number 135 were added to the Dominion during the year, the gross tonnage being 295,062.82. Fees were collected for inspection amounting to \$9,698.78, the fees from engineers for certificates amounted to \$1,090 and fees for inspection of tow barges to \$30, making the total receipts from steamboat inspection and engineers' certificates \$10,818.78. The net receipts to the credit of the fund for the previous year amounted to \$28,889.09.

The total expenditure in connection with inspection was \$33,723.12. Increase of expenditure for the last fiscal year of \$3,551.03.

The consolidated laws relating to steamboat inspection came into force on the 1st day of January, 1899.

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The report of the chairman of the Board of Steamboat Inspection forms Appendix No. 6.

The following is a comparative statement of the receipts and expenditures in connection with steamboat inspection :—

	Receipts.	Expenditure.
	\$ cts.	\$ cts.
For the fiscal year ended June 30, 1870	12,521 29	7,379 18
" " 1871	10,369 96	8,321 00
" " 1872	11,710 43	8,500 00
" " 1873	15,412 75	11,205 54
" " 1874	15,603 19	10,291 58
" " 1875	15,011 90	12,199 81
" " 1876	13,811 24	13,081 86
" " 1877	15,858 42	12,073 01
" " 1878	12,431 25	13,228 28
" " 1879	12,331 16	13,076 46
" " 1880	15,424 02	11,854 34
" " 1881	16,905 49	12,211 65
" " 1882	15,277 78	14,835 97
" " 1883	12,577 36	16,209 02
" " 1884	15,371 79	21,893 28
" " 1885	13,343 66	23,235 04
" " 1886	14,087 76	21,775 57
" " 1887	12,701 20	22,837 80
" " 1888	12,550 14	21,430 45
" " 1889	12,576 18	22,313 03
" " 1890	19,859 18	20,989 52
" " 1891	21,644 72	22,183 76
" " 1892	20,994 84	22,736 59
" " 1893	25,295 35	24,386 95
" " 1894	24,835 47	25,961 36
" " 1895	24,630 56	26,385 88
" " 1896	24,002 32	26,321 27
" " 1897	25,094 95	26,837 83
" " 1898	31,525 40	26,342 29
" " 1899	33,854 45	28,035 49
" " 1900	36,474 83	27,965 92
" " 1901	34,967 37	29,247 59
" " 1902	38,458 92	27,493 80
" " 1903	28,888 09	30,172 09
" " 1904	10,818 78	33,723 12
	677,062 15	697,756 33

Owing to amendment of the Steamboat Inspection Act of 1898, whereby fees for inspection of Dominion registered steamers were abrogated there has been a falling off in receipts compared with those for the previous year, the fees as shown having been collected from steamers inspected but registered elsewhere than in Canada to the number of 131 having a gross tonnage of 101,477 36.

An Act to amend the Steamboat Inspection Act of 1898 was passed and assented to July 18, 1904 ; the following is a copy :—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. Subsection 1 of section 6 of The Steamboat Inspection Act, 1898, is amended by adding thereto the following paragraph :—

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The following Act, entitled an Act respecting the Coasting Trade of Canada, was assented to May 15, 1902, and relates to the payment of duty on foreign built British ships :—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. In this Act, unless the context otherwise requires, the expression 'British Ships' means and includes all ships belonging wholly to persons qualified or entitled to be owners of British ships, under the provisions of 'The Merchant Shipping Act, 1894,' any other Act of Parliament of the United Kingdom in that behalf, in force for the time being.

(2) For all purposes of this Act the expression 'the coasting trade of Canada' shall be deemed to include the carriage by water of goods or passengers from one port or place in Canada to another port or place in Canada.

2. No foreign-built British ship, whether registered in Canada or elsewhere, shall be entitled to engage or take part in the coasting trade of Canada, unless such foreign-built British ship has first obtained a license for that purpose, which may be granted by the Minister of Customs.

(2) The Minister of Customs shall issue such license to any foreign-built British ship, whether registered in Canada or elsewhere, upon application therefor and upon the payment of a duty of twenty-five per cent ad valorem on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances of such ship.

(3) This section shall not apply to any foreign-built British ship registered as a British ship prior to the first day of September, 1902.

3. No goods or passengers shall be carried by water, from one port of Canada to another, except in British ships; and if any goods or passengers are so carried, as aforesaid, contrary to this Act, the master of the ship or vessel so carrying them shall incur a penalty of four hundred dollars; and any goods so carried shall be forfeited, as smuggled; and such ship or vessel may be detained by the Collector of Customs, at any port or place to which such goods or passengers are brought, until such penalty is paid, or security for the payment thereof given to his satisfaction, and until such goods are delivered up to him, to be dealt with as goods forfeited under the provisions of the Customs Act.

4. The master of any steam vessel, not being a British ship, engaged, or having been engaged, in towing any ship, vessel or raft, from one port or place in Canada to another, except in case of distress, shall incur a penalty of four hundred dollars; and such steam vessel may be detained by the Collector of Customs at any port or place to or in which such ship, vessel or raft is towed, until such penalty is paid.

5. Penalties and forfeitures under this Act may be recovered and enforced in the manner provided by The Customs Act, with respect to penalties and forfeitures incurred under it, and as if imposed by it; and this Act shall accordingly be construed with reference to said Act, and as forming one Act with it, and all words and expressions in this Act shall have the same meaning as the like words and expressions in said Act.

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6. The Governor in Council may, from time to time, declare that the foregoing provisions of this Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place to another in such country.

7. Where by treaty made before the passing of 'The Merchant Shipping (Colonial) Act, 1869,' (that is to say before the thirteenth day of May, eighteen-hundred and sixty-nine), Her late Majesty, Queen Victoria, agreed to grant to any ships of any foreign state any rights or privileges in respect of the coasting trade of Canada, those rights and privileges shall be enjoyed by those ships for so long as Her late Majesty agreed, or His Majesty the King may hereafter agree, to grant them.

8. Chapter 83 of the Revised Statutes is repealed.

WINTER STEAMERS AND ROUTES.

During the season of 1903, an attempt was again made to have continuous winter communication between Summerside, P.E.I., and Tormentine, N.B., the steamer *Stanley* being placed upon the route on the 16th of December, and making return trips until the 28th. On that day, however, the ice became very heavy and so badly rafted in Summerside bay that it was impossible to keep up communication any longer on this route. The *Stanley* then entered upon the winter service between Georgetown, P.E.I., and Pictou, N.S., in conjunction with the D.G.S. *Minto* continuing on that route until the 20th April, when she made one trip to Charlottetown.

The *Minto* commenced the winter mail service on the 19th December, 1903, making tri-weekly trips between Charlottetown and Pictou until the 26th of December, when that route was abandoned and the Pictou-Georgetown route entered upon, continuing thereon until the 12th of April, 1904, and making tri-weekly trips with the D.G.S. *Stanley*. The *Minto* then returned to the Charlottetown-Pictou route until the 23rd April, when the Charlottetown Steam Navigation Company's steamers took up the service and the *Minto* was laid up.

PILOTAGE SYSTEM.

During the year the pilotage system between Montreal and Quebec came under the control of the department, a detailed report relative thereto is appended.

MARINE SCHOOLS.

The establishment of such schools has engaged the attention of the department and a report of the action, so far taken, forms an appendix to this report.

CERTIFICATES TO MASTERS AND MATES.

During the year ended 30th June, 1904, 57 candidates applied for examination as masters, mates or second mates in the foreign trade, and 8 failed—12 masters', 15 mates' and 22 second mates' foreign going certificates were issued; and 403 candidates applied for examination as masters or mates in the inland or coasting trade, and 39 failed—237 masters' and 127 mates' inland and coasting certificates were issued.

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FOREIGN-GOING CERTIFICATES.

Examinations for foreign going certificates were held ; as follows :—

At Halifax, N.S., 4 applicants for masters' certificates, 7 for mates' certificates and 5 for second mates' certificates were examined, 1 applicant for a mate's certificate and 1 for a second mate's certificate failed.

At Yarmouth, N.S., 1 applicant for a master's certificate, 3 for mates' certificates and 3 for second mates' certificates were examined, 1 applicant for a mate's certificate and 1 for a second mate's certificate failed.

At St. John, N.B., 2 applicants for masters' certificates, 2 for mates' certificates and 3 for second mates' certificates were examined, 1 applicant for a mate's certificate, and 1 for a second mate's certificate failed.

At Victoria, B.C., 4 applicants for masters' certificates, 6 for mates' certificates and 16 for second mates' certificates were examined, 2 applicants for second mates' certificates failed.

At Ottawa, Ont., 1 applicant for a master's certificate was examined.

INLAND AND COASTING CERTIFICATES.

Examinations for inland and coasting certificates were held as follows :—

At Halifax, N.S., 9 applicants for masters' certificates and 6 for mates' certificates were examined, 1 applicant for a master's certificate failed.

At Yarmouth, N.S., 23 applicants for masters' certificates and 9 for mates' certificates were examined, one applicant for a master's certificate and 1 for a mate's certificate failed.

At Sydney, N.S., 20 applicants for masters' certificates and 5 for mates' certificates were examined, 4 applicants for masters' certificates failed.

At Lunenburg, N.S., 3 applicants for masters' certificates were examined, 1 applicant for a master's certificate failed.

At St. John, N.B., 21 applicants for masters' certificates and 4 for mates' certificates were examined, 1 applicant for a master's certificate failed.

At Charlottetown, P.E.I., 6 applicants for masters' certificates and 1 for a mate's certificate were examined, 1 applicant for a master's certificate failed.

At Quebec, P.Q., 22 applicants for masters' certificates and 18 for mates' certificates were examined, 4 applicants for masters' certificates and 2 for mates' certificates failed.

At Ottawa, Ont., 25 applicants for masters' certificates and 5 for mates' certificates were examined, 4 applicants for mates' certificates failed.

At Kingston, Ont., 20 applicants for masters' certificates and 19 for mates' certificates were examined, 1 applicant for a master's certificate failed.

At St. Catharines, Ont., 46 applicants for masters' certificates and 34 for mates' certificates were examined, 6 applicants for masters' certificates and 2 for mates' certificates failed.

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At Rat Portage, Ont., 13 applicants for masters' certificates and 2 for mates' certificates were examined, 2 applicants for masters' certificates failed.

At Victoria, B.C., 15 applicants for masters' certificates and 7 for mates' certificates were examined, 3 applicants for masters' certificates failed.

At Vancouver, B.C., 26 applicants for masters' certificates and 22 for mates' certificates were examined, 2 applicants for masters' certificates and 2 for mates' certificates failed.

At Arrowhead, B.C., 3 applicants for masters' certificates and 4 for mates' certificates were examined, 1 applicant for a mate's certificate failed.

Fifteen (15) persons applied to collectors of customs for certificates as masters of tug boats.

The total amount collected in fees from applicants for certificates during the fiscal year ended June 30, 1904, was \$4,795, and the amount expended on account of this service was \$7,761.17, an excess of expenditure over receipts of \$2,966.17.

The vote for this service was \$8,000, leaving an unexpended balance of \$238.83.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871 :—

	Expenditure.	Receipts.		Expenditure.	Receipts.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
For the fiscal year ended June 30, 1871.	1,410 45		For the fiscal year ended June 30, 1891.	4,255 24	2,586 00
" " 1872.	4,312 07	1,344 00	" " 1892.	4,363 88	2,194 00
" " 1873.	6,466 18	4,963 00	" " 1893.	4,116 99	2,484 00
" " 1874.	4,520 19	2,995 00	" " 1894.	3,721 33	2,907 04
" " 1875.	5,696 62	2,715 00	" " 1895.	3,758 29	3,974 50
" " 1876.	4,672 08	2,021 87	" " 1896.	4,062 82	2,307 50
" " 1877.	4,050 00	1,740 50	" " 1897.	3,536 29	3,754 00
" " 1878.	4,249 76	1,296 50	" " 1898.	3,335 40	4,800 00
" " 1879.	4,250 12	1,334 50	" " 1899.	3,568 26	4,486 50
" " 1880.	4,253 43	1,547 00	" " 1900.	3,750 69	4,221 50
" " 1881.	3,888 41	1,333 50	" " 1901.	3,720 25	4,808 24
" " 1882.	3,965 19	1,152 50	" " 1902.	3,305 59	5,288 52
" " 1883.	4,021 20	1,314 00	" " 1903.	4,968 36	5,790 50
" " 1884.	3,909 59	9,437 50	" " 1904.	7,761 17	4,795 00
" " 1885.	4,324 15	2,897 00			
" " 1886.	5,245 28	2,152 00	Expenditure	145,885 09	102,421 97
" " 1887.	4,855 98	2,172 00	Receipts	102,421 97	
" " 1888.	5,060 96	3,220 80			
" " 1889.	4,381 04	2,202 00	Excess of expenditure over receipts.	43,463 12	
" " 1890.	4,117 83	2,186 00			

ICE-BOAT SERVICE BETWEEN CAPES TRAVERSE AND TORMENTINE.

This service was opened on January 21 and closed on March 31, 1904.

In January, there were twelve strap passengers and two hauled, 15,360 lbs. mail carried. Gross earnings, \$32.

In February, there were twenty-one strap passengers and seven hauled, 226 lbs excess passenger baggage, 41,530 lbs. mails. Gross earnings, \$78.78.

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In March, twelve strap passengers, 5,660 lbs. mails. Gross earnings, \$24.

The gross earnings of all the boats amounted to \$134.78.

RECAPITULATION.

Month.	Strap Passengers.	Hauled Passengers.	Mails.	Gross Earnings.
1904.			Lbs.	\$ cts.
January	12	2	15,360	32 00
February	*21	7	41,530	78 78
March	12	...	5,660	24 00
Total.....	45	9	62,550	134 78

* Having an excess baggage of 226 lbs.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

The amount granted by parliament last session for the removal of obstructions to navigation was \$1,000. Of this amount \$752.60 was expended during the fiscal year.

A statement in detail of the work accomplished in removing obstructions will be found in the report of the Chief Engineer.

SICK AND DISTRESSED MARINERS.

MARINE HOSPITALS.

Under the provisions of Chapter 76, Revised Statutes, dues of two cents per ton register is levied on every vessel arriving in any port of the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming 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, three times in each year.

By an amendment of this Act, passed at the session of parliament in 1887, 50-51 Victoria, Chapter 40, it is provided that no vessel, not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended June 30 last, amounted to \$61,778.29, being a decrease of \$3,073.26 as compared with the preceding year. The increase and decrease in receipts for sick mariners' dues in the various provinces were as follows:—Nova Scotia, decrease, \$3,028.78; New Brunswick, increase, \$763.82; Quebec, increase, \$902.58; Prince Edward Island, decrease, \$18.26; British Columbia, decrease, \$1,381.28.

The Sick Mariners' Act does not apply to the province of Ontario, and consequently no dues are collected from vessels in that province, although a small expenditure is incurred on account of sick seamen. An appropriation is made by parliament to cover

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the expenditure at Kingston and St. Catharines, where general hospitals have been established, and sick seamen were paid for at a per diem rate of 90c.

In the province of Quebec the expenditure on account of sick seamen amounted to \$8,683.70, being \$83.67 more than the previous year. The total collections for the entire province amounted to \$19,134.56, being \$902.58 more than in the previous year.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which 90 cents per diem is paid for board and medical attendance of each seaman. The sick mariners' dues collected at the port of Montreal, during the fiscal year ended June 30th last, amounted to \$8,443.92.

At the port of Quebec, sick seamen are cared for at the Jeffery Hale and the Hotel Dieu Hospitals, the sum of 90 cents per diem for each seaman is allowed for medical attendance and board. The sick mariners' dues collected at Quebec, amounted to \$8,101.65.

The expenditure on account of sick seamen in the province of New Brunswick for the fiscal year, amounted to \$4,688.35, being \$1,930.79 less than the preceding year, and the collection of dues to \$11,938.38, or \$763.82 more than the previous year. Marine Hospitals have been maintained at Miramichi, Richibucto and Bathurst.

In the province of Nova Scotia, marine hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. The total expenditure on account of sick seamen in the province of Nova Scotia for the fiscal year amounted to \$26,380.09 and the receipts to \$19,544.57.

At Halifax provision is made for the care of sick seamen at the Victoria General Hospital, under arrangements made with the managers by which the sum of 90 cents per diem is allowed for board and medical attendance.

In the province of Prince Edward Island, the sum expended on account of sick seamen, during the fiscal year, was \$2,561.37 and the receipts from sick mariners' dues \$131.78.

Sick seamen are cared for at the Charlottetown and Prince Edward Island Hospitals, under arrangements made with the managers of these institutions, at the same rate as is paid to the public hospitals in other parts of the Dominion.

In the province of British Columbia, the sum of \$7,422.54 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to \$11,193.94.

The Marine Hospital at Victoria has in attendance a medical superintendent with a salary of \$300 per annum, and a keeper whose salary is \$500 per annum. He is also allowed a rate of \$5 a week for board and attendance of each seaman.

At the ports where no hospitals are established, in the province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under the chief officer of Customs, when the vessel to which the seamen belong has paid the dues according to law. A circular to collectors of customs was issued February 7th, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, provided that the regular dues were previously paid at some port.

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During the fiscal year the sum of \$515.10 was expended for shipwrecked and distressed seamen, for which there was a parliamentary appropriation of \$3,000.

The total expenditure on account of sick seamen and marine hospitals, amounted to \$49,786.68 and the appropriation of parliament for this service was \$50,000. The dues collected amounted to \$61,778.29.

The receipts and expenditure in connection with sick and distressed seamen from the year 1869 were as follows:—

	Receipts.	Expenditure.
	\$ c.	\$ c.
For the fiscal year ended June 30, 1869.....	31,353 78	26,987 64
" " 1870.....	31,410 46	27,029 34
" " 1871.....	29,683 41	28,971 22
" " 1872.....	34,911 64	34,947 60
" " 1873.....	37,136 10	41,016 43
" " 1874.....	41,500 16	59,778 90
" " 1875.....	37,801 46	50,684 76
" " 1876.....	41,287 66	48,828 49
" " 1877.....	43,739 21	51,647 94
" " 1878.....	44,665 07	43,780 90
" " 1879.....	37,779 57	42,729 36
" " 1880.....	42,523 20	42,160 91
" " 1881.....	49,779 72	40,667 52
" " 1882.....	45,951 47	39,359 11
" " 1883.....	45,573 42	36,249 65
" " 1884.....	48,667 07	39,553 58
" " 1885.....	39,068 39	44,501 57
" " 1886.....	40,848 05	50,377 62
" " 1887.....	42,534 92	37,447 35
" " 1888.....	41,669 64	36,447 85
" " 1889.....	39,306 29	41,320 59
" " 1890.....	47,881 75	41,729 11
" " 1891.....	43,829 68	35,155 12
" " 1892.....	45,381 92	33,498 83
" " 1893.....	46,190 69	35,052 37
" " 1894.....	49,105 40	38,403 94
" " 1895.....	42,815 74	38,332 55
" " 1896.....	45,751 61	36,683 36
" " 1897.....	54,358 10	35,931 19
" " 1898.....	54,552 81	34,526 83
" " 1899.....	57,363 79	37,353 29
" " 1900.....	59,971 84	32,713 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	50,301 78
Total.....	1,646,463 03	1,457,129 33

OIL FOR USE OF LIGHTHOUSES.

The department entered into a contract with the Canadian Economic Lubricating Company (Ltd.) of Montreal, for supplying lighthouse oil for the season of 1904.

The specification upon which the contract was based required the oil to weigh at 62° Fahr., not less than 7.85 lb. nor more than 8 lb. per gallon and to withstand a flash test of 115° Fahr.

A quantity of oil was also purchased from the Standard Oil Company, of New York, for use in the dioptric lights. The oil supplied by the Standard Oil Company was made according to a specification prepared by the American Lighthouse Board.

The quantity of oil supplied lights above Montreal during the season of 1904, was 11,754.80 gallons, imperial measure; to the lights in the Quebec district 14,752.60 gallons; to the lights in the Nova Scotia district 50,700 gallons; to the lights in the New Brunswick district 7,502 gallons; to the lights in the Prince Edward Island district 6,672 gallons; and to the lights in the British Columbia district 7,139 gallons.

METEOROLOGICAL SERVICE.

Six new stations were established in British Columbia, eight in the North-west Territories and eleven in Manitoba.

There are now 340 stations in the Dominion, Newfoundland and Bermuda using instruments supplied by the Canadian government. At 237 stations, the observations are taken voluntarily, sending regular monthly returns to the central office. At 64 stations lying chiefly in the far northern territories of Canada, and at lighthouses in the Gulf of St. Lawrence, small gratuities are allowed observers. At 39 stations distributed at nearly equal intervals throughout the Dominion, three or more observations are taken daily, and the observers are paid salaries. From 34 of these stations two reports each day are telegraphed to Toronto, to be used in the preparation of the daily weather chart.

Climatological reports are published, each report containing a meteorological summary from nearly 350 stations. An annual meteorological summary is also published for Toronto, a monthly weather review for the Dominion and a monthly weather chart.

Forecasts are of the greatest interest to the public and are now issued for all parts of the Dominion, and storm signals have been hoisted at nearly every port, both on the seaboard and on the Great Lakes.

While forecasts and storm warnings, working on fairly established lines are given every attention, research work and investigation of magnetic changes and meteorological phenomena are steadily pursued.

The forecasts and storm warnings have been maintained during the year and 1,305 warnings from Toronto sent, and of these 1105 or 84.7 per cent were verified. The storm warnings are appreciated by mariners and the forecasts of weather have been considered valuable by forwarders.

Seismological observations have been made by keeping in operation the seismographs in Toronto and Victoria. The work in connection with the magnetic observatory at Toronto, as well as the other operations of the meteorological service, are recorded in detail in the report of Mr. R. F. Stupart appended hereto.

HUDSON BAY EXPEDITION.

During 1903-04 an expedition under command of Mr. A. P. Low was sent to Hudson Bay and the Arctic islands. Mr. Low's preliminary report is hereto attached.

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LIVE STOCK SHIPMENTS.

The report of Messrs. Pope and Delorme shows that the total number of cattle shipped from the port of Montreal to Europe, for the year 1904, was 112,611, sheep 48,075 and 315 horses

From St. John, N.B., 25,855 cattle, 23,428 sheep and 31 horses.

From Halifax, 5,456 cattle, 1,475 sheep and 30 horses.

From Charlottetown, 33 cattle and 3,771 sheep.

From Quebec, 100 cattle.

Total from these ports for European ports, 144,055 cattle, 76,749 sheep and 376 horses.

The shipments in detail will be found in Appendix No. 21 of this report.

OUTSIDE SERVICE, MARINE BRANCH.

In addition to the staff at Ottawa there is an outside service, under the jurisdiction of the department, numbering about 2,000. It consists of the Agents and their respective staffs: Superintendents of Lights; Lightkeepers throughout the Dominion; Officers and crews of Dominion Steamers and vessels including the Fisheries Protection Service; Coxswains of life-boats; Inspectors of steamboats; Inspectors of shipment of live stock; Examiners of masters and mates; Officers and servants in Marine hospitals; Shipping masters; Harbour masters; Meteorological observers; Officers of observatories; Hydrographers and civil engineers their assistants and machinists; Receivers of wreck; Wharfingers; Attendants at Humane Establishments, also messengers employed in the several agencies and in the Meteorological Office at Toronto.

Besides the above mentioned there are seventy-six registrars of shipping who act under the direction and control of this department but are at the same time collectors of customs at the various ports of registration but receive no fees in their capacity of registrars. There are ninety-five measuring surveyors of shipping throughout the Dominion who act as officers of this department and are remunerated from their fees of office although in addition to such fees many of them hold positions in the Customs Service. Also in addition to the above, by Orders in Council, of April 21 and December 2, 1874, the Chief Officer of Customs at each port in the provinces of Quebec, Nova Scotia, New Brunswick, British Columbia, and Prince Edward Island where no separate shipping office has been established is to be held and deemed a shipping master, is to receive the fees, make yearly returns to the department and act in that capacity under its directions.

CORRESPONDENCE.

28,706 letters, and a large number of telegrams were received in the department during the fiscal year and action taken thereon as far as necessary, entailing over 16,000 letters being mailed in reply. This correspondence is independent of forms, reports, circulars and notices inviting tenders addressed to the department or sent out. The forms, &c., alluded to, are very numerous and require special attention owing to the importance of the matters to which they refer.

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The system adopted by the Records Branch of the department has been so perfected that there is no difficulty in, at once, knowing what action has been taken on any subject. The communications received, after being carefully examined, and entered in the Record Books are placed on their respective files with a copy of the reply sent to each communication attached, so that any file can be at any moment obtained showing, at a glance, the letters and the action of the department.

There has been an increase in the number of letters received this year compared with that of the preceding twelve months of 4,950 and of communications sent out of 1,245.

LEGISLATION.

During the session of 1904, the following Acts, relating to this department, were passed and assented to:—

An Act to amend the Act respecting the Navigation of Canadian Waters.

An Act to amend the Steamboat Inspection Act, 1898.

An Act to amend the Pilotage Act.

An Act to amend the Shipping Casualties Act, 1901.

In closing my report I avail myself of the opportunity to bear testimony to the faithful and efficient manner in which the members of the staff under me, have performed their respective duties.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, January, 1905.

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 November 30, 1904.

This embraces most of the technical work at departmental headquarters, including the construction of lighthouses, lightships, fog-alarms, buoys and beacons; 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; hydrographic 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 water lots as they affect the interests of navigation: preparation and publication of notices to mariners and hydrographic notes, &c.

There are special staffs appointed for the tidal observation work and for the hydrographic survey work; the remainder of the work of the branch is attended to by the general staff of the office.

STAFF.

My absence in England during the past summer, and the very great increase in the amount of constructive work undertaken by the department, combined to increase the work of my office staff, and I wish here to bear testimony to the satisfactory way in which all responded to the additional calls on their abilities, and specially to mention the executive skill and energy displayed by Mr. B. H. Fraser, who was in charge of the branch during my absence, in carrying out the minister's wishes; and in installing new fog alarm machinery, of which he has made a special study.

Many of the staff were sent out on work to oversee construction; Mr. O'Hanly to stations on the Ottawa river; Mr. H. E. Fosbery to fog alarm Stations in the Maritime Provinces, where he has been put in charge of special structural work; Mr. J. F. Murphy to stations on the great lakes; Mr. F. J. Alexander on special jobs; Mr. E. C. Larose to the Louisburg marine hospital and Montreal agency offices; and Mr. J. G. Roberts on special inspection. In the staff of my office all those employed last year were continued at work, except that Mr. W. B. Lindsay left this department in July, to accept a commission in the Canadian Engineers, and Mr. J. A. Légère in March on receiving a more lucrative appointment in the Department of Public Works.

The following new appointments have been made: Mr. J. H. Dubuc was appointed on the 1st August, 1904, as a draughtsman at a salary of \$900 per annum; Mr. E. Normandeau, appointed at the same time and rate, left the department on 10th October to take a more lucrative position; Mr. J. D. Lavergne, appointed on the 15th July at \$600, was on 20th October transferred to another branch of the department; Mr. L. E. Morin was employed temporarily at \$50 per month from 19th July to 20th September; Mr. E. Baleté appointed on 15th July at \$2.50 per day has been transferred to outside work; and Mr. L. Côté, appointed at \$1,200 per annum, is employed as superintendent of construction of fog alarm buildings in the gulf. Besides these, who

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were regularly appointed to the office staff Mr. F. Forster, Mr. W. K. Morris, Mr. L. Keller and Mr. W. A. Archer were temporarily employed as foremen of works and Messrs. M. Egan and W. H. Brunel are now acting in that capacity, the latter at a salary of \$100 per month, on the construction of new fog alarm stations on the upper lakes, and on other constructive work.

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, buoys, beacons and other aids to navigation. Full details of the work done in this connection during the 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, buoys, &c., are made or approved in this office.

The following table indicates the work done in the draughting office during the twelve months ending November 30, 1904 :—

Description of work.	Plans designed.	Plans received.	Copies made.
Lighthouse towers and dwellings.....	30	4	131
Fog alarm buildings.....	5	...	26
Details.....	19	32	65
Wharfs, piers, &c.....	2	.....	24
Outbuildings.....	.....	.....	10
Buoys and apparatus.....	5	1	38
Machinery.....	9	63	45
Lanterns and illuminating apparatus.....	2	13	2
Marine hospital.....	1	.....	.....
Lightship.....	.....	1	.....
Steamers.....	1	1	17
Land surveys.....	.....	32	55
Miscellaneous.....	10	78	65
Plans relating to foreshore.....	.....	103	11
Totals..	84	328	489
Total plans for twelve months from December 1, 1903, to November 30, 1904.....			901
Charts received and recorded.....			156
" entered in chart book.....			31
Photographs received and recorded.....			75
Specifications written.....			31
Notices to mariners issued (comprising 337 subjects).....			128

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent, during the past twelve months 128 notices, covering 337 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; revised sailing directions for Lake Superior, written by Mr. Stewart; a list of the buoys in the River St. Lawrence from Quebec to the sea, prepared by the undersigned; a description of the currents off the coast of Newfoundland, prepared by Dr. Dawson and several notices concerning improvements made in the ship channel between Quebec and Sorel, to fit it for night navigation.

In the preparation of notices to mariners, I wish to mention the faithful and exact work done by Mr. J. M. O'Hanly, who assists in this branch of the routine work.

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During the past twelve months notices relating to waters outside of Canada were issued, covering 12 items relating to Newfoundland and the French islands, 4 items relating to the Atlantic, 36 to the inland, and 18 to the Pacific waters of the United States, as well as 33 notices referring to transatlantic, and 13 to transpacific, 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.

The annual edition of the list of lights and fog signals in Canada, corrected to April 1, 1904, was issued on June 1; special partial extracts, covering the great lakes and the Pacific coast respectively, also being published, as usual.

The lists of buoys in the River St. Lawrence below Quebec, and on the Pacific coast, referred to in last year's report as in preparation, were published soon after that item was written, and have met with general approval.

REMOVAL OF OBSTRUCTIONS.

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

A stone and anchor lying in the approach to Hopewell wharf were removed by the harbour master. The cost was defrayed by selling the anchor, but a claim to the anchor has been made which, if allowed, will throw some small expense upon the department.

The sum of \$21.50 was paid to Capt. C. W. Brannen for removing 34 old logs and snags from the channel of the St. John River.

The steamer *Admiral* ran against the end of the wharf at New Carlisle and left some wreckage containing iron bolts in it, under the wharf, in a position where it was dangerous to other vessels. This wreckage was removed at a cost of \$60, and steps are being taken to recover this amount from the owners of the *Admiral*.

On October 4, 1904, the same steamer, owned by the North American Transportation Company, Ltd., of Quebec, took fire in Montreal harbour and sank opposite section 27 of the harbour. The owners have been notified to remove the wreck, but have failed to do so. This department is, accordingly, proceeding to have the wreck removed, and will claim the cost from the owners.

The yacht *Royal Clair*, sunk in Port Stanley harbour was, last autumn, towed out into the lake and was sunk close to the shore on the east side of the east pier, at a cost of \$20.

On November 18, 1903, the steamer *Minnesota*, owned in Cleveland, Ohio, when loaded with coal, caught fire, burned to the water's edge and then sank in the St. Clair river, below Russell island, directly on the sailing range of a pair of United States range lights. As the position of the wreck was in Canadian waters this department was asked to undertake the removal. A contract was let to the Reid Wrecking Company, of Sarnia, to do the work, which was completed under the inspection of Lieut.-Col. Charles E. G. B. Davis, Corps of Engineers, U.S.A., who kindly assisted this department. The wreck was removed to a least depth of 24 feet; the contract price being \$8,450.

The Harbour Master of Vancouver reported that piles had been driven by the Pacific Coast Lumber Company in Coal harbour, between Stanley park and Deadman island. The company were notified to remove these piles, but failing to do so the matter was placed in the hands of the Department of Justice and proceedings were begun against the Company. The piles having later been removed, these proceedings were discontinued, but legal expenses, amounting to \$40.74, were incurred in connection with this case.

BUOYAGE.

A list of the ship channel buoys in the River St. Lawrence below Quebec, compiled by the undersigned, was published in January, 1904, this completing lists of all buoys in the ship channel from the gulf to Montreal. It is very desirable that complete lists of the buoys in the Dominion should be published, but, as explained in previous reports,

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the preparation of such lists, with the system now in vogue, of having local authorities maintain unimportant buoys, is well nigh hopeless. The lists of River St. Lawrence and British Columbia buoys already published have met with the approval of mariners, and facilitate the official regulation of the service.

The work of substituting iron for wooden buoys has been completed, resulting in a great improvement in the service, and the shapes of all hollow buoys have been made to conform to International regulations.

A number of unlighted bnoys have been replaced by gas buoys in the St. Lawrence ship channel, extending the portion lighted at night from Quebec to Three Rivers.

A list showing the number of buoys now maintained in Dominion waters is appended hereto (Inclosure B)

HYDROGRAPHIC WORK.

Since last year this department has assumed control of the hydrographic resurvey of the ship channel, heretofore in charge of Mr. P. E. Parent under the Department of Public Works, and of the hydrographic survey of Lake St. Louis, begun by the Department of Railways and Canals, and Mr. W. J. Stewart, who has heretofore been in charge of the hydrographic survey of the great lakes, has been put in charge of all hydrographic surveys. I understand he will make a special report on the hydrographic surveys now going on, and therefore it is not necessary for me to enlarge on this branch of our work. I may mention, however, that Mr. Stewart personally took charge, as usual, of the hydrographic resurvey of the Canadian shore of Lake Superior, on the steamer Bayfield, and made fair progress. In January, 1904, we published, as a notice to mariners, revised sailing directions for those portions of the lake resurveyed up to that date; in April, the Admiralty published a sheet chart of the eastern end of the lake, taking in the coast from Coppermine point to Cape Gargantua, embodying the work done in 1902 by Mr. Stewart; in June this department reproduced by photo-lithography Mr. Stewart's chart of the channel between Fort William and Pigeon bay, made in 1903. This is intended only as a preliminary chart, to be replaced, when the work is completed, by the regularly engraved Admiralty chart; in June the Admiralty issued a sheet chart of the eastern part of Lake Huron, taking in the coast from St. Clair river to Goderich, embodying the results of Mr. Stewart's resurvey of 1901.

Mr. F. Anderson was engaged this year in completing the hydrographic survey of Lake Winnipeg, using the chartered tug *Frank Burton*. In July, 1904, this department published a chart of that portion of the lake extending from Berens river northward to Nelson river, embodying the results of Mr. Anderson's work in 1902 and 1903; his work this year was for the purpose of adding detail and corrections to that chart.

For the purpose of accurately locating the channel in the Ottawa river, north of Way shoal, so as to correctly place range lights promised to mariners to lead through that channel, I found it necessary to make a small hydrographic survey of about 7 miles of the river at that point. This work was done in October, 1904, and proved that the channel heretofore used and the channel in which dredging was then being done was not the best track available for steamers. It also shows the necessity for making accurate surveys before dredging is begun or range lights located.

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.—Mariners warned to avoid the current survey steamer off the mouth of the Bay of Fundy; an explanation of the several names of Port Lorne, from information received from Dr. Mackay, Halifax; correction of a British Admiralty notice to mariners stating that Lurcher whistling buoy had been withdrawn; uncharted rock marked by buoy in Indian harbour, Halifax county; time signal at Halifax described, from a report by the Director of the meteorological service; boats warned of

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the danger zone at McNab island rifle range ; correction of the orthography of the name Crichton, from the records of the Geographic board.

Gulf and River St. Lawrence.—Uncharted rock reported off Arisaig, N.S., by Capt. P.C. Johnson, D.G.S. *Lady Laurier* ; additions to the St. Lawrence pilot, describing the telegraphic connections with and on the Magdalen islands, by the undersigned ; the geographical positions of all lights between Portneuf and Three Rivers defined by Mr. P. E. Parent, in charge of the hydrographic resurvey of the river ; description of the placing in the river near Sorel of an electrical device for guiding vessels in narrow channels, by Profs. Herdt & Owen, McGill university ; completion of the 30-foot channel between Sorel and Longue Pointe announced from information from P.W.D.

Inland Waters.—Caution respecting the west gap, Toronto, by the Harbour master ; warning of the danger from the new east breakwater at Port Colborne, from Louis Coste, Esq., Resident Engineer ; hydrographical notes respecting Kensington point, St. Joseph channel, by the undersigned ; the position of Outer Pancake shoal, fixed by W. J. Stewart, E.q., Hydrographical Surveyor.

Pacific Coast.—Note respecting omission of rock in Uchucklesit harbour from charts, by British Admiralty :

Commander J. F. Parry, R.N., H.M.S. *Egeria*, in charge of the resurvey of B.C. waters, has kindly sent us valuable hydrographical notes describing dangers found in the course of his work, as follows : an uncharted rock in Telegraph harbour ; an uncharted rock off Atkins reef, Trincomali channel ; rocks found in and hydrographical information respecting Ladysmith ; rocks found in and hydrographical notes respecting Active pass ; shoals located in and hydrographical notes relating to the approaches to Nanaimo harbour and Departure bay ; a shoal at the entrance to Nanoose harbour described, and another new patch found ; an uncharted rock in Ballinac channel ; an uncharted shoal off the south Ballinac island ; Sun rock in Queen Charlotte sound unsuccessfully sought for, and consequently removed from the charts ; and an uncharted rock located in Blunden harbour.

The department is indebted to Capt. J. T. Walbran for further particulars respecting the uncharted rock off Sidney ; to Captain A. J. Bjerre, of the steamer *Active* for the report of an uncharted rock in Malaspina strait ; to G. A. Keefer, Esq., resident engineer, P.W.D., for a description of the new wharf in Hardy bay ; and to Captain Hughes, of the ss. *Tees* for the description of an uncharted rock in Observatory inlet.

Notice was given of the change of the name of a lightstation on Kootenay lake from Balfour to Procter.

TIDAL AND CURRENT SURVEY.

The investigation of the currents has been continued throughout the summer season ; the D.G.S. *Gulnare* belonging to this Survey being employed for the purpose. The region chosen for examination was at the mouth of the Bay of Fundy, extending from Grand Manan island to Cape Sable. Dr. W. B. Dawson, the engineer in charge of the Survey, gave his personal supervision to this work from May to September : and as the behaviour of the currents is here in marked contrast to those examined during the previous season on the coast of Newfoundland, a corresponding modification of methods and appliances was necessary.

This region is of the first importance to navigation, as it includes waters that lie on the line of steamers from United States ports which round the southern end of Nova Scotia on their way to Europe, as well as the lines of ocean steamers running to St. John, N.B. This is the first time that the currents on these routes have been systematically investigated with modern appliances. These outer waters are also of more importance to navigation than the tidal streams in the more restricted part of the Bay of Fundy, where they run parallel to the shores ; as in this region the currents are crossed more obliquely and have thus a greater tendency to set a vessel out of its course. There is also more fog in this region than within the bay.

The steamer was anchored at various points in the offing of the coasts indicated, in depths which ranged to 100 fathoms. The anchorages were chosen carefully with reference to the steamship routes, and far enough from shore to avoid disturbance from merely local conditions. The speed of the currents was obtained by current meters registering electrically; and their direction was noted every half hour, day and night. The observations also include the undercurrent, the temperature of the water and the mileage and direction of the wind. Notes of the current at the new lightship on the Lurcher shoal were also made throughout the season. Simultaneously, records of the tide were obtained on the self-registering gauges at Yarmouth and St. John, N.B. This affords direct comparison with the set of the currents; and as these are strong and regular and chiefly tidal in character, there is good hope of bringing them into relation with the tide tables. The time at which they turn in direction, as well as their strength, can thus be tabulated or charted.

In the tidal branch of the survey, the principal tidal stations in eastern Canada and Labrador have continued in operation throughout the year without any serious interruption. The improvement of most importance is the installation of a new tide gauge at Father point on the wharf now under construction. This will afford a better tidal record than it has been possible to obtain from the present gauge, which was built to act by siphoning; although the results have been supplemented by a large amount of technical work to obtain a satisfactory reduction of the record. The benefit to navigation on the St. Lawrence is important, as the tides and currents throughout the open estuary are referred to Father point as their port of reference.

The datum or plane of reference for the height of the tide in the new series of observations at Father point is maintained at the same level as before, in relation to the permanent bench mark established there. At St. John, N.B., Halifax and Yarmouth, the levels were again taken this summer to enable the observations to be reduced to one uniform datum.

A new bench mark was cut on the post office building at Yarmouth, to record permanently the tide levels there. With the constant attention given to this matter, there is no error exceeding one-eighth of an inch which finds its way into the tide levels as reduced, from year to year. The further observations obtained during the summer of 1903 at Charlottetown and Picton, have afforded better values for extreme high and low water at those ports. Such levels are of immediate use for bridge and wharf construction, or dredging operations, in those harbours.

On the Pacific coast, tidal observations have been continued at Sand Heads in the Strait of Georgia, and at Port Simpson. Some sixteen months of tidal record has now been secured at Bamfield in Barkley sound, on the outer coast of Vancouver Island. A further year of observations at Victoria was secured and submitted to analysis, which will afford an improved basis for the tide tables for that port; as this year is at the opposite phase of the lunar cycle of 19 years, from the observations previously obtained. From a preliminary reduction of the observations at Bamfield and Port Simpson, those tides have been referred to the United States ports of Astoria and Sitka. An endeavour is being made, however, to obtain sufficient tidal record, at Port Simpson, to place it on an independent basis.

All new information from the summer tidal stations is now embodied in the tide tables, as well as the result of a short record obtained at Alert Bay in Queen Charlotte Sound, communicated to this survey by the Commander of H.M.S. *Egeria*. Constant progress is also being made in the reduction and analysis of tidal record from the principal stations, which improves the accuracy of the tide tables for all time to come.

The tide tables are prepared and issued in three sets as before; and a substantial improvement has been made in their form and arrangement for 1905, for greater convenience in reference, and to give place to further information. To meet the increasing demand, the total edition of the three sets is now increased to 3,000 copies, besides 1,500 copies of small pocket editions for the ports of St. John, N.B., and Quebec.

For the purpose of placing early information in the hands of mariners, special notices, prepared by Dr. Dawson, were issued; one in February, 1904, containing a preliminary summary of the results of his observations on the currents met on the steamship routes off the southern and eastern coasts of Newfoundland; one in April, giving

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information respecting tides in the Gut of Canso, to correct the information contained in the *St. Laurence Pilot*; and one in December, 1903, giving tidal differences for additional localities on the British Columbia coast.

Respectfully submitted,

December 1, 1904.

WM. P. ANDERSON,
Chief Engineer.

(INCLOSURE A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT
OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISH-
MENT AND IMPROVEMENT OF LIGHTHOUSES AND
OTHER AIDS TO NAVIGATION UP TO
NOVEMBER 30, 1904.

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 year ending November 30, 1904.

In previous years this detailed report also referred to the maintenance of aids to navigation, but in consequence of the work of maintenance having been transferred to the Commissioner of Lights, it will be necessary for me to refer herein only to the construction and establishment of new aids, or to important repairs to existing aids done under the immediate supervision of this branch of the department.

NEW BRUNSWICK.

NEW AIDS TO NAVIGATION.

Tiner point.—A fog alarm was established at this place, on the north shore of the Bay of Fundy, on February 1, 1904.

Tiner point is the most prominent headland on the coast between Split rock and Negro head, and the fog alarm building, a rectangular wooden structure painted white, stands on the summit of the headland, with the horn projecting from its seaward face, elevated about 100 feet above the sea.

The fog alarm consists of a diaphone operated by air compressed by oil engines. It will give blasts of three seconds' duration every minute.

The building was erected under contract by Mr. John Flood, of St. John, N.B. His contract price was \$1,800. Subsequently he was employed to erect a dwelling house for the engineer, his contract price for this work being \$1,800. The total expenditure at this station on account of construction has been \$12,765.93.

Cedars.—A lighthouse has been established at The Cedars, on the east side of the River St. John, in Kings county, about $\frac{3}{4}$ mile up the river from Williams landing, to replace the temporary light at the latter place, which has been discontinued.

The tower, which stands on the edge of the river bank, is a square, wooden building, with sloping sides, painted white, surmounted by a square, wooden lantern, painted red. The height of the tower from its base to the ventilator on the lantern is 32 feet.

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The light is a fixed white light, elevated 44 feet above high water mark, and should be visible 7 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The building was erected by days' labour under the direction of Mr. Kelly.

Miramichi North West bridge.—A light has been established on the bridge over the northwest branch of the Miramichi river, county of Northumberland, about $2\frac{1}{2}$ miles above Newcastle. The fixed red light is shown from a lens lantern hoisted on a mast, situated on the west side of the abutment at the south end of the draw span, and 122 feet from the north side of the channel and opening of draw.

AIDS TO NAVIGATION DISCONTINUED.

Williams landing.—In consequence of the establishment of a permanent lighthouse at The Cedars, the light temporarily maintained at Williams landing was considered unnecessary. It has therefore been discontinued and the mast removed.

Hatfield point.—The back range light at this point, on Belleisle bay, St. John river, has been discontinued; and the front light is now maintained as a single beacon light.

CHANGES IN EXISTING AIDS.

Cape Enrage.—The lighthouse tower at this Bay of Fundy station has been rebuilt. The new tower is a wooden building, square in plan, with sloping sides, painted white, surmounted by an octagonal iron lantern painted red. It is 29 feet high from its base to the top of the ventilator on the lantern.

The light is a fixed white light, elevated 125 feet above high water mark, and should be visible 15 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 work was done by days' labour, under the supervision of Mr. John Kelly, Inspector of Lighthouses, and cost \$916.88.

Richibucto.—The channel through the bar across the entrance to the harbour having been shifted by the gales, or action of the ice, in the winter of 1903-4, the bar range lights were changed in the spring of 1904 under the supervision of the local inspector of lights, to suit the same.

The front mast now stands on the north side of the south beach, 113 feet back from the water's edge, 236 feet S. 39° E. from the middle of the old front range lighthouse tower, and 5,850 feet S. 37° E. from the outer end of the breakwater on the north beach. The light is a fixed white light, shown from a pressed glass lens lantern elevated 32 feet above high water mark and should be visible 10 miles.

The back light is shown from a pressed glass lens lantern hoisted on a mast 40 feet high, and is distant 236 feet S. 45° W. from the front light.

The light is a fixed white light, elevated 44 feet above high water mark, and should be visible 12 miles.

The light shown from the back range tower of the old bar range has been discontinued.

Oak point.—The range lights maintained at Oak point, on the Miramichi river, have been improved by substituting, for the lights shown from masts, stronger lights shown from inclosed lighthouse towers, erected on the sites formerly occupied by the masts and trestle work on which they stood. The new lights were put in operation on October 6, 1904.

The towers are wooden buildings, square in plan with sloping sides, surmounted by square wooden lanterns, and are painted white throughout.

The lights are fixed white, and should be visible 12 miles from all points of approach in the river and bay. The illuminating apparatus is dioptric of the seventh order.

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The front tower stands on the north bank of the river, on the extremity of a point $\frac{1}{4}$ mile below Oak point.

It is 33 feet high from its base to the top of the ventilator on the lantern, and the light is elevated 45 feet above high water mark.

The back tower stands on the bank of the river, 1,800 feet N. 55° E. from the front one. It is 53 feet high from its base to the top of the ventilator on the lantern. The light is elevated 60 feet above high water mark.

The new buildings were erected under contract by Mr. R. A. Russell, of Loggieville, N.B. His contract price was \$1,480.

BUOYAGE AND BEACONS.

Gray Mare ledge.—The black iron spindle on this danger in the entrance to L'Etang harbour was carried away in the winter of 1903-4.

Quaco.—The bell buoys marking the ledge and reef, and the conical buoy marking the shoal were all carried away by ice early in 1904, but were replaced in position on April 22.

Shediac north channel.—In September, 1902, the channel from the open strait to the mouth of Shediac river, north of Shediac island, was marked by 26 balises or bushes and 2 cask buoys, which will hereafter be maintained as aids to navigation.

The channel is a very shallow one, which can only be utilized by fishermen having local knowledge. It meanders through flats covered with eel grass.

There are 13 spruce bushes on the port side and 13 birch bushes on the starboard side. The point where the channel crosses the bar is marked by two cask buoys, a red buoy on the starboard side, off the northeast corner of Seal bank, in 6 feet water, and a black buoy on the island side, in 5 feet water.

Vin bay.—A black spar buoy was established off the western end of Vin island in May, 1904.

It is moored in 12 feet water 5 cables N. 62° W. from the front range light on Vin island.

Shippigan.—An iron can buoy, painted in red and black horizontal bands, has been established on the middle of Ship flat, a rocky shoal about $1\frac{1}{4}$ mile north of Shippigan island.

This flat, which has several large rocks on it, is described as being about $\frac{1}{2}$ mile long E. and W. and about 400 yards wide N. and S. The depth of water on the shoal varies from 5 to 7 feet.

NOVA SCOTIA.

NEW AIDS TO NAVIGATION

Spencer island.—A lighthouse established at Spencer island settlement, on the shore of the mainland about one mile northerly from Spencer island, Bay of Fundy, was put in operation on July 15, 1904.

The lighthouse tower stands on the beach, 63 feet back from the water's edge, to the eastward of the inner end of the Government pier. It is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 33 feet high from its base to the ventilator on the lantern.

The light is a fixed red light, elevated 34 feet above high water mark, and should be visible 7 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The building was erected by days' labour, under the supervision of the officers of the agency, and cost \$645.87.

Cape Sharp.—A fog alarm, established at Cape Sharp light station, on the north side of the entrance to the Basin of Mines, in the County of Cumberland, was put in operation on March 1, 1904.

The fog alarm building is a rectangular, wooden structure, painted white, with a red roof. It stands 225 feet N.N.W. from the lighthouse, with the horn projecting from its seaward face, at an elevation of 45 feet above high water mark.

The fog alarm consists of a diaphone, operated by air compressed by oil engines. It will give blasts of $3\frac{1}{2}$ seconds' duration every minute.

The building was put up under contract, by Mr. A. H. Dyer, of Parrsborough. His contract price was \$1,307. The machinery was supplied by the Canadian Fog Signal Company of Toronto, and cost \$2,400.

Canning river.—Two lighthouse towers have been erected at Canning river, western side of the Basin of Mines, and the lights were put in operation on the opening of navigation in 1904.

Both towers are inclosed wooden buildings, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each tower is 27 feet high from its base to the top of the ventilator on the lantern. They are supported on piles extending four feet above the surface of the ground.

Porter point lighthouse.—The outer lighthouse stands on the south side of the entrance to Canning river (Canard creek), on the north extremity of Porter point.

The light is a fixed red light, elevated 29 feet above high water mark, and should be visible 5 miles from all points of approach by water. The illuminating apparatus is a pressed glass lens.

Borden wharf lighthouse.—The inner lighthouse stands on the site of the old Borden wharf, on the south side of the river, distant 5,245 feet N. $65^{\circ} 35'$ W. from Porter point lighthouse, at a point where the channel turns abruptly from south to east.

The light is a fixed red light, elevated 26 feet above high water mark, and should be visible in the straight reaches of the channel to the northward and eastward. The illuminating apparatus is a pressed glass lens.

The buildings were erected under contract by Mr. Wm. Rand of Canning. His contract price was \$1,190.

Granville Centre.—A light has been established on the outer end of the Government wharf at Granville Centre, north side of Annapolis river.

The light is shown from a lantern hoisted on a mast with a white shed at its base. The mast is 23 feet high.

The light is a fixed red light, elevated 29 feet above high water mark, and should be visible 2 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The mast and shed used on Digby pier, and removed when a permanent lighthouse was built there, were utilized for this new station.

Gilbert point.—A lighthouse has been erected on the east extremity of Gilbert point, east side of St. Mary bay, from which a light was first shown on the 18th August, 1904.

The building consists of a square wooden dwelling painted white, with a square wooden lantern painted white rising from the middle of the cottage roof. The roofs of both the dwelling and lantern are painted red. The building is 36 feet high from its base to the top of the ventilator on the lantern. It stands 30 feet back from the water's edge, on ground 10 feet above high water mark.

The light will be a fixed red light, elevated 40 feet above high water mark, and should be visible seven miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The building was put up under contract by Mr. John Roney, of Granville Ferry, N.S. His contract price was \$1,193.

Grand Passage.—A fog bell has been established at Grand Passage lighthouse, on the north point of Brier island, Bay of Fundy.

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The bell is supported on framework immediately outside that side of the tower which faces the northern entrance to Grand passage. It is operated by machinery, and during thick or foggy weather, will give single strokes at intervals of 5 seconds.

Lurcher shoal.—A lightship was established in February, 1904, off Lurcher shoal, outside of Yarmouth, in the Bay of Fundy, in about 36 fathoms, 2 miles west of the $1\frac{1}{2}$ fathom spot marked by the whistling buoy.

She is a steel steamer, with two masts and no bowsprit. The hull is painted red, with the word 'Lurcher' in white letters on each side, and the number of the vessel, 'No 14' on each bow. The circular gallery under the lanterns at each mast head, the smoke stack, and the fog signal between the masts, are all painted red.

Three seventh-order lens lanterns encircle each mast head, at an elevation of 60 feet above the water. From them occulting electric lights, showing bright for 8 seconds and eclipsed for 4 seconds, alternately, are exhibited. These should be visible 13 miles from all points of approach. If from any cause the electric light apparatus should become inoperative, fixed white oil lights, of less intensity, will be shown.

A diaphone, operated by compressed air, is used as a fog alarm. This is similar in sound to a siren, but gives a note of great intensity and uniform pitch. It will give blasts of 4 seconds' duration, with intervals of 56 seconds between the blasts. Should it become disabled, blasts of similar duration and frequency will be sounded through a whistle. Should both from any cause become inoperative a bell will be rung by hand.

The vessel was built under contract by the Polson Iron works of Toronto, their original contract price being \$89,975.

She was not ready for delivery at the close of navigation in 1903, but in consequence of the importance of having her on the station for the winter trade to St. John, she was taken in an unfinished state from Toronto to Quebec, and forwarded to Halifax under her own steam in December, in charge of Capt. Kœnig. She encountered heavy gales and much ice in the gulf, proving herself a good sea boat, but getting her bows so badly stove that she had to undergo extensive repairs in Halifax. Here she was completed and forwarded to her station in February. A few days later she broke from her moorings and put into Yarmouth.

In September, 1904, she was fitted with a submarine bell, which, during thick weather, will strike the ship's number, 14, every twenty-three seconds, as follows: One stroke; five seconds' interval; four strokes at intervals of two seconds; then an interval of ten seconds. There may be slight variations in these intervals, owing to varying pressure of air or steam used to operate the signal.

Vessels equipped with receiving apparatus are expected to be able to hear the bell at five miles, and determine its bearing within a quarter point. Vessels not so equipped should receive a warning signal at from one to two miles, depending on the construction of the ship. This should be audible to an observer below the water line and close to the hull of the vessel.

Instructions were given to have the bell rung on the approach of any vessel within five miles, and masters of vessels were requested to report as to the distance the bell was heard, with any other particulars noted respecting this new aid to navigation.

On the 1st October, 1904, the lightship again broke from her moorings, and she was consequently sent to drydock for overhaul before resuming her station for the winter. Up to the date of writing this report she has not been replaced on her station.

Musquodoboit.—Range light towers have been erected at the entrance of Musquodoboit inlet, from which lights were shown on the 1st April, 1904.

Both towers are white, wooden inclosed structures, square in plan, with sloping sides, surmounted by white, square wooden lanterns with red roofs. The lights are fixed red lights, and the illuminating apparatus pressed glass lenses.

The front tower stands on a concrete pier on Shag ledge.

The pier is 16 feet square, and its top is 5 feet above high water mark. The tower is 20 feet high from the top of the pier to the ventilator on the lantern. The light is elevated 19 feet above high water mark, and should be visible 4 miles from all points of approach by water.

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The back tower stands on French point, Kent island, about $\frac{5}{8}$ mile N. 31° E. from the front tower. It is 54 feet high from its base to the top of the ventilator on the lantern. The light is elevated 59 feet above high water mark, and should be visible 4 miles from all points of approach by water.

The lights are intended to guide vessels in from sea to a safe anchorage inside of Steering beach.

The buildings were put up by days' labour under the supervision of our Halifax officers, and under the foremanship of Mr. McLellan. They cost \$2,512.

West Arichat.—Inclosed range light towers were erected at West Arichat, and the lights put in operation on the 1st September, 1904.

Both towers are wooden buildings, square in plan, with sloping sides, surmounted by square, wooden lanterns, the whole painted white.

The lights shown are fixed red lights, which should be visible 7 miles in the line of range. The illuminating apparatus is catoptric.

The front tower stands on land 3 feet above high water mark, on the inner end of the beach on the northern side of the harbour. The tower is 27 feet high from its base to the ventilator on the lantern. The light is elevated 29 feet above high water mark.

The back tower stands on the mainland, on ground 10 feet above high water mark, and 40 feet back from the water's edge, 1,800 feet N. 86° E. from the front tower. It is 33 feet high from its base to the ventilator on the lantern. The light is elevated 37 feet above high water mark.

The buildings were erected under contract by Mr. Edward Doyle, of Poulamon, N S. His contract price was \$825.

Marble mountain.—Inclosed range light towers, from which fixed red catoptric lights are shown, have been erected at Marble mountain, Clarke cove, on the north side of West Bay, Bras d'Or lake, Cape Breton; and the pole light previously maintained in the same locality has been discontinued.

Both towers are wooden structures, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white.

The front tower stands on land 20 feet above high water mark, 40 feet back from the water's edge, and about 100 yards easterly of the site of the discontinued pole light. It is 32 feet high from its base to the top of the ventilator on the lantern.

The light is elevated 46 feet above high water mark, and should be visible 8 miles in the line of range.

The back tower stands on the side of the mountain, 800 feet N. 42° W. from the front tower. It is 20 feet high from its base to the top of the ventilator on the lantern. The light is elevated 244 feet above high water mark, and should be visible 11 miles in the line of range.

The two lights in one, bearing N. 42° W., lead in between Paddle and Nameless shoals, and between the shoals off George and Cameron islands.

The work was done by days' labour, under the supervision of the officers of our Halifax agency, and under the foremanship of Mr. Whebbly. The cost of construction was \$1,950.43.

Iona.—In December, 1901, the lighthouse maintained from 1874 to 1894 at Iona, was again put in operation, and is now maintained to mark Grand Narrows in addition to the lights on the Intercolonial railway bridge. The lighthouse stands near the extremity of Uniacke point, on the north side of Grand Narrows, between Iona railway station and the north end of the railway bridge, and close to the east side of the railway track.

The lighthouse is a wooden building, square in plan, with sloping sides, painted white, surmounted by an octagonal lantern painted red. It is 20 feet high from its base to the vane on the lantern.

The fixed white catoptric light is elevated 29 feet above high water mark, and should be visible 10 miles from all points of approach by water.

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Macfarlane point.—Two range lights established on Macfarlane point, in Wallace harbour, on the south side of the Strait of Northumberland, were put in operation on the 20th October, 1904.

They are shown from wooden towers, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. The fixed red catoptric lights should be visible four miles in, and over a small arc on each side of, the line of range.

The front tower stands upon the northeastern extremity of Macfarlane point, on the south side of the harbour, about 20 feet back from the edge of the bank, on land 16 feet above high water level, and 400 feet south of the site of the old ballast jetty.

The tower is 30 feet high from its base to the ventilator on the lantern. The light is elevated 41 feet above high water mark.

The back tower stands 1,860 feet N. 80° W. from the front one, on land 60 feet above high water mark. The tower is 40 feet high, from its base to the ventilator on the lantern, and the light is elevated 100 feet above high water mark.

The buildings were erected under contract by Mr. John D. Reid, of Head Wallace Bay, N.S. His contract price was \$2,400.

Pictou island, west end.—A lighthouse, established on the west end of Pictou island, will be put in operation on the opening of navigation in 1905.

The lighthouse, which stands on the west point of the island, about 100 feet from its extremity, is an octagonal wooden building, with sloping sides, painted white, surmounted by a polygonal iron lantern, painted red. The height from its base to the ventilator on the lantern is 49 feet.

The light will be a group-revolving white light, showing 3 flashes with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, the system completing a revolution in one minute. The light is elevated 61 feet above high water mark, and should be visible 13 miles from all points of approach by water, except where hidden by trees and high land on the island to the eastward. The illuminating apparatus is catoptric.

This building was erected under contract, by Benj. D. Huntley, of Vernon River, P.E.I. His contract price was \$1,470.

IMPROVEMENTS IN EXISTING AIDS.

Wolfville.—The outer end of the government wharf at this Bay of Fundy port was carried away by storm on 5th March, 1904. Prior to its destruction the lighthouse which stood on it, was removed to shore, and has since been established upon a foundation of piles driven in the marsh near the inner end of the wharf, and 100 feet S. 5° W., from its former position; and the light will be permanently operated from this new site. There is no change in the level or characteristic of the light.

Digby pier.—An inclosed lighthouse tower has been erected on the outer end of the government pier at Digby, west side of Annapolis basin, to replace the mast from which the light was formerly exhibited. The new light was put in operation on the 6th June, 1903, and the mast and shed removed, and later utilized for a light at Granville ferry.

The tower is a 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 top of the ventilator on the lantern.

The light is a fixed red light, elevated 30 feet above high water mark, and should be visible 7 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The new building was erected by J. Roney, of Granville Ferry, N.S., at a cost of \$494.

Sand spit.—The lighthouse on Sand spit, on the east side of the entrance to Shelburne harbour, has been moved on to a new foundation immediately to the eastward or on the landward side of the old wooden crib on which it formerly stood. The new foundation is of concrete, square in plan, 17 feet high, and is whitewashed.

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The work was done by days' labour, under the supervision of the officers of our Halifax agency, and the foremanship of Mr. McLellan, and cost \$1,562.60.

Inner Sambro island.—The fishing light maintained on the western extremity of Inner Sambro island, west of the entrance to Halifax harbour, which was originally exhibited during the winter months only, proved so useful that in April last arrangements were made to maintain it throughout the year in future.

Guysborough.—The lighthouse near Peart point, on the west side of the entrance to Guysborough harbour, was burnt down on the 12th September, 1904.

A temporary fixed white light, elevated 30 feet above high water mark, is shown from an anchor lens lantern hoisted on a mast erected on the site of the old lighthouse.

Mabou.—The mast with shed at its base from which a fixed white lantern light was shown, on the outer end of the breakwater on the south-west side of the dredged channel at the entrance to Mabou harbour, was carried away by a gale on the night of the 14th November, 1904. A temporary pole light is being maintained until a more permanent arrangement can be made.

Pictou bar.—A lighthouse has been erected on the outer end of Pictou bar, on the south side of the entrance to Pictou harbour, to replace the lighthouse destroyed by fire on the 26th May, 1903. The lights have been put in operation, and the mast from which temporary lights were exhibited, has been removed.

The lighthouse, which stands on the site of the old tower, is an octagonal wooden tower, surmounted by an octagonal iron lantern. The lighthouse is 48 feet high from its base to the ventilator on the lantern. It is painted in alternate red and white vertical stripes, and the lantern is painted red.

The light shown from the iron lantern is a fixed white light, elevated 50 feet above high water mark, and should be visible 12 miles from all points of approach by water. The illuminating apparatus consists temporarily of two seventh-order anchor lens lanterns.

A fixed red catoptric light is also shown from a lamp in the window below the iron lantern and in the seaward face of the tower. It is elevated 23 feet above high water mark, and should be visible 6 miles in the direction of the shoals off the east end of Pictou island.

The building was erected by days' labour, under the foremanship of Mr. E. F. Munro, at a cost of \$3,471.99.

Pictou.—In November, 1904, the light shown from the east side of the tower of the Customs House in the town of Pictou, was changed in colour from white to red, the light shown from the south face of the tower remaining fixed white. Both lights were strengthened by substituting electric incandescent lamps in the foci of reflectors for the gas lights previously used.

BUOYAGE AND BEACONS.

Peters island reef.—The black iron spindle, marking the end of the reef extending northeastward from Peters island, Grand passage, has been bent down by floating ice, so that it is not visible after the tide has made for an hour. This spindle will be repaired as soon as ice has ceased to run.

Bull rock.—In January, 1904, a bell buoy was established, moored in 15 fathoms water, $\frac{1}{4}$ mile southwardly from Bull rock, at the entrance to Lockeport, south coast of Nova Scotia, replacing the iron can buoy surmounted by a wooden cage, heretofore maintained in the same locality.

The buoy is of steel, painted black, with 'Bull rock' in white letters on the top, and is surmounted by a bell rung by the motion of the buoy on the waves.

Crawford ledge.—In October, 1904, a bell buoy was established in 12 fathoms water, $\frac{1}{2}$ mile off Crawford ledge, eastern side of entrance to St. Margaret bay, south coast of Nova Scotia. The buoy is painted red, with 'Crawford ledge' in white letters on the deck, and is surmounted by a bell rung by the motion of the buoy on the waves.

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Indian harbour.—Four wooden spar buoys were, in April, 1904, established in Indian harbour, east side of St. Margaret bay, to mark shoals in the channel leading from Wreck island to the coves in the harbour. Three of these buoys are painted red and are surmounted by conical topmarks; the fourth buoy is black.

Halifax.—A bell buoy was, in December, 1903, established off Pleasant shoal, Halifax harbour, replacing the black iron can buoy heretofore maintained in the same position.

The buoy is of steel, painted black, with 'Pt. Pleasant' in white letters, and is surmounted by a bell rung by the motion of the buoy on the waves.

It is moored in 10 fathoms off the eastern extremity of Pleasant shoal, with Pleasant point bearing N. 67° W., distant $6\frac{2}{3}$ cables.

Shag bay breaker.—In October, 1904, a bell buoy was established in 22 fathoms water $\frac{1}{4}$ mile off the southwest end of Shag bay breakers, south coast of Nova Scotia, replacing the red conical buoy heretofore maintained in the locality.

The buoy is painted red, with 'Shag bay breaker' in white letters on the deck, and is surmounted by a bell rung by the motion of the buoy on the waves.

Blind and Shag bays.—In October, 1904, the following buoys were established at the entrances to Blind bay and Shag bay, south coast of Nova Scotia:—

1. A black spar buoy on the eastern side of the shoal south of Learys point.
2. A black spar buoy on the eastern side of Round rock.
3. A black spar buoy on the eastern side of the middle ground, Blind bay.
4. A black spar buoy on the eastern side of Frying Pan rock.
5. A black spar buoy at Gull shoal, (locally known as Pollock shoal), between Outer and Inner Gull.

Winter buoy service.—On the close of navigation last year, it was decided that all the bell buoys and whistling buoys on the south and east coasts of Nova Scotia from Pennant point, westward of Halifax, to Cape North, Cape Breton, should be maintained all the year round, with the exception of the following buoys:—

Cape Breaker bell buoy, Grime shoal whistling buoy, Louisburg whistling buoy and Louisburg bell buoy, will be replaced for the winter each year by wooden spar buoys coloured similarly to the signal buoys.

Canso harbour bell buoy, Fouché bell buoy and Point Aconi whistling buoy will be taken up for the winter each year.

Mariners were notified that, should heavy gulf ice appear on the coast, it might become necessary temporarily to lift the remaining signal buoys to prevent their loss.

Guion island.—A whistling buoy on the Courtenay principle was in May, 1904, established off Guion island, south coast of Cape Breton, moored in about 25 fathoms water, $1\frac{1}{2}$ miles S.E. from Bull rock.

The buoy is a conical buoy, painted black, with 'Guion Id.' in white letters on the side, and is surmounted by a 10-inch whistle, sounded by the action of the waves.

PRINCE EDWARD ISLAND.

IMPROVEMENTS IN EXISTING AIDS.

Annandale.—The tower from which the back range light is shown has been inclosed and painted white. The work was done under the supervision of Mr. M. Walsh.

Summerside.—The back range light tower has been inclosed and painted white, under the supervision of Mr. M. Walsh.

New London.—The channel over the bar at the entrance to New London harbour, which has proved a very unstable one, has again shifted so that the best water is now in the alignment of the old range lights.

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A temporary back range light, established in 1903, shown from a lantern hoisted on a pole situated 1,019 feet S. 48° W. from the front light, has therefore been discontinued and the channel over the bar is now marked by the front white light in one with the main red light, which is situated 1,500 feet S.W. from it.

BUOYAGE.

Georgetown.—The wooden can buoy maintained off the southeast extremity of Cardigan shoal, at the entrance to Georgetown harbour, was, on May 17, 1904, replaced by a steel conical buoy, painted red, moored in 6 fathoms water.

In connection with this change, an inspection of the position of all buoys in the harbour was made by Capt. D. McKinnon, D.G.S. *Brant*, and a notice published describing their correct locations.

New London.—The wooden can buoy maintained on the outside of the bar at the entrance to New London harbour, was, on May 20, 1904, replaced by a steel conical buoy, painted red, moored in 3½ fathoms water, to mark the starboard side of the best water on the bar. This buoy is a little to the westward of the alignment of the New London range lights. From the buoy Cape Tryon bears N. 42° W.

The wooden spar buoy marking the eastern end of Simms point reef was replaced by a steel conical buoy, moored in 9 feet water.

QUEBEC.

NEW AIDS TO NAVIGATION.

Garde point.—Some years ago a small light vessel was maintained off Pointe la Garde, in the Restigouche river, to indicate the entrance to an intricate channel. In consequence of the temporary cessation of night traffic up to Campbellton the vessel was afterwards withdrawn. As however a large steamboat and timber shipping trade has again sprung up, a small light vessel was in August, 1904, again placed in the position indicated.

The light is fixed white, shown from a pressed lens lantern hoisted on a mast. It is elevated 18 feet above water, and should be visible 8 miles up and down stream.

The vessel is a yacht 23 feet long, and is anchored on the north side of the main channel.

The light is maintained by contract, the price being \$400 per annum, which includes providing the boat.

Duthie point—A lighthouse was put in operation on the opening of navigation in 1904 on Duthie point, New Richmond, in the county of Bonaventure.

The lighthouse stands on the southwest extreme of this point, on the east side of the mouth of Grand Cascapedia river, 50 feet back from the top of the bank. The structure is an inclosed wooden tower, square in plan, with sloping sides, surmounted by a square, wooden lantern, the whole painted white. It is 33 feet high from its base to the top of the ventilator on the lantern.

The light is a fixed white light, elevated 50 feet above high water mark, and should be visible 12 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The light building was erected by days' labour under the superintendence of Mr. P. A. Perron, Engineer for the Department of Public Works, and cost \$1,798.65.

Bryon island.—A lighthouse established on the west end of Bryon island in the Magdalen islands group, will be put in operation on the opening of navigation in 1905.

The lighthouse stands 755 feet from the extreme west point of the island, and is an octagonal, wooden building, with sloping sides, painted white, surmounted by a polygonal iron lantern, painted red. The height from its base to the ventilator on the lantern is 49 feet.

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The light will be a group-revolving white light, showing 3 flashes with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, the system completing a revolution in one minute. The light is elevated 126 feet above high water mark, and should be visible 19 miles from all points of approach, except where hidden by trees and high land on the island to the eastward. The illuminating apparatus is catoptric.

This lighthouse was erected under contract by Mr. E. F. Munro of Westville, N.S. His contract price was \$5,497.

Sandy beach point.—A lighthouse established on the north extremity of Sandy beach point, at the entrance to Gaspé basin, was put in operation on November 25, 1904.

The lighthouse stands upon a cribwork pier sunk in 6 feet water carried 4 feet above high water level, and built with a cutwater on its up stream end. The lighthouse is a square wooden building with vertical walls, with a square wooden lantern standing on the apex of its cottage roof. It is painted white with red roof, and is 34 feet high from the pier to the ventilator on the lantern. An elevation of this building is herein shown.

The light is a fixed white light, elevated 32 feet above high water mark, and should be visible 10 miles from all points of approach. The illuminating apparatus is dioptric of the seventh order.

The lightship heretofore marking the extremity of the spit at this point has been withdrawn and her maintenance permanently discontinued.

This building was erected under contract by Mr. Sam. Veit, of Gaspé. His contract price was \$8,450.

Anticosti lightship.—A lightship was established in July, 1904, in 22 fathoms water, 8 miles southeast from Heath point lighthouse, Anticosti.

The lightship is a steel steamer with two masts and no bowsprit. The hull is painted red, with the word 'Anticosti' in white letters on each side, and the number of the vessel, 'No. 15' on each bow. The circular gallery under the lanterns at each mast head, the smokestack, and the fog signal between the masts, are painted red.

Three seventh-order lens lanterns encircle each mast head, at an elevation of 60 feet above the water. From them occulting electric lights, showing bright for 10 seconds and eclipsed for 5 seconds alternately are exhibited. These should be visible 13 miles from all points of approach. If from any cause the electric light apparatus should become inoperative fixed white oil lights, of less intensity, will be shown.

A diaphone, operated by compressed air, is used as a fog alarm. It gives blasts of $4\frac{1}{2}$ seconds' duration, separated by silent intervals of $55\frac{1}{2}$ seconds. Should it become disabled, blasts of similar duration and frequency will be sounded through a whistle. Should both from any cause become inoperative a bell will be rung by hand.

This vessel was built at the Polson Iron Works, Toronto, the contract price being \$89,975.

In September the engineer reported that he was unable to make the occulting apparatus work, and notice was given that for the remainder of the season fixed electric lights only would be shown.

In August this lightship was fitted with a submarine bell, which, during thick or foggy weather, will give strokes indicating the lightship's number '15,' as follows:—One stroke, followed by an interval of four seconds, and then five strokes at intervals of one second, followed by an interval of ten seconds.

Vessels equipped with the receiving apparatus should be able to hear the bell at a distant of five miles and determine its bearing within one quarter of a point. Vessels not so equipped should receive a warning signal when from one to two miles distant depending on the construction of the ship. This should be audible to an observer below the water line and close to the hull of the vessel.

Instructions were given to ring the bell on the approach of any vessel within five miles of the lightship, and Masters of vessels were requested to report as to the distance the bell was heard, and any other information available respecting this new aid to navigation.

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On the 7th November this vessel left her station under her own steam, for Quebec, without orders, the captain claiming that on account of shortness of chain and defective shackle, it was impossible to remain at the station during heavy weather. As it was so near the close of navigation it was decided not to send her back to her station.

Ste. Félicité.—A fog alarm, established at Ste. Félicité, on the south shore of the River St. Lawrence below Quebec, was put in operation on October 25, 1904.

The building stands immediately inside of high water mark on the extremity of the low point which projects farthest out from the general trend of the coast, seven miles below Matane lighthouse and two miles above Ste. Félicité church. It is a rectangular wooden structure painted white, with the trumpet projecting from its seaward face at an elevation of 15 feet above high water mark.

The fog alarm consists of a diaphone operated by air compressed by oil engines. It will give one blast of $3\frac{1}{2}$ seconds' duration every minute.

The building was erected by days' labour by men sent from the agency workshops at Quebec, under the foremanship of Mr. A. Martel, and cost \$6,095.95.

Lower Traverse.—The lighthouse referred to in previous reports as in course of construction on a pier in the lower part of the Traverse of St. Roch, near the northern end of the shoals of St. Roch, River St. Lawrence below Quebec, was completed, and the permanent light shown from it, on August 10, 1904.

The lighthouse is a rectangular building with concrete walls and mansard roof; the tower portion at the northeast end of the structure forming a wing to the main building, and being surmounted by a cylindrical iron tower painted brown, capped by a polygonal iron lantern painted red. The height of the building from its base to the vane on the lantern is 50 feet.

The steel-sheathed concrete pier on which the lighthouse stands is rectangular with two pointed sloping ends, and is painted brown.

The light is a white light, giving one bright flash of one second duration every five seconds. It is elevated 55 feet above high water mark, and should be visible 13 miles from all points of approach by water. The illuminating apparatus is dioptric of the third order, and the illuminant is petroleum vapour burned under an incandescent mantle.

On the same date a fog alarm was established at the lighthouse. It consists of a diaphone, operated by compressed air, which will, during thick or foggy weather, give blasts of $3\frac{1}{2}$ seconds' duration, separated by silent intervals of $56\frac{1}{2}$ seconds.

The horn projects from the north or seaward face of the lighthouse, and is elevated 20 feet above high water mark.

The pier and lighthouse were erected under contract by Messrs. Dussault & Lemieux, Lévis. The illuminating apparatus was supplied by Messrs. Chance, Bros. & Co., Birmingham, and the fog alarm machinery by the Canadian Fog Signal Co., Toronto.

Pointe à Basile.—The back light of the Pointe à Basile range, which indicates the axis of the ship channel from the neighbourhood of Cap Rouge to its intersection with the alignment of St. Antoine lower range, was on the opening of navigation in 1904 exhibited from an inclosed tower erected in the position formerly occupied by the temporary shed from which the light was previously shown and the shed and day beacon, were removed.

This building was erected by workmen sent from the agency workshops in Quebec, under the foremanship of Mr. E. Roy, and cost \$562.22.

On November 1, 1904, it was destroyed by a fire, known to have been of incendiary origin. A new steel tower is being erected. Pending its completion a temporary pole light is being shown.

Grondines point range lights.—The axis of the cut dredged through Batture Cap à la Roche, immediately above Cap à la Roche, was on the opening of navigation in 1904 marked by a range of lights to be known as Grondines point range lights.

The front light is shown from a tower standing on a concrete pier, built within 40 feet of the place where the low beacon of Grondines point day beacons formerly stood.

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The tower is an open steel skeleton frame, square in plan, with sloping sides, surmounted by a square, galvanized iron lantern, the whole painted red. The pier is whitewashed. The tower is 29 feet high from the pier to the ventilator on the lantern.

The light is a fixed white light, elevated 33 feet above the level of the river, and should be visible 7 miles in the line of range. The illuminating apparatus is catoptric.

The back light is shown from the tower heretofore used as a day beacon on the extremity of Grondines point, east of Grondines village church and close to an old stone windmill; it is also 8,260 feet N. 84° E from the front tower.

It is an inclosed wooden structure, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 61 feet high from its base to the ventilator on the lantern.

The light is a fixed white light, elevated 66 feet above the level of the river, and should be visible 8 miles in the line of range. The illuminating apparatus is catoptric.

Grondines upper range.—The axis of the cut dredged through Batture des Belles Filles, opposite Cap Levrant, will be marked by range lights shown from towers replacing the day beacons formerly marking the same alignment. These lighthouses will be known as Grondines upper range.

The front tower stands on the site of the low beacon, about $2\frac{1}{2}$ miles above the Grondines point back light. It is an inclosed wooden structure, square in plan, with sloping sides, surmounted by a square, wooden lantern, the whole painted white. It is 18 feet high from its base to the ventilator on the lantern.

The light is a fixed white light, elevated 28 feet above the level of the river, and should be visible 8 miles in the line of range. The illuminating apparatus is catoptric.

The back tower stands on the site of the high beacon, 6,800 feet N. 62° E. from the front light. It is an inclosed wooden structure, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 40 feet high from its base to the ventilator on the lantern.

The light is a fixed white light, elevated 68 feet above the level of the river, and should be visible 9 miles in the line of range. The illuminating apparatus is catoptric.

The work done in connection with the removal of the old light buildings, and the erection of the above described pier and towers was performed by days' labour, under the supervision of Mr. E. Roy, of the Quebec Agency, and cost \$2,990.

Champlain upper range.—The axis of the ship channel from Citrouille point to the village of Champlain was for many years marked by a pair of day beacons standing on the north shore of the river above the village of Champlain.

These two beacons have now been adapted for night navigation by hoisting on each of them a lantern showing a fixed white light, which should be visible 5 miles in the line of range.

The front beacon stands on the bank of the river, about $\frac{3}{5}$ mile above the village church.

Becancour range.—Range lights were, in October, 1904, established to mark the axis of the ship channel from Batture à Bigot through Becancour course to Becancour bend. The lights shown are fixed white lights, which should be visible 6 miles in the line of range.

The front light is shown from a lantern attached to Becancour day beacon, on the south shore of the river St. Lawrence, about $\frac{4}{5}$ mile above the mouth of Becancour river.

The back light is 1,920 feet S. $64^{\circ} 20'$ W. from the front light. It is shown from a lantern hoisted on a pole 65 feet high.

Cap Madeleine village range.—The axis of the ship channel through Becancour traverse has heretofore been marked by a pair of day beacons standing on the north shore of the river in the village of Cap Madeleine.

The two beacons were, in October, 1904, adapted for night navigation by hoisting on each of them a lantern showing a fixed white light, which should be visible 4 miles in the line of range.

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The front beacon stands on the bank of the river, about $\frac{1}{3}$ mile below the village church, the back beacon 2,250 feet N. 87° W. from the front one.

The two improvements last described were made under the supervision of Mr. U. P. Boucher, agent of this department at Montreal.

Contreccœur Traverse range.—New range light buildings have been erected on the south side of the River St. Lawrence, about 2 miles above Contreccœur, to mark the axis of the improved ship channel at Contreccœur traverse. The axis of the new range is paralld to and 75 feet eastward of the old range. The new range lights were put in operation on July 15, 1904, and the range lights heretofore maintained in this locality discontinued and the buildings removed.

The front tower stands on ground about 450 feet back from the water's edge. It is distant about $2\frac{1}{8}$ miles above Contreccœur church, and is opposite the lower end of Ile Bouchard.

The tower is a square, wooden building, with sloping sides, painted white. It stands on a whitewashed concrete pier. The tower is 12 feet high and the pier 15 feet high.

The light is a fixed white light, elevated 35 feet above the summer level of the river, and should be visible 6 miles in the line of range. The illuminating apparatus is catoptric.

The back tower is situated 2,110 feet S. $28^{\circ} 51'$ W. from the front tower, and 175 feet N. $54^{\circ} 9'$ E. from the site of the old front range light.

The tower consists of an open steel framework, square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and a square wooden lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by being covered half way down with wooden slatwork. The lantern roof is painted red, the remainder of the lantern, the watchroom, and the slats, are white. The height of the tower from its base to the ventilator on the lantern is 64 feet.

The light is a fixed white light, elevated 95 feet above the summer level of the river, and should be visible 6 miles in the line of range. The illuminating apparatus is catoptric.

This work was done by days' labour, under the superintendence of Mr. E. Roy, of the Quebec Agency.

AIDS TO NAVIGATION DISCONTINUED.

Lower Traverse lightship.—When the permanent light and fog alarm on the new pier at the Lower Traverse were put in operation, the lightship previously maintained in that locality became superfluous. She was consequently withdrawn from service.

Bay St. Paul.—The fog bell at Bay St. Paul lightstation, River St. Lawrence, below Quebec, which was rung by hand in answer to the signals of vessels, has been discontinued.

Grondines.—When the two new pairs of range lights marking the ship channel above Grondines, were put in operation on the opening of navigation in 1904, the old range lights, which marked the old shallow channel were discontinued, and the towers removed.

BUOYAGE.

Outarde bay and river, and Bersimis.—Buoys used to be maintained in Outarde bay, to indicate the mooring ground for vessels loading lumber, and in the entrances to Outarde river and Bersimis river to facilitate the passage of lighters used in loading such vessels.

The saw mills in that vicinity are not now in operation, and consequently the buoys in the above mentioned localities, formerly maintained by the saw mill owners under agreement with this department, have been abandoned.

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Traverse of St. Roch.—On the opening of navigation in 1904, the cylindrical gas buoy theretofore moored on the west side of the channel, at the upper end of the traverse of St. Roch, opposite the Upper Traverse lighthouse, was replaced by a red spar gas buoy; and the cylindrical gas buoy with a slat-work top heretofore moored at the south edge of the South Traverse middle ground, opposite the Lower Traverse lighthouse was replaced by a larger conical-topped buoy with a smaller superstructure. The new buoys stand up better in the swift current.

Point Lévis shoal.—In June, 1904, a gas buoy, numbered 89 B, was established in a position about $\frac{1}{4}$ mile west of Lévis graving dock, to mark the north edge of Point Lévis shoal, River St. Lawrence, in the harbour of Quebec.

The buoy is of steel, cylindrical, painted black, and is surmounted by a red lantern.

The light, elevated 8 feet above the level of the river, is an occulting white light, automatically occulted at short intervals, and should be visible 4 miles.

Point Nicholas.—In June, 1904, the black can buoy theretofore moored off Point Nicholas, marking the lower end of St. Augustin shoal, in the River St. Lawrence above Quebec, was replaced by a black spar gas buoy, numbered 15 Q, moored in the same position.

The light, elevated 12 feet above the level of the river, is an occulting white light, automatically occulted at short intervals.

Trembles shoal.—The gas buoy moored off the southeast extremity of Trembles shoal, above Quebec, which had always given trouble by canting in the current, so that the light could not be seen at any great distance, was improved in the spring of 1904 by substituting, for the spherical buoy previously used, a spar gas buoy, designed to stand upright under all conditions of current.

Point St. Antoine.—In June, 1904, the red conical buoy previously moored on the south edge of Paget bank, off Point St. Antoine, was replaced by a red spar gas buoy, numbered 28 Q, moored in the same position in 5 fathoms water.

The light, elevated 12 feet above the level of the river, is an occulting white light, automatically occulted at short intervals.

Grondines to Ile Bigot.—In September, 1904, thirteen gas buoys were established at important points on the edges of the ship channel between Grondines and Ile Bigot, and in October, the system was extended to Three Rivers by the establishment of six more gas buoys. They are steel spar buoys, showing acetylene gas lights from Pintsch lanterns at an elevation of 13 feet above the water. The lights shown are white lights, automatically occulted at short intervals. The buoys carry their regular numbers in accordance with the system adopted for this portion of the river, as follows:—

No 73Q, Batture du Chêne.....	replacing a black can.
No 77Q, Batture à Cadieux.....	" "
No 80Q, Lower end of Cap Charles course.....	" red conical
No 90Q, Middle of Cap à la Roche curve.....	" "
No 97Q, Upper end of Cap à la Roche course.....	" black can
No 107Q, Cap Levrard, (Batture des Belles Filles).....	" "
No 110Q, Cap Levrard.....	" red conical
No 117Q, Upper end of Batiscan course.....	" black spar
No 123Q, Lower end of Batiscan anchorage.....	" "
No 129Q, Batture Perron.....	" "
No 2C, Pointe Citrouille.....	" red spar
No 15C, Pouillier Carpentier.....	" black spar
No 21C, Ile Bigot.....	" "
No 23C, Lower end of Becancour course.....	" "
No 30C, Lower end of Becancour bend.....	" red conical
No 39C, Upper end of Becancour traverse.....	" black spar
No 45C, Opposite Cap Madeleine wharf.....	" "
No 55C, Ile aux Cochons.....	" "
No 59C, Upper end of Three Rivers shoal.....	" "

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These nineteen gas buoys, with the new ranges of lights in the same stretch, hereinbefore described, open night navigation through the ship channel between Grondines anchorage and the foot of Lake St. Peter.

Pointe aux Trembles to Longue Pointe.—On October 15, 1904, black gas buoy No 163M, at the lower end of Pointe aux Trembles curve, was removed and replaced by a black can buoy, and black spar buoy No. 167M, marking the middle of Pointe aux Trembles curve, was removed and replaced by a black spar gas buoy. This buoy is located immediately east of the intersection of the alignment of Ile Ste. Thérèse upper range lights with the alignment of the Longue Pointe range lights, and marks the south edge of the channel at the widened curve. The light shown is a white light, automatically occulted at short intervals.

ONTARIO.

NEW AIDS TO NAVIGATION.

Graham.—Range lights established at Graham, on the south side of the Lake of Two Mountains, Ottawa river, were put in operation on October 1, 1904.

At this place a wharf has been built for the accommodation of market boats and a channel dredged by the Department of Public Works of Canada from the deep water to the wharf, a distance of about 5,000 feet.

The lights are fixed red, shown from reflector lanterns hoisted on masts, and should be visible 3 miles in the line of range.

The outer range mast stands on the wharf 22 feet from its southeast end, and in front of a storehouse painted gray. The light is elevated 25 feet above the summer level of the river.

The mast is 20 feet high and has attached to it a diamond-shaped slatted beacon 7 feet high by 6 feet wide, facing the channel, to make it more conspicuous as a day mark, the whole painted white.

The back range mast stands at the top of the river bank, 535 feet, S. 54° W. from the front one, and the light is elevated 41 feet above the summer level of the river. The mast is 22 feet high, and has attached to it a diamond-shaped slatted beacon, 9 feet high by 7 feet wide, facing the channel, the whole painted white. The two lights in one lead through the dredged channel up to the wharf.

This work was done under the supervision of Mr. J. M. O'Hanly, assistant engineer, and cost \$7454.

False Ducks.—A fog alarm, established at False Ducks lightstation, on the north shore of Lake Ontario, near its eastern end, was put in operation on November 12, 1904.

The fog alarm building stands on the lake side of the lighthouse, on the east end of the island. It is a rectangular wooden structure painted white with red roof, with the trumpet projecting from its southerly face at an elevation of 15 feet above the lake level.

The fog alarm consists of a diaphone, operated by air compressed by oil engines. It will give one blast of 4 seconds duration every minute.

The building was erected by days' labour, under the foremanship of Mr. W. A. Archer, afterwards replaced by Mr. M. J. Egan; its cost will appear in next year's public accounts. The machinery was supplied by the Canadian Fog Signal Company.

Niagara-on-the-Lake.—Range lights established at the mouth of Niagara river were put in operation on October 10, 1904.

The front tower stands upon the Niagara Navigation Company's landing at Niagara-on-the-lake, 30 feet back from the edge of the wharf, and 16 feet from its extreme southeast end. It is a square wooden building, with sloping sides, painted white, surmounted by a square, iron lantern, painted red. It is 32 feet high from its base to the ventilator on the lantern.

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The light is a fixed red catoptric light, elevated 30 feet above the level of the lake, and should be visible 7 miles in, and over a small arc on each side of, the line of range.

The back tower stands on the shore, 690 feet S. $21\frac{1}{2}^{\circ}$ E. from the front light. It is a similar building to the front one, but is 45 feet high.

The light, which is also similar to the front light, is elevated 43 feet above the level of the lake, and should be visible 8 miles in, and over a small arc on each side of, the line of range.

The two lights in one, bearing S. $21\frac{1}{2}^{\circ}$ E. lead into the river clear of all obstructions from the bell buoy on the outermost shoal at the entrance.

A diaphone, operated by compressed air, has also been installed as a fog alarm in a building erected for the purpose on the bank of the river, 930 feet westward of the front range tower, and will be put in operation on the opening of navigation in 1905.

The work on all the buildings was done by days' labour, under the superintendence at first of Mr. L. Keller, of Hull, P.Q., and was completed under the superintendence of Mr. J. F. Murphy, of my staff. The expenditure on construction to date has been \$6,386.26.

Port Colborne.—On May 11, 1904, a diaphone, operated by compressed air, was established as a fog alarm in the new lighthouse, lately erected on the outer end of the new breakwater at the entrance to Port Colborne, as indicated in last year's report.

The trumpet of the fog alarm issues from the second story of the tower on the south side at an elevation of 40 feet above the level of the lake. It gives blasts of $4\frac{1}{2}$ seconds duration separated by silent intervals of $53\frac{1}{2}$ seconds.

The machinery was supplied by the Canadian Fog Signal Company, Toronto, at a cost of \$2,400.

Stokes Bay.—Range light buildings have been erected as indicated in last year's report at Stokes bay on the east shore of Lake Huron, and the lights were put in operation on or about the 25th August, 1904.

The front tower stands upon the northwest extreme of the most westerly of the Knife islands, a group of small islands lying $\frac{1}{2}$ mile north of the northeast point of Lyal Island, and stands upon the site of the front one of a pair of day beacons which have been taken down.

The tower is a wooden structure, square in plan, with sloping sides, surmounted by a square, wooden lantern, the whole painted white. It is 33 feet high from its base to the top of the ventilator on the lantern.

The light is a fixed white light, elevated 30 feet above the level of the lake, and should be visible 10 miles in the line of range. The illuminating apparatus is catoptric.

The back tower stands upon the mainland on the east shore of the bay, on the site formerly occupied by the back beacon. It is distant 4,250 feet, N. 74° E. from the front tower.

The tower consists of a skeleton steel frame, square in plan, with sloping sides, surmounted by an inclosed wooden watch room and a square, wooden lantern. The steel frame is painted brown and the woodwork white. The tower is 64 feet high from its base to the ventilator on the lantern.

The light is a fixed white light, elevated 61 feet above the level of the lake, and should be visible 13 miles in the line of range. The illuminating apparatus is catoptric.

These buildings were erected by days' labour, under the superintendence of Mr. W. K. Morris, of Ottawa, and cost \$2,641.12.

Lions Head.—A light has been established on the outer end of the breakwater at the north entrance to Lions Head harbour, Georgian bay.

The light is a fixed red light, shown from a square tubular lantern hoisted on a pole 15 feet high. The light is elevated about 20 feet above the level of the lake, and should be visible 6 miles from all points of approach by water. The illuminating apparatus is catoptric. The total expenditure in connection with the establishment of this light was \$197.16.

Killbear point.—A gas-lighted beacon has been established on the southwest extremity of Killbear point.

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The beacon consists of a cylindrical steel gasholder 20 feet high by 4 feet in diameter, painted white, surmounted by a square steel box carrying a lantern, both painted red.

The light shown is a fixed white light, elevated 37 feet above the level of the lake. It should be visible 7 miles from all points of approach by water. The illuminant is acetylene. The light is unwatched.

Providence bay.—A light established at Providence bay, on the south shore of Manitoulin island, lake Huron, was put in operation on the 27th July, 1904.

The lighthouse stands on the extremity of Providence point, the headland on the east side of the mouth of the bay.

It is an octagonal wooden tower, with sloping sides, painted white, surmounted by an octagonal iron lantern, painted red. It is 42 feet high from its base to the top of the ventilator on the lantern.

The light shown is a fixed white light, elevated 43 feet above the level of the lake. It should be visible 11 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order.

The light was erected under contract by Mr. J. Candlish Kennedy, of Owen Sound.

Cutler.—The owners of the sawmill at Cutler, at the head of Aird bay, Messrs. Loveland and Stone, have established and will maintain two range lights to lead up to Cutler steamboat wharf. The lights are fixed red catoptric lights, shown from lanterns with reflectors. They should be visible three miles in the line of range.

The front lantern stands on the roof of the red painted freight shed on the outer end of the steamboat wharf. It is elevated twenty feet above the water.

The back light is shown from a day beacon on the granite hill near Mr. Loveland's residence, 435 feet N. 24° E. from the front light. It is elevated about 40 feet above the water. The beacon consists of boards nailed across a mast, with inclined braces at the base, the whole whitewashed.

The lanterns were provided by this Department, and the beacon was erected by the crew of the surveying steamer *Boyfield*. No other expense was entailed on the government.

North Sister rock.—A hand fog horn has been established at this light-station in St. Joseph channel to answer signals from steamers in the vicinity of the station in thick weather.

Shoal island.—A hand fog horn has likewise been provided to this neighbouring station for a similar purpose.

AID DISCONTINUED.

Soulanges Canal.—From the opening of navigation in 1904, the occulting white gas light shown from a lantern on a steel skeleton framework on the east end of the south pierhead at the lower entrance of the Soulanges Canal has been discontinued, and the structure removed, as the establishment of gas buoys and of range lights on the north pier render it superfluous.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Port Credit.—The lighthouse marking the entrance to this harbour, near the west end of Lake Ontario, has been placed upon a new cribwork block rising 8 feet above the water, and extending above the general surface of the pier. The light is consequently three feet higher than previously, and is elevated 39 feet above the present level of the lake. The building was also generally repaired. This work was done under the superintendence of Mr. J. F. Murphy, of my staff, and cost \$578.

Burlington Channel.—The red and white lantern lights hoisted on a mast on the inner end of the south pier, which were temporarily discontinued last year pending the execution of repairs to the pier, were again put in operation in June, 1904.

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Port Dover.—The front range lighthouse, near the outer end of the west pier at Port Dover, Lake Erie, is being taken down, to be replaced by a new and improved tower.

While the work is in progress the light heretofore shown from the inclosed tower will be temporarily replaced by a fixed white light shown from a seventh order lens lantern hoisted on a pole erected 50 feet outside the site of the lighthouse, or 58 feet from the extremity of the pier, and in the same alignment as the old range.

The temporary light is 25 feet above lake level and should be visible 5 miles from all points seaward.

The work, which includes the construction of a cribwork block for a foundation for the tower, is being done by days' labour, under the superintendence of Mr. J. F. Murphy, of my staff.

Kingsville.—On the opening of navigation, 1904, the back range light at this Lake Erie Station, was changed in colour from white to red. The light now shown is a fixed red dioptric light of the seventh order, which should be visible eight miles.

Elliott point.—On the opening of navigation in 1904, each of the lights of the Elliott point range, located on the southerly prolongation of the axis of the westerly part of the Amherstburg reach of the dredged channel in Detroit river, was moved about 250 feet to the northward and eastward and established, on the southerly prolongation of the axis of the *easterly* part of the Amherstburg reach of the dredged channel, recently completed in Detroit river. These are private lights, maintained by the Lake Carriers' Association, and mark a channel under improvement by the United States government.

Amherstburg.—On the 7th July, 1904, the Amherstburg front range tower was surmounted by a wooden slatted disc. On the same date the Amherstburg rear range light was exhibited from the new open frame square pyramidal steel tower recently erected which is surmounted by a wooden disc painted red.

The new tower is located 558 feet N. 16° E. from the front tower. These are also private lights, and the improvements were not made by this department.

Fort Malden.—On 6th July, 1904, the wooden towers heretofore marking the Fort Malden range, were replaced by square pyramidal skeleton steel towers. The front tower has a white base and slatted white disc at the top. The rear tower has a red base and slatted red disc at the top. These are likewise private lights. The above three ranges are of use mainly to the heavy draught freighters plying to United States ports, are consequently maintained by the interests controlling those vessels.

Pointe au Baril.—The steel skeleton tower from which the back range light at Pointe au Baril is shown described in last year's report, has been made more conspicuous by having wooden slats painted white fastened horizontally on the side of the open framed tower facing the channel. The trees surrounding, in front, and in rear of the lighthouse have also been cut down, so that the building may be more easily picked up from seaward. The cost of these improvements, made under the supervision of the lightkeeper, was \$104.

Sault Ste. Marie.—On the opening of navigation in 1904, the electric arc lights on the lower ends of the north and south piers of the Canadian canal were changed in colour from the white to green, so as to distinguish them from the white lights along the edges of the canal.

The two lights changed are respectively the most eastwardly light of each of the two rows of arc lights illuminating the canal bank and cribwork approaches.

The masts with day marks, from which fixed red lights were exhibited to mark the axis of the channel leading to the lower end of the Canadian canal have been replaced by open skeleton, galvanized iron unpainted towers, square in plan, with sloping sides, surmounted by square wooden lanterns from which fixed red lights are shown. These lights are much more powerful than those shown from the old masts. The illuminating apparatus in each case consists of a group of three incandescent electric lamps, each of 65-candle power, placed in the foci of paraboloidal reflectors, showing strong beams in, and over a small arc on each side of, the line of range.

On the channel side of each tower there is a diamond-shaped day beacon of slatwork painted white.

The front tower stands on the shore of the bay north of the entrance to the canal, east of Huron and south of Portage streets. It is 62 feet high from its base to the top of the lantern. The light is elevated 63 feet above the level of the water below the canal, and should be visible 2 miles.

The back tower stands on Hudson street, north of Superior street, 1,150 feet N. $35\frac{1}{2}^{\circ}$ W. from the front light. It is 72 feet high. The light is elevated 78 feet above the level of the river, and should be visible 2 miles. This improvement was carried out for this department by Mr. J. C. Boyd, superintendent of the canal.

Coppermine point.—The charge of the light heretofore maintained here by the Algoma Central Steamship Line has been assumed by this department, and the light will hereafter be maintained as a government station.

Kaministiquia river.—In consequence of the erection by the Canadian Pacific Railway Company of a coal unloading and storing plant on the ground formerly occupied by the range lights, on the north shore of the Kaministiquia river, at its mouth, near Fort William, it has been necessary to re-arrange these lighthouse towers.

The front tower has been moved forward 100 feet in the line of range, and now stands on the east end of the timber facing of the coal yard, which forms the north shore of the river at that point, and is close to the water's edge.

It has been raised 12 feet higher than formerly on an open post foundation, and the light is now elevated 42 feet above the water.

The back range light building with dwelling attached, formerly used, has been taken down, and replaced by a skeleton steel tower surrounding a column of lattice-work, which projects 33 feet through the platform on top of the tower, on which a lantern is hoisted and held in place. The total height of the structure is 122 feet and it is painted red.

A daymark near the top of the lantern column consists of a black square, six feet on a side, with a white diamond in its middle.

The light shown from this tower is an incandescent electric light, shown from the focus of a reflector. It is elevated 128 feet above the level of the lake, and should be visible 11 miles in the line of range.

This new tower stands behind the trestles and pockets of the coal plant, by which it is partially hidden from the water. It is distant 1,212 feet S. $67\frac{1}{2}^{\circ}$ W. from the front light.

These improvements, including also the erection of a neat dwelling for the light-keeper, were made by the C.P.R. Co., in virtue of an agreement with this department, whereby the lighthouse lands were sold to the company subject to an obligation by the company to provide and keep in good order suitable lightbuildings.

Pie island.—This lighthouse has been removed from the point on which it stood near the wharf, on the west extremity of the island, to the second point northward, a distance of about $\frac{3}{4}$ mile. In its new position it is immediately west of Le Paté, the highest part of the island. In its new location it stands 50 feet back from the water's edge and 15 feet above the water.

The light is elevated 34 feet above the level of the lake and should be visible 11 miles from all points of approach, except where hidden by the high land of Pie island, east of it.

The lighthouse is a wooden tower, square in plan, with sloping sides, painted white, surmounted by a square, wooden lantern painted white.

A new dwelling for the lightkeeper has been built. It is a low wooden building painted white and stands 50 feet northeast of the lighthouse.

The work was done by days' labour under the supervision of Mr. W. H. Brunel, Ottawa, and cost \$491 02.

Victoria island.—The lighthouse has been moved from the knoll on which it stood, near the west end of the island, to the extremity of the point at the west end on the north side of the island, a distance of 400 feet S. 61° W. from its former position. This

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work, done on the recommendation of Mr. W. J. Stewart, Hydrographical Surveyor, was carried out by days, labour, under the supervision of Mr. W. H. Brunel, at a cost of \$584.89.

BUOYS AND BEACONS.

Way shoal.—A hydrographic survey was, in October, 1904, made by the undersigned of that portion of the Ottawa river extending from Besserers wharf to the foot of Pitrie island. It has been found that the shoalest water is located at the head of Way shoal immediately below the mouth of the river Blanche. At this point the channel crosses, from the middle of the river to the north shore. To lead into the channel north of Way shoal two day beacons were established on October 25, 1904. They consist of white-washed diamonds nailed to trees. The front one stands on the north bank of the river, 2,550 feet below the mouth of the river Blanche. The back beacon stands 200 feet N. 48° E. from the front one.

Brown Point, Lake St. Louis.—Black spar buoy No. 53S, heretofore moored off Brown point, Lake St. Louis, has been replaced by a steel spar gas buoy, painted black, moored in the same position in 12 feet water.

The buoy is surmounted by a Pintsch lantern, and the acetylene gas light shown is a fixed white light.

Port Louis.—A gas buoy has been established on the southwest end of the shoal north of the pier at Port Louis, Lake St. Francis. It is of steel, cylindrical, painted red, surmounted by a conical cage supporting a lantern. It is moored in 9 feet water, and is numbered 21F. The acetylene gas light shown is a fixed white light.

South Lancaster.—Red spar buoy No 64F, heretofore moored about one mile east of South Lancaster, Lake St. Francis, has been replaced by a steel spar gas buoy, painted red, moored in the same position in 18 feet water.

The buoy is surmounted by a Pintsch lantern, and the acetylene gas light shown is a white light, automatically occulted at short intervals.

Fiddlers Elbow.—The barrel buoy, heretofore moored at the shoal northwest of Wood island, River St. Lawrence, has been replaced by a gas buoy, moored in the same position in 13 feet water. It is of steel, cylindrical, painted red, surmounted by a conical cage supporting a lantern. The acetylene gas light shown is a white light, automatically occulted at short intervals.

Foot of Wolfe island.—A gas buoy, painted red, was in the autumn of 1903 moored at the south end and on the east edge of the cut dredged by the Department of Public Works through the Blanket shoals at the foot of Wolfe island, a short distance below Kingston, Ont., replacing the most southerly of the three red spar buoys previously marking the cut.

The buoy is of steel, cylindrical, surmounted by a conical slatwork topmark painted red, supporting a lantern. The light shown is a white gas light, automatically occulted at short intervals.

Snake island Middle Ground.—A gas buoy, painted black, was in the autumn of 1903 established at the west end of the Middle Ground between Snake island and Seven Acre shoal, replacing the spar buoy painted in red and black horizontal bands formerly maintained there.

The buoy is of steel, cylindrical, surmounted by a cylindrical slatwork topmark painted black, supporting a lantern showing a fixed white gas light.

Toronto.—The Harbour Master of Toronto issued a circular on the opening of navigation in 1904 respecting the positions of the buoys in the approaches to that harbour, which indicated that changes had been made from the previous arrangement of the buoys. A notice to mariners was accordingly issued, describing the present position of all the buoys in both approaches to Toronto.

Port Colborne.—The resident engineer of the Department of Public Works of Canada advised this department on the 3rd September, 1904, that work had been begun upon a new outer breakwater on the southeastern side of the entrance to Port Colborne, and that mariners making the Lake Erie entrance of the Welland canal must, therefore, keep within 600 feet of the eastern end of the western breakwater to be safe from collision with temporary works.

In October a gas buoy was placed to mark the outer end of this breakwater under construction. It is moored 650 feet S. 50° E. from the red light on the outer end of the western breakwater, and is of steel, surmounted by a lantern carried on a pyramidal open steel frame, and inclosed in a steel cage, all painted red.

The acetylene gas light shown is a white light, automatically occulted at short intervals.

Lockerbie rock.—A gas buoy has been established to mark this danger in the approach to Collingwood.

The buoy is moored in 5 fathoms water, 400 feet west of Lockerbie rock. It is of steel, cylindrical, painted black, surmounted by a conical slatwork topmark and a lantern. The light shown is a white light, automatically occulted at short intervals.

Christian island.—A spar buoy painted in red and black horizontal bands has been established on Campana shoal, and a black spar buoy on the east side of the one-fathom spot, $\frac{1}{2}$ mile S. 32° E. from the lighthouse on Bar point, Christian island.

Lone rock.—The bell buoy heretofore marking Lone rock, southern entrance to Waubuno channel, Georgian bay, has been replaced by a combined gas and bell buoy, moored in the same position. The buoy is of steel, painted red, with a cylindrical body and conical top, surmounted by a steel cage supporting a bell and a lantern. The light shown is a white light, automatically occulted at short intervals. The bell is rung automatically at intervals of about 20 seconds by the pressure of the gas from the buoy.

Seguin bank.—The gas buoy heretofore moored at the south end of Seguin bank, Georgian bay, has been replaced by a combined gas and bell buoy similar to that last described except that it is black instead of red.

Three Star shoal.—A steel spar gas buoy, painted red, has been established off Three Star shoal, in the approach to Parry Sound, replacing the red steel conical buoy heretofore moored in 8 fathoms water off the north end of the shoal. The light shown is a white light automatically occulted at short intervals.

Twin rock middle ground.—A steel spar gas buoy, painted red, has been established to mark the middle ground between Hall reef and Twin rock, in the approach to Parry Sound, replacing a red spar buoy moored 50 feet to the westward of the alignment of the Jones island range. The light shown is a white light, automatically occulted at short intervals.

Casgrain rock.—A beacon was built on this danger in the entrance to Aird bay, near Cutler, by the crew of D.G.S. *Bayfield*, in May, 1904.

It consists of a pole twelve feet high with cross pieces nailed to it, standing in a barrel placed on the summit of the rock. The whole of the beacon is whitewashed, to render it more distinguishable at night.

Curran rock.—A buoy, consisting of a petroleum barrel painted white, was in May, 1904, established and will hereafter be maintained by Messrs. Loveland and Stone, of Cutler, Ont., off Curran rock, at the entrance to Aird bay. It is moored in 18 feet water close southward of the rock awash, and should receive a berth of 300 yards.

East end of lake Superior.—When the buoys maintained by this department in the east end of Lake Superior were placed on the opening of navigation in 1904, the spar buoy marking the eastern extremity of Parisian shoal was changed in colour from red to black; the buoy marking the northeast edge of shoal off Sandy islands was

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changed in colour from red to black ; the bell buoy marking Pancake shoal was removed to a new position southwest of Outer Pancake shoal ; and Pancake shoal was marked by a black spar buoy. A complete list of the buoys maintained under contract in this east end of the lake was embodied in a notice to mariners when the above changes were advertised.

Kaministiquia river mouth.—The platform buoy carrying a Wigham lamp, established in 1903, at the outer end of the northern edge of the dredged channel into Fort William, at the mouth of the Kaministiquia river, Thunder bay, was, in October, 1904, replaced by a steel gas buoy painted red, moored in the same position.

The acetylene gas light shown is a white light, automatically occulted at short intervals.

Port Arthur.—On 31st May, 1904, a wooden platform buoy was established in the prolongation of the northeastern edge of the dredged channel into Port Arthur harbour, Thunder bay.

The superstructure of this buoy was capped by a Wigham 31-day lamp which, from a height of 10 feet above the water, exhibited a fixed white light.

In October this buoy was replaced by a steel gas buoy, painted red, showing a white acetylene light, automatically occulted at short intervals.

Mink island reef.—On the 1st June, 1904, a beacon was erected upon the small rock awash, lying between Mink island and the Sisters, in Victoria channel, Lake Superior. It consists of an iron, pyramidal frame, with horizontal wooden slatwork, surmounted by an iron sphere 20 feet above the water, the whole painted brown.

The ironwork was supplied by Alexander Fleck, Limited, of Ottawa, at a cost of \$68.50, and was erected by the crew of the D. G. S. *Bayfield* under Mr. Stewart's supervision.

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Lennard island.—The lighthouse on this important part of the Pacific coast of Vancouver island, referred to in last year's report, has been completed, and the light was put in operation on the 1st November, 1904.

The lighthouse stands on the summit of the southwest point of the island, where the rock rises about 35 feet above high water mark. It is a wooden building, octagonal in plan, with sloping sides, painted white, surmounted by a metal lantern, circular in plan, painted red. It is 80 feet high from its base to the vane on the lantern. A white wooden lightkeeper's dwelling and outbuildings have also been erected on the island.

The light is a flashing white light, giving a flash every eleven and a quarter seconds. It is elevated 115 feet above high water mark, and should be visible 16 miles from all points of approach, except where obscured by trees on Lennard island. The illuminating apparatus is dioptric, of the first order, and the illuminant petroleum vapour, burned under an incandescent mantle.

The buildings were erected by days work under the foremanship of Mr. George Frost, and the amount expended on this station to date has been \$10,955.69.

Danger reef.—In consequence of the threatened collapse of the wreck of the ss. *Miami*, the light shown therefrom was, on the 1st October, 1904, discontinued, and has been replaced by a similar light shown from a beacon on Danger reef.

The light is shown from a 31-day Wigham lamp. It is a fixed white light, shown from the summit of a small square wooden tower painted white standing on a wooden frame work foundation painted black, the light is elevated 24 feet above high water mark and should be visible 9 miles.

The work was done by the crew of the *Quadra*, and cost \$120.65.

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Fraser river bridge.—A railway bridge has been built across the Fraser river at New Westminster, which is provided with a swinging span for the accommodation of vessels.

Rules to be observed by the masters or pilots of all vessels in passing through the bridge have been published, and the lights hereinafter described, have been established to mark the swing span and openings at night :

A red light at each end of the swing protection, and a red light at each end of the swinging span, the latter not appearing when the bridge is closed. A green light on the pier at the south end of the span, showing down-stream only. A green light on the pier at the north end of the span, showing up-stream only. The span is not open, ready for vessel to pass through, until the red lights on the span are seen directly over the red lights on the swing protections.



Seechelt.—A beacon light has been established on White islet, lying off Mission point, and southeasterly from Seechelt peninsula, in the Strait of Georgia, in place of the beacon heretofore marking that danger.

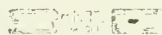
To prevent confusion amongst the numerous geographical features called 'White' this light will be known as 'Seechelt'

The light is an unwatched light, shown from a Wigham 31-day oil lamp standing on a small white inclosed wooden tower, supported on a black wooden framework. The light is fixed white, elevated 36 feet above high water mark, and should be visible 6 miles from all points of approach.

The work was done by the crew of the *Quadra* and cost \$296.80.

Procter middle ground buoy.—On 1st October, 1904, a fixed white light was established, shown from a small lens lantern suspended from the superstructure of the platform buoy marking the middle ground between Procter and Balfour at the entrance to West arm. Kootenay lake, interior of British Columbia.

This light will be maintained whenever the water in the lake is so low as to make the middle ground a danger to navigation. The light is elevated about 6 feet above the water, and should be visible 2 miles.  



BUOYS AND BEACONS.

Village point.—The red spar buoy heretofore moored in $4\frac{1}{2}$ fathoms off Village point, Baynes sound, has been replaced by a steel conical buoy, painted red.

Browning passage.—A black spar buoy has been established in 5 fathoms water on the north side of Browning passage, to show the extent of the shoal ground, and a red spar buoy in 5 fathoms on the south side to show the northerly extent of the shoal on that side.

Hecate passage.—A platform buoy, carrying a wooden slatwork pyramid surmounted by a drum, the whole painted black, has been established in 5 fathoms water off the south extreme of North bank, Hecate passage, Clayoquot sound, and a platform buoy, carrying a wooden slatwork pyramid, surmounted by a ball, the whole painted red, at the eastern entrance of Hecate passage, to mark the rock that dries. The buoy is moored in 5 fathoms water. The rock dries about one foot at an extreme low water, and is marked by kelp.

First Narrows.—The east beacon, marking the edge of the shoal ground, north side of First Narrows, entrance to Vancouver harbour, having been carried away, has been replaced by a similar beacon placed in the same position. It is a dolphin consisting of five black piles braced together at the head, surmounted by a white triangle, apex down. It dries at low water.

The two beacons maintained by the city of Vancouver to mark and guard the waterworks supply pipes, being sufficient aids to navigation in marking the extent of the shoal ground in that vicinity, the beacon one cable to the westward of the westernmost water pipe beacon, which has disappeared, will not be replaced.

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The west beacon has been discontinued, and a new beacon erected $2\frac{1}{2}$ cables N. 74° W. from the position formerly occupied by the old beacon. It consists of five black piles, braced together at the head, and surmounted by a white slatwork square, and stands in 9 feet of water.

Escape reef.—A pyramidal wooden beacon, 12 feet square at the base, surmounted by a staff carrying a latticework drum 8 feet high and 8 feet in diameter, the whole painted white, and showing 20 feet above high water mark, has been erected on Escape reef, Stuart channel.

The reef covers 4 feet at high water. The beacon stands on a bed of concrete 2 feet deep. The work was done by the crew of the *Quadra* at a cost of \$87.20.

Gibsons landing.—The beacon on the north extreme of the shoal, $2\frac{3}{4}$ cables east of Gibsons landing, Shoal channel, having been destroyed, a new stone beacon, surmounted by a staff and latticework ball, has been erected on the site of the old one.

The masonry is 12 feet above the rock and shows 3 feet at high water. The masonry is painted black, and the staff and ball are painted white. The whole shows 15 feet above high water.

Rock point reef.—A spar buoy, painted red, has been established off Rock point, which is the point midway between Gower point and Mission point, in the Strait of Georgia, to show the extent of the reef eastward of Rock point. The buoy is moored in 6 fathoms water.

Baynes sound.—A wooden triangle, painted red, has been placed on top of the steel conical buoy moored off Reef point, to serve as a distinguishing mark in foggy weather.

Hornby island wharf.—A black spar buoy, moored in 3 fathoms water, has been established off Hornby island wharf, close southward of a reef that lies to the westward of the wharf.

Whaleton bay.—A spar buoy, painted red, has been established on the rock lying off the entrance to Whaleton bay, Cortes island. The buoy is moored in $5\frac{1}{2}$ fathoms water.

Tattenham ledge.—A black platform buoy, moored in $4\frac{1}{2}$ fathoms water, was, in January, 1904, established on the north extreme of Tattenham ledge, east Thormanby island. In August this was replaced by a black spar buoy.

Nelson rock.—A day beacon has been erected on Nelson rock, Malaspina strait, one mile S. 62° W. from Fearney point, Nelson island.

It consists of a frustum of a square pyramid in stonework, 14 feet square at the bottom, 9 feet at the top, by 16 feet high, surmounted by a wooden staff carrying a lattice work drum 6 feet high by 6 feet in diameter; the whole painted black, and showing 26 feet above high water.

Kelp bar.—On the 21st December, 1903, a bell buoy of United States government pattern was established off the eastern entrance to the crossing over Kelp bar.

The buoy is of steel, painted red, and is surmounted by a bell rung by the motion of the buoy on the waves.

It is moored in 25 fathoms, $5\frac{1}{2}$ cables outside the outer spar buoy in the crossing.

Texada island.—A black spar buoy was in August, 1904, established off the north point of Texada island, in 6 fathoms water.

Atrevida reef.—A spar buoy, painted red, was, in August, 1904, established in $5\frac{1}{2}$ fathoms water, to mark the western extremity of an unsurveyed reef, named Atrevida reef, lying off the mainland coast of British Columbia, northward of Harwood island.

Watson rock.—The beacon marking this danger at the western entrance to Grenville channel was carried away by storm in November, 1903. It was rebuilt in July, 1904.

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The new beacon is placed on a stone foundation 12 feet square and 3 feet above high water. The beacon is a pyramidal structure painted white, surmounted by a latticework drum painted red. The beacon shows 22 feet above high water.

The whole respectfully submitted,

WM. P. ANDERSON,
Chief Engineer

1st December, 1904.

(INCLOSURE B.)

LIST of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1904.

ONTARIO AND PORTIONS OF QUEBEC IN ONTARIO LIGHTHOUSE DISTRICT.

	No. of buoys.		No. of buoys.
Amherstburg, including Bois Blanc.....	44	Pancake shoal, bell-buoy.....	1
Bar point, gas buoy.....	1	Parry Sound.....	27
Bay of Quinte (three contracts).....	32	" gas-buoys (one with bell).....	3
Bears Rump.....	1	Pelee middle ground.....	3
Big Duck island, bell-buoy.....	1	Pembroke.....	20
Byng inlet.....	7	Pointe au Baril, beacons.....	15
Collingwood.....	14	" buoys.....	4
Clapperton channel.....	9	Penetanguishene.....	10
Georgian bay.....	13	Port Arthur.....	1
Goderich.....	2	Port Rowan.....	10
Green shoal.....	1	Rainy river, beacons, pairs.....	11
Grecian shoal.....	1	" buoys.....	14
Grubb reef, gas-buoy.....	1	River Thames.....	7
Hawkesbury.....	16	Rondeau.....	6
Kaministiquia.....	20	St. Lawrence riv., Montreal to Kingston, spars	144
Lake Erie, maintained by <i>Petrel</i>	3	" " can-buoys.....	13
Lake Nipissing.....	32	" " gas-buoys.....	27
Lake of the Woods, including bell-buoy.....	115	Ste. Placide, stakes and buoys.....	52
Lake Simcoe.....	12	Sault Ste. Marie.....	20
Lake Superior, including bell-buoy.....	7	" canal approaches.....	25
Little Current.....	8	Seine river and Grassy lake, piles.....	30
Lone rock, gas and bell-buoy.....	1	" buoys.....	10
Midland.....	7	South Baymouth.....	4
Murray canal and Presqu'île bay.....	23	Stokes bay.....	6
Napanee.....	14	Surprise shoal, bell-buoy.....	1
Niagara, bell-buoy.....	1	Trenton.....	11
North Sisters rock.....	4	Victoria Island, Lake Superior.....	3
Orillia.....	9	Waubashene.....	37

QUEBEC.

Agnes.....	1	Grand Entry.....	14
Amherst harbour.....	8	Griffin cove.....	1
Bonaventure.....	1	Houssé harbour, Magdalen islands.....	6
Cap Chat.....	1	Lake St. John—	
Cape Cove.....	1	River Ashuapmuchuan.....	68
Cap Meule.....	1	" Mistassini.....	120
Carleton point.....	1	" Peribonka.....	24
Chicoutimi.....	15	Roberval harbour.....	3
Cock point.....	1		215
Chaudière basin.....	7	Little river west.....	1
English bay.....	3	Maria.....	1
Eschourie rock.....	1	Matane.....	3
Fox river.....	1	Mont Louis.....	1
Gaspé.....	5	New Richmond.....	3

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

	No. of buoys.		No. of buoys.
North channel, Island of Orleans.....	12	St. Thomas.....	8
Nouvelle.....	1	St. Lawrence river between Quebec and	
Paspébiac.....	1	Montreal, gas buoys.....	40
Pentecost.....	1	St. Lawrence river between Quebec and	
Perce.....	2	Montreal, unlighted buoys.....	214
Port Daniel.....	1	Serpent reef.....	1
Restigouche river.....	10	Maintained by Quebec agent below Quebec,	
Richelieu rapids, balises.....		gas-buoys.....	22
" river, to St. Johns.....	35	Maintained by Quebec agent below Quebec,	
" above St. Johns.....	19	unlighted buoys.....	49
Rivière à la Pipe, Lake St. John.....	8	Maintained by Quebec agent below Quebec,	
" des Prairies.....	10	bell buoy.....	1
Ste. Adelaide de Pabos.....	1	Maintained by Quebec agent below Quebec,	
Ste. Anne river.....	1	whistling buoy.....	1

NOVA SCOTIA.

Advocate harbour.....	6	Margaree harbour.....	9
Apple river.....	8	Merigomish.....	6
Arichat.....	21	Marie Joseph.....	5
Argyle river and sound.....	10	Montselliér.....	10
Avon river.....	6	McKinnon harbour.....	4
Barrington.....	52	Musquodoboit.....	7
Bear river.....	12	Northport.....	12
Beaver harbour.....	2	North Sydney.....	5
Blandford.....	5	Parssboro.....	6
Bridgewater.....	10	Petitdegrat.....	11
Canning or Habitant river.....(6 dolphins)		Pictou.....	6
Canso and St. Andrews passage.....	30	Popes harbour.....	3
Cape Negro or North-east harbour.....	17	Port Felix.....	7
Cariboo.....	6	Port Hood.....	7
Chester.....	25	Port Le Tour.....	12
Cheticamp.....	12	Port Medway.....	9
Chezetcook and Petpiswick.....	6	Port Morien.....	2
Christmas island and Barra strait.....	11	Port L'Hebert.....	12
Clarks cove, West bay.....	3	Pubnico.....	18
Clarks harbour.....	17	Pugwash.....	9
Cockerwit pass and Woods harbour.....	20	Prospect, Lower.....	10
Cooks cove, Toby cove.....	4	Queensport.....	3
Canning river.....	6	River John.....(stakes).	3
D'Escousse and Lennox passage.....	27	Roseway.....	3
Digby and Annapolis.....	13	St. Anns.....	3
Dover.....	4	St. Mary river.....	8
East bay, Bras d'Or.....	2	" up to Sherbrooke.....	18
Great Bras d'Or.....	7	St. Peter bay.....	16
Gillis point, Boulacéet.....	1	St. Peters inlet.....	10
Guysborough.....	3	Sambro.....	11
Hay cove.....	8	Shag harbour.....	13
Harbour au Bouche.....(6 stakes).	4	Sheet harbour.....	9
Ingonish, South bay.....	8	Shelburne.....	10
Isaacs harbour.....	12	Ship harbour.....	9
Indian harbour.....	4	Ship rock.....	1
Jeddore.....	9	Shulee.....	8
Judique.....	1	Smith island.....	1
Ketch harbour.....	6	Sydney.....	2
L'Ardoise.....	3	Tanger.....	4
Lahave.....	8	Tatamagouche, 46 stakes and.....	18
Little narrows.....	10	Terrence bay.....	3
Little Dover.....	9	Tor bay.....	19
Little Bras d'Or.....	2	Three Fathom harbour.....	5
Liverpool.....	3	Tidnish.....	5
Lockeport.....	6	Tusket (two contracts).....(3 spindles).	23
Lunenburg.....	9	Upper Prospect.....	4
Lunenburg, back cove.....	9	Wallace.....	14
" middle south.....	16	West bay.....	3
Louisburg.....	7	West Dublin and Crooked channel.....	13
Mabou.....	12	Westport.....	3
Mahone bay and Chester.....	12	Weymouth.....	13
Main-à-Dieu.....	6	Whitehead.....	9

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LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Continued.*NOVA SCOTIA—*Concluded.*

	No. of buoys.		No. of buoys.
Yarmouth.....	50	Maintained by agency (conical and can-buoys).	150
Maintained by agency..... (whistling-buoys).	33	" " (gas-buoys).	3
" " (bell-buoys).	26		

NEW BRUNSWICK.

Bathurst.....	26	Musquash.....	7
Baie Verte and Port Elgin	36	Neguae.....	21
Bay du Vin	7	Neil harbour.....	1
Beaver and Blacks harbour.....	9	Napan river, 24 stakes and.....	3
Black brook, Miramichi river	3	Northwest arm, Miramichi.....	6
Black Lands gully.....	12	Oroinecto.....	7
Buctouche.....	16	Ox island, St. John river.....	5
" stakes.....	32	Petit Rocher.....	2
" river, bushes.....	200	Pisarinco.....	2
Bartibogue.....	13	Pokemouche.....	8
Campobello, 1 spindle and.....	9	Richibucto and Albion.....	28
Caraquet.....	21	" Rexton and Browns yard.....	30
Cocagne, stakes, 50	11	Shediac.....	11
Dalhousie and Restigouche.....	12	" north of island, 26 bushes and.....	2
Digdequash.....	5	Shippigan, 17 pickets.....	20
Dipper harbour.....	3	St. Andrews.....	15
Dorchester.....	3	St. Croix ledge.....	11
Grande anse.....	4	St. John river, 155 stakes and.....	68
Grand lake and Salmon river, bushing.....	73	St. Louis, 15 bushes.....	10
Grand Manan, 1 spindle and.....	28	South Tracadie gully, 30 bushes and.....	5
Great Shemogue.....	7	Tabusintac.....	18
Hatfield Point, bushes.....	4	Tracadie, 150 bushes.....	19
Harvey.....	7	Tynemouth creek.....	3
Kouchibouguac and Black river, bushes.....	3	Washademoak, 147 bushes and.....	2
Lepreau.....	3	Waweig River.....	1
Lettite and Back bay, 1 spindle and.....	14	West Isles, 4 spindles and.....	23
Little Shemogue, 1 beacon and.....	5	Maintained by agency.....	
Little Shippigan.....	12	" " (can and conical-buoys).	17
Magaguadavic.....	13	" " (whistling-buoys).	10
Maquapit and French lakes, 20 stakes and...	4	" " (bell-buoys).	11
Miramichi.....	18		

PRINCE EDWARD ISLAND.

Bay Fortune.....	3	Little channel.....	3
Beach point.....	3	Montague.....	6
Bedeque.....	11	Murray harbour, 2 stakes.....	37
Brae harbour.....	5	New London.....	9
Cardigan, Lower.....	6	Orwell and Vernon river, 36 bushes.....	6
" Upper.....	16	Pinette.....	5
Casumpee, 12 stakes.....	14	Port Hill.....	12
Charlottetown, 20 stakes.....	22	Pownal.....	7
Cove head.....	2	Rollo bay.....	3
Crapaud, stakes and.....	5	Rustico.....	5
East river (Hillsboro').....	17	Savage harbour.....	2
Egmont bay.....	12	Souris.....	4
" south, 8 stakes and.....	2	St. Peters harbour.....	8
Georgetown.....	13	Summerside.....	11
Goose harbour.....	2	Tracadie.....	3
Grand river, 1 beacon and.....	12	West point.....	1
" lot 14.....	8	Wood island.....	4
Indian rocks.....	1	Maintained by agency..... (signal-buoys).	3
Malpeque.....	16	" " (can and conical).	15
Miminegash.....	6		

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

BRITISH COLUMBIA.

BUOYS.

No. of buoys.		No. of buoys.	
Alford reef, steel can.....	1	Hodgson reef, steel can.....	1
Barkley sound, Sutton rock, platform.....	1	Horswell reef, steel can.....	1
Baynes sound, spar.....	3	Indian reef, steel can.....	1
" steel conical.....	3	Johnstone reef, steel can.....	1
" bell.....	1	Kootenay lake, platform.....	14
Benmohr rock, platform.....	1	" spar.....	2
Burnaby shoal, spar.....	1	Ledge point, spar.....	1
Celia reef, steel conical.....	1	Malaspina strait, spar.....	3
Clarke rock, platform.....	1	Metlahcatlah, platform.....	2
Clayoquot sound, platform.....	4	Nanaimo, platform.....	5
" spar.....	3	" steel platform.....	3
" steel can.....	1	" spar.....	2
Colborne passage, platform.....	2	Passage rock, platform.....	1
Cortes island, steel can.....	1	Point Grey, steel can.....	1
Dall patch, platform.....	1	Portier pass fairway, steel can.....	1
Departure bay, platform.....	2	Rock point reef, spar.....	1
Dorcas rock, spar.....	1	Rosedale rock, steel can.....	1
Entrance point, Satellite channel, steel conical	1	Rosenfelt reef, steel conical.....	1
Esquimalt, spar.....	1	Sidney channel, steel can.....	2
" platform.....	2	" steel conical.....	1
False narrows, spar.....	2	" spar.....	2
False reef, steel can.....	1	" platform.....	1
First narrows, spar.....	1	Snake island, steel conical.....	1
Fraser river, Sandheads, bell.....	1	Sparrowhawk rock, platform.....	1
" " steel conical.....	14	Tugwell reef, spar.....	1
" " spar.....	2	Victoria harbour, platform.....	2
" North arm, buoyed by P.W.D.,		Victoria rock, steel can.....	1
number not known.....		Virago rock, spar.....	1
Ganges harbour, steel can.....	2	Welcome point, spar.....	1
Gossip reef, steel can.....	1	Whaleton bay, spar.....	1
Governor rock, steel platform.....	1	White rock, Trincomali channel, steel can...	1
Grappier reef, steel can.....	1		
Hazel point, spar.....	1		

UNLIGHTED BEACONS.

No. of beacons.		No. of beacons.	
Atkins reef, masonry.....	1	Maple spit, dolphin.....	1
Base flat, pile.....	1	Mud bay, including Slue, Serpentine and	
Canoe rock, masonry.....	1	Nicomeck'l. piles.....	40
Channel rock, iron spindle.....	1	Nanaimo harbour, beacon rock, masonry ..	1
Dyke point, wooden.....	1	Nelson rock, masonry.....	1
Enterprise reef, masonry.....	1	North reef, wooden.....	1
Escape reef, wooden.....	1	Parthia shoal, masts.....	2
False narrows, piles.....	2	Regatta rock, wooden pyramid.....	1
First narrows, Burrard inlet, dolphins.....	2	Romulus rock, wooden.....	4
" " waterworks beacons		Shark spit, dolphin.....	1
maintained by corporation of Vancouver..	2	Shrub, masonry.....	1
Fraser river, Sandheads, dolphin.....	1	Shute rock, masonry.....	1
" North Arm, piles maintained by		Sidney spit, wooden.....	1
by P. W. D., number not known.....		Somas river, dolphins.....	3
Gabriola reef, masonry.....	1	Sooke, dolphins.....	4
Gibsons landing, masonry.....	1	Spanish bank, dolphin.....	1
Goose spit, wooden pyramid.....	1	Union spit, pile.....	1
Grassy point, pile.....	1	Watson rock, wooden pyramid.....	1
Kelp bar crossing, marked trees.....	2	White point, wooden triangle.....	1
Kelp reef, masonry.....	1	White stone, wooden.....	1
Ladysmith, dolphins.....	2	Zero rock, masonry.....	1
Lewis rock, masonry.....	1		

APPENDIX No. 2.

ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS.

To the Deputy Minister
of Marine and Fisheries.

SIR,—I have the honour to submit the first annual report of this branch, to November 30. By Order in Council of November 5, 1903, and departmental memorandum, the work of the operation and maintenance of the aids to navigation were assigned to this Branch, including the provision and installation of illuminating apparatus and lanterns; while the construction and repairs which form a large proportion of the work of the department, are dealt with by the chief engineer.

A division of work on the lines indicated above, follows the practice of the different railway systems and of large industrial concerns.

At the same time, Mr. W. H. Noble, who had been for many years on the staff of the chief engineer, was appointed assistant commissioner of lights.

During the past year progress has been made in different directions. The most important improvements carried out, or under way are :—

1. The establishment of a central lighthouse depot at Prescott, Ont., to furnish illuminating apparatus and lanterns for the lighthouse service.

2. The extension of the gas buoy service in the ship channel between Grondines and Port St. Francis.

3. The adoption of an automatic acetylene buoy which will permit the use of gas buoys at points where a supply of compressed gas could not readily be obtained.

4. The introduction of a system of submarine signalling

5. The improvement of the existing fog alarm plants by the substitution of diaphones, for horns and whistles.

And in addition to the above, consideration has been given to a scheme for the relighting of the more important points on the Gulf and River St. Lawrence and Atlantic sea-board.

Reference is made below to certain of the changes and improvements outlined above.

Owing to the fact that the operation and maintenance of the Aids to Navigation is separated from the construction and repair of the same, and that at present, the superintendents of lights carry out under instructions from headquarters, construction work, it is desirable that an engineer be appointed for each agency who would thus relieve the superintendents of the technical work, and permit them to more effectively perform work of their inspection and supervision.

A large percentage of the buoyage throughout the Dominion is done by contract, and owing to the fact that the buoyed areas in any given locality are often separated by considerable distances, and the fact that the buoys have frequently to be placed almost simultaneously, this prevents the department in many cases from undertaking this work.

The tendency, however, of late years, has been to take over the more important contracts and carry on the work by the department's officers.

The buoy contract system of the department is under the charge of Mr. Stumbles, who has devoted to it a great deal of attention and care.

In order to have the greatest possible efficiency with the contract system, it will be necessary to increase the inspection given to it.

The question of illuminants for the larger lights received consideration during the past year, but the results were not conclusive owing to the fact that the necessary photometric apparatus had not arrived. The experiments will be continued during the

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coming year. Experiments will be carried out with English, German, French, and Canadian petroleum vapour lights, incandescent acetylene mantle lights, and naked acetylene flames of various sizes.

In addition to the improvement in the lights between Montreal and Kingston contained in the list below, the following lighthouses were changed in colour to bright red, to render them more distinctive, viz.—Matane, Martin River, and Little Metis.

The occulting mechanism at Bird Rocks, Gulf of St. Lawrence, broke down, and notice was given that the light would be fixed white until a new clockwork machine could be installed. This has arrived in Quebec.

The siren formerly maintained at Father Point, was changed to a diaphone operated by compressed air and during thick or foggy weather gives two blasts of $2\frac{1}{2}$ seconds duration each every two minutes as follows:—

Blast.....	$2\frac{1}{2}$ seconds
Silent.....	$2\frac{1}{2}$ "
Blast.....	$2\frac{1}{2}$ "
Silent.....	$11\frac{1}{2}$ "

The illuminant of the Gannet rock light has been changed from coal oil to a three mantle incandescent petroleum vapour light.

The illuminant at Partridge island has been changed from coal oil to a three mantle incandescent petroleum vapour light.

MONTREAL—KINGSTON DIVISION.

Lighthouses and lightships burning acetylene in 1904.

Location.	Colour.
On pier at entrance Lachine canal	White 1
" " "	Red 1
Lachine range lights	Oclt. 2
Lachine lightship No. 1	Red 1
" " No. 2.	White 2
" " No. 3.	" 3
Dorval	" 1
Point Clair	" 1
Caron point.....	" 1
Isle Perrot	" 1
Light on piers S. E. of St. Annes.....	" 2
Beauharnois range lights	" 2
Grosse Pt. or Valleyfield main light and range lights. . .	" 4
Coteau landing	" 1
McKay point.....	" 1
Cherry island.....	" 1
Lancaster bar.....	" 1
Lancaster	" 1
St. Francis Middle Ground	Red 1
Hamilton's island	White 1
Glengarry point	" 1
St. Regis Dyke range lights.	" 2
North Channel dyke.....	Red 1
Windmill point.....	White 1
Cole shoal	" 1
Grenadier island.....	" 1
Lindoe island	" 1
Gananoque narrows.....	" 1
Jackstraw shoal.....	" 1

Location.	Colour.
Spectacle shoal.....	White 1
Red Horse rock.	" 1
Burnt island.....	" 1
Wolfe island.....	" 1
Brown's point	" 1
Snake island	Red 1
Center Brother's island.....	White 1
Total	43

The following lights will be converted on the opening of navigation, viz.—

St. Anicet	1
Nine Mile point.....	1
Dickinson's Landing.....	1
Total.....	3

DOMINION LIGHTHOUSE DEPOT.

In the annual report for the last year, it was stated that the department had purchased a property at Prescott, known as the Labatt brewery, and had established at that point a Dominion Lighthouse Depot, where special apparatus for the lighthouse service could be made and distributed. It was also mentioned that the headquarters of the Montreal-Kingston buoy service would be located at the same point.

Since November, 1903, improvements have been carried out to fit the depot for the work to be done. The property has been fenced in, and recently the lot on the North east corner known as the Buckley lot, acquired. The surface has been graded, the C.P.R. siding from the Imperial Starch Works, carried into the depot, and the two main buildings (formerly the brewery 50 x 172 ft. and the malt house 36 x 136 ft.) converted into storage buildings. There is, in addition, a blacksmith shop and gas pumping station 40 x 67 ft. The water front has been dredged to a depth of 14 feet extreme low water south and east of the present deep water wharf.

A carpenter shop 35 x 50 ft., boiler house 25 x 32 ft., pump house 14 x 18 ft., gas testing house 35 x 35 ft. and a tool store room 20 x 35 ft., have been erected, while the temporary machine shop 20 x 35 ft. was transferred from the former depot at Morrisburg.

The area of the property is now 3.51 acres, and in order to complete the water front it is recommended that it be carried out to the line of the south face of the present deep water wharf, on the southwest corner of the property, and that a slip 80 ft. wide be left at the eastern side to haul out boats or scows. This would increase the area to 4.26 acres.

In addition to this, a basin should be built from the southwest corner of the deep water wharf by running a pier south from 80 to 100 ft. and thence easterly or parallel to the face of the property, a distance of about 400 ft.

In addition to the routine work of the depot there was constructed during the past year a small repair scow 20 by 40 ft. with derrick and hand hoist to be used as required in the repair of cribs, &c.

A catamaran sweep 54 x 70 ft. was also built for service below Quebec. This sweep is modelled on the lines of the one built for the Harbour Commissioners of Montreal, and carries two sweeping bars of steel 36 ft. long and 7" diameter.

The gas and derrick scow *Acetylene* was completed sufficiently before the close of navigation to be sent to the ship channel division to assist in the lifting of the buoys, and she will be completed during the winter. The dimensions are 26 x 90 ft. and the scow is provided with a steel derrick, three drum hoist, steam capstan and complete gas generating and compressing plant.

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A derrick scow, *Prescott* was also built 24 x 65 ft. and is used in connection with the D.G.S. *Reserve* to attend to the general buoy service. She has a wooden derrick and steam hoist. Provision is made for the utilization of this scow as a steam pile driver and removable spuds may be attached at the forward end.

As indicated above, the *Scout*, *Reserve*, *Prescott* and *Viator*, make their headquarters at the depot. The latter launch has recently been turned over to the Hydrographic Survey.

After the close of navigation, the house boat *Lotbinière* and launches *Arrow* and *Viator* of the Hydrographic Survey, and the D.G.S. *Maisonnette* and *Reserve* were hauled out for inspection and necessary repairs.

A large sum of money may be spent within the next few years for lanterns and optical apparatus for the lighthouse service and there is no good reason why the lanterns and the revolving mechanism should not be made in Canada. This would necessitate the purchase of the lenses abroad, and it is doubtful if it will ever be practicable to do that class of work in the country.

The undersigned cannot too strongly urge the completion of the depot to undertake this class of work. Besides retaining within the country the money which would be otherwise sent out, it trains a staff of mechanics acquainted with lighthouse work which is of value to the lighthouse service generally.

ACETYLENE LIGHTING.

Reference was made in the last annual report of the department, to the inception and progress of acetylene in the lighthouse and gas buoy service, up to December 31, 1903. In that report it was stated in effect that the initial experiments proved that acetylene was superior to oil gas as an illuminant for gas buoys (and beacons) for the following reasons, viz.:—

1. For an equal volume of gas burned, the acetylene gave more than five times the candle power ;

2. The acetylene could be made as required in a portable gas apparatus on the deck of a lighthouse tender, whereas oil gas had to be transported in holders from a central gas plant ;

3. More acetylene could be compressed into a gas buoy (or beacon) of given size than oil gas, owing to the fact that acetylene is a definite chemical compound, while oil gas is a mixture of several gases. The acetylene does not condense or liquify at ordinary working pressures while beyond 10 atmospheres (150 lbs.) oil gas begins to deposit liquid hydrocarbons. There is a difference of 5 atmospheres or 75 lbs. in favour of acetylene which in an average gas buoy (170 cu. ft. per atmosphere) means an additional gas content of 850 cu. ft.

The original difficulty experienced with the burners was noted, and it was stated that a satisfactory result had been obtained by the use of a half foot 'economic' tip, and further that an occulting burner had been devised, which was in service during the past season.

Progress has been made in the arrangement of the burners, and for fixed lights, twin tips are used $\frac{1}{4}$ ft. size, while the flashers for the occulting lights carry twin main tips $\frac{1}{4}$ ft. and twin pilots. The consumption of gas is for all practical purposes the same as if a $\frac{1}{2}$ foot burner had been used and the result has been excellent. Experiments are now under way at the Dominion Lighthouse Depot, which it is thought will go much farther towards solving the burner difficulty. As the matter stands, the results are satisfactory and the acetylene buoy service has been a success.

No change has been made in the general design of the generating and compressing apparatus but the capacity of some of the units has been altered. An 'after dryer' has been added to the compressing plants and at present, the acetylene passes from the generator through a scrubber filled with water, thence through a 'fore dryer' and strainer to the compressor, and after passing the after dryer, through the after cooler to the buoy or lighthouse.

An inspection of the Canadian Pacific Railway acetylene pumping station at Toronto led to the adoption of duplicate compressors under certain conditions.

The department has tested and approved an automatic gas buoy which carries its own charge of carbide, and as the development of this invention revolutionizes acetylene gas buoy practice, it has had a far reaching effect in altering the plans of the department for extensions of this service.

The buoy in question is the invention of Mr. Thomas L. Willson, of Ottawa.

The advantages of this buoy over the compression type are numerous and important, viz. :—

1. In the compression type the gas is raised to pressure of 225 lbs. per sq. inch ; in the automatic type the maximum pressure does not exceed a few lbs. per square inch ;

2. Compression buoys require for their maintenance a generating and compressing plant. In the case of acetylene this could be placed on the deck of a lighthouse tender or scow ; with oil gas it had to be located on shore and the gas transported in holders to the buoy ;

3. The elimination of compression and the fact that automatic buoys may be recharged from a small boat, if necessary, permits the installation of gas buoys in isolated positions where it was not practicable before ;

4. An automatic gas buoy, fully charged, can carry from 9,000 to 10,000 ft. of gas in the form of carbide. The standard compression buoy (170 cu. ft. per atmosphere) at 15 atmospheres will contain about one-quarter as much gas. It is seen that an automatic buoy can be charged on the opening of navigation and requires no attention in so far as gas supply is concerned until navigation closes, or sufficient, if necessary, for one year.

5. The adoption of this principle permits the lighting of other classes of buoys, such as whistling and bell buoys, and in future, buoys of these types will be lighted.

The immediate effect of the successful test of the automatic buoy was the decision to abandon the proposed compression station at Quebec, and in the spring, to dismantle the compressing plant at Halifax. The compression buoys at the latter point and in the Quebec agency, will be concentrated between Platon and Kingston, and they will be replaced by the new type.

Reference is made below to the increase in lighted buoys in the ship channel. During the past season of navigation, these buoys were attended to by the D. G. S. *Scout* until arrangements could be made for an independent service. This was accomplished towards the close of navigation by the launching at the Dominion Lighthouse Depot, of the combined gas and derrick scow *Acetylene*. This scow is 90 by 26 ft. and has a steel derrick and a three drum hoist. Ten gas buoys may be carried on deck. The after end of the scow has a complete duplicate gas plant of the latest type, the compressors being worked from the main boiler. This scow is a valuable auxiliary to the *Shamrock* engaged in the ship channel buoy service and will be able to supply all gas needed in future in the division, and can be used for placing and lifting gas and other buoys.

MONTREAL-KINGSTON DIVISION.

There are 31 gas buoys and 43 gas lights between Montreal and Kingston, an increase of 4 buoys during the past season. All the lighthouses between Montreal and Kingston were lighted by acetylene before the close of navigation with the exception of three.

The services of the keepers of the three lightships in Lake St. Louis were dispensed with and the group of seven lights at the lower end of the lake placed in charge of the keeper of the Lachine lights.

The services of the keepers of the lights at Burnt island, Red Horse rock, Spectacle shoal, and Lindoe island, were dispensed with, and the above named lights, together with the lights at Jackstraw shoal and Gananoque narrows were placed under the keeper of the latter lights.

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The lights at Windmill point, St. Regis dyke, North Channel dyke, Stonehouse point Hamilton island and St. Francis Middle Ground are being operated as unwatched gas lights.

Before the opening of navigation consideration will be given to the question of keepership in this division, and where a number of lights are in one locality it may be advisable to appoint a caretaker, as has been done in the vicinity of Gananoque and Lachine.

SHIP CHANNEL DIVISION.

Platon to Montreal.

Shortly before the close of navigation in 1903, twelve gas buoys were placed between Sorel and Montreal, thus permitting night navigation between these points. During the past season the work of lighting the ship channel from Grondines to Port St. Francis has proceeded and twenty gas buoys have been placed at the salient points of the channel, and the necessary notices to mariners issued.

As intimated above, the *Scout* provided the gas for this service as well as above Montreal, but the gas and derrick scow *Acetylene* will hereafter attend to the buoys in this district.

Quebec Agency.

It was the intention to proceed with the erection of an acetylene gas plant at Quebec, but owing to the introduction of automatic gas buoys this was abandoned, and the compression buoys in this agency will be withdrawn and the latter type substituted.

Halifax Harbour.

A temporary pumping station was erected at the Agency wharf, Halifax, and has supplied the three harbour gas buoys and the light at Mauger's beach.

A small independent installation has been made at Mauger's beach and an acetylene mantle flame substituted for the naked flame heretofore used.

The gas plant will be dismantled in the Spring, and automatic buoys will replace the compression type.

Georgian Bay district.

It is the intention to erect a gas pumping station at some central point in the Georgian bay to provide for the gas buoy service, and pending the erection of the same a number of steel store holders were sent to Parry Sound and drawn upon as required for the gas buoys in the district.

These holders have been distributed to the lights at the entrance to Parry Sound and they were converted before the close of navigation into gas lights.

A gas beacon has been erected at Kilbear point at the entrance to Parry Sound.

GENERAL REMARKS.

The coming season of navigation will see the extension of the gas buoy service to isolated localities. The concentration of compression buoys in one district, the withdrawal of Wigham coal oil buoys from the service, the replacing of Wigham coal oil beacons in British Columbia by automatic gas beacons, the lighting of signal buoys, bell and whistling, and an extension of the use of incandescent acetylene mantle lighting. An automatic gas buoy has been placed at the entrance to Port Colborne, Ont. and two compression buoys replaced two wigham coal oil buoys in the vicinity of Port Arthur, Ont. These latter will be removed in the Spring and automatic buoys substituted.

SUBMARINE SIGNALLING.

Reference was made in your report for the last fiscal year to the subject of submarine signalling, and since that time the subject has been taken up by the officers of your department, reported upon, and this new aid to navigation adopted in Canada on the report of the officials who examined into the matter, and on the recommendation of the lighthouse board. A personal examination of the system was also made by the minister and yourself.

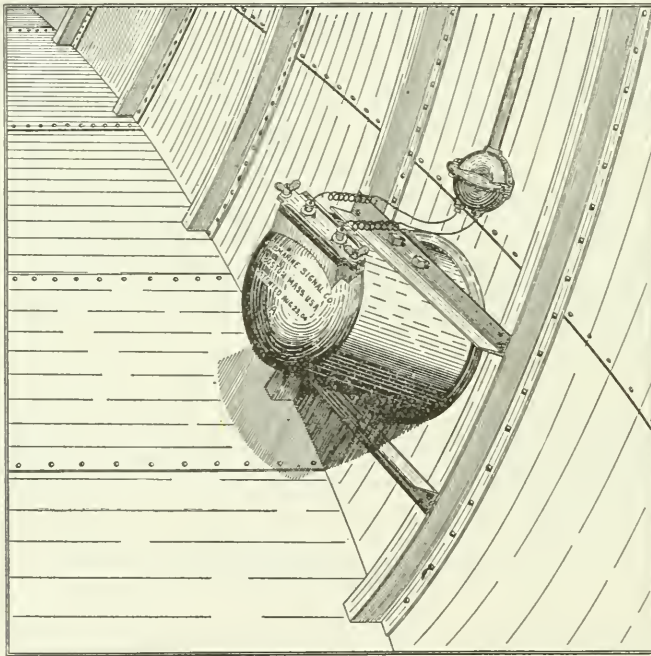
Submarine signalling consists in sending warning signals to ships through the water without the use of wires from :—

1. A lighthouse or other shore station, by means of a bell suspended in the water connected by a cable with the lighthouse or shore station ;

2. By means of a bell on a lightship immersed in the water, and rung either automatically by the motion of the lightship, or mechanically, or electrically.

3. By means of buoys operating bells in the water.

The warning signals sent out are received by ships equipped with 'receiving' apparatus consisting of transmitters, one on either bow of the ship, the impulses received being transferred electrically to the pilot house of the ship to the 'receivers'.



Transmitter clamped to hull of ship.

By means of the receiving apparatus the direction of the signal may be determined within from one-quarter to one point depending on the skill and practice of the observer, and depending also on the distance from the ringing bell.

The distance at which the signal may be heard varies. It depends on the size of the bell and the force with which it is struck. It is dependent also on the composition and shape of the bell, and whether the bell is open or inclosed.

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The bells, similar to those on the United States' lightships between New York and Boston, gave a clear unmistakable sound at five miles, and at times were heard from 10 to 12 nautical miles.

The use of receiving apparatus enables the direction of the signal to be determined, and very largely increases the radius of warning, but in either wooden or iron ships a general warning sound may be obtained by an observer listening with the ear against the hull of the ship, and whether the signal comes from the port or starboard side, can be determined.

The undersigned, in his preliminary examination of this new aid heard the Boston lightship bell at one mile in the hull of a small wooden steam yacht which drew about six feet of water. The engines were stopped.

This system of submarine signalling was invented some years ago by Mr. A. J. Mundy, of Boston, and associated with Mr. Mundy in the experiments, was the late Professor Elisha Gray. At an early stage of the experiments, which were carried out on a scow called the *Sea-Bell* no difficulty was experienced in proving that sound could be transmitted under water and received at considerable distances, but the receiving apparatus was crude and the essential factor of being able to determine the direction of the signal, was absent. Mr. J. B. Millet, the present Vice-president and General Manager of the Company, with his assistants, perfected the direction finding apparatus, and consequently, made the system a commercial possibility.

Permission having been accorded by the United States government, bells were installed on four lightships between New York and Boston, viz. :—Vineyard sound, Pollock rip, Pollock Rip shoal, and Boston, and the ships of the Metropolitan Steamship Company were equipped with receivers.

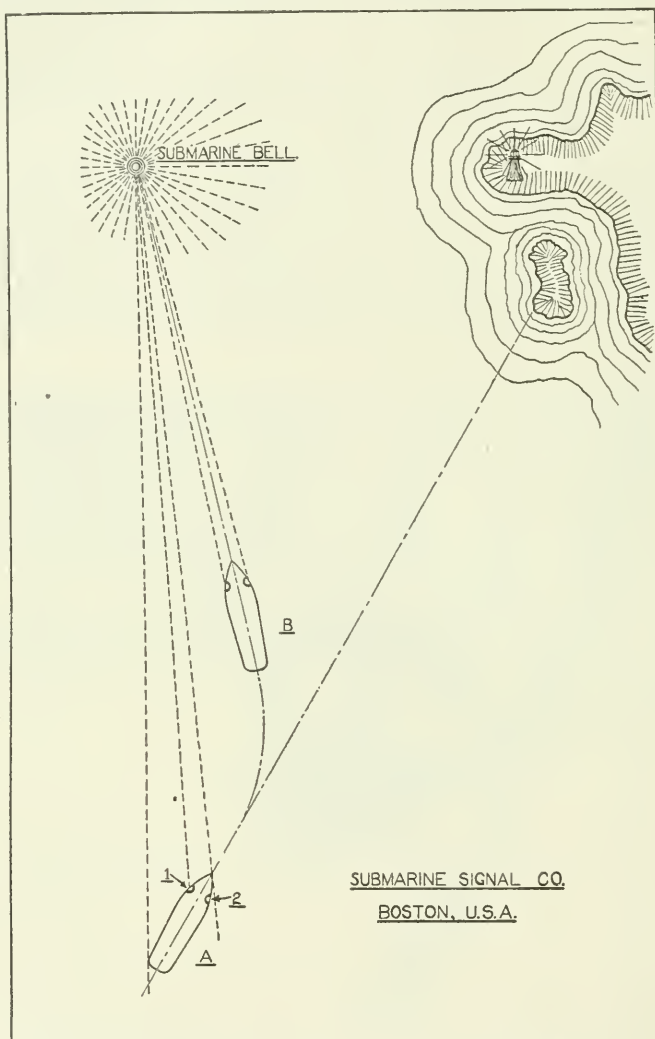
This permitted an examination of the method of submarine signalling to be carried out under service conditions.

Acting under instructions the undersigned proceeded to Boston in September, 1903, and made a preliminary test of the apparatus in Boston bay, on the yacht *Chipeta*. The conclusions arrived at were, viz. :—

1. That the device (of signalling under water) appeared to be eminently practical, and was worthy of being taken up by the department in order to determine its usefulness.
2. That in order to test the system fully it must be taken up concurrently by one or more of the large steamship companies ;
3. The question of cost must be considered.

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After the above preliminary report was made, a more thorough investigation was made on board the ss. *James S. Whitney* between New York and Boston. The results obtained by the undersigned proved that:—



Method of determining direction of submarine bell by ship.

1. The bells on the lightships could be heard from five to six miles ;
2. That the direction of the sound could be determined within one quarter of a point ;
3. That the direction and intensity of the sound was not affected by atmospheric conditions.

The ability to find the direction of the warning signal, and the fact that sounds transmitted through the water are not affected by atmospheric condition, distinguish this invention from all existing 'Aids to Navigation'.

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The submarine bell is not destined to replace air fog signals, but to supplement them, although there is no comparison between the reliability of the two signals. It is well known that the sound from a fog alarm may pass over a ship and be audible to a vessel farther away. This phenomenon has been responsible for complaints that fog alarms were not in operation when an investigation proved the contrary.

On behalf of the department, commander O. G. V. Spain, Canadian Marine Service, examined the submarine signal system. In his report commander Spain says:—

‘I personally heard in the chart room of the *J. S. Whitney*, the Pollock Rip shoal lightship’s submarine bell at a distance of six miles. It was perfectly audible and I had no difficulty whatever in locating the position from the ship at that distance. On arriving within five miles of the Boston lightship, I again heard her bell from the chart room distinctly. I took the wheel of the steamer myself and placed her in every conceivable position. I got the lightship right ahead, right astern and on both bows, beams and quarters, and heard in every position. In my opinion the submarine bell is of very great value as an aid to navigation.’

On behalf of the Shipping Federation of Canada, captain Archibald Reid, port warden for Montreal and surveyor to Lloyd’s Register, London, reported:—

‘The submarine signal apparatus is easily understood and manipulated by any person who will devote his attention to it. At 8.40 a.m. heard the sound of the bell on the Vineyard Sound lightship, which at first was somewhat faint to my untrained ear, and appeared to be mingled with the whirr and swash of the sea alongside the vessel, but it soon became very distinct, and louder and louder until it was abeam of the vessel at 9.05 a.m., when it gradually became fainter; the sound was so plain that all the gentlemen in the room that were standing near me heard the sound passing through the receivers which I was holding to my ears. When approaching the lightship, the steamer was manœuvred so as to bring it on both bows, its bearing and location was almost accurately ascertained by the manipulation of the transmitters; this was done at all the stations where the bells are placed. The time elapsed was 25 minutes from the time I first heard the bell till it was abeam (verified by the men and officers outside as I could not see the vessel.) The speed of the vessel was 15 knots per hour, she therefore must have been from 6 to 6½ miles off when first the sound was heard.

‘At 4.15 a.m., when trying the instrument the writer heard another bell on the ss. *Herman Winter*: this vessel is fitted with a bell in the forepeak which gives four strokes at intervals sounded by machinery. At 4.22 a.m. she passed abeam, elapsed time 7 minutes, both vessels going about 15 knots, so that she must have been about 2½ miles off when the bell was first heard. I heard the bell on the starboard bow (she was expected to be sighted on the port bow). Shortly after the green light was reported on the starboard bow, she crossed to port, the observer detecting the change.

‘At 7.43 a.m. we heard the bell on the Pollock Rip shoal right ahead or nearly so, striking 7.3. Seven and then three strokes. At 8.12 a.m. Pollock Rip shoal lightship abeam, time elapsed 29 minutes, or about 7 miles distant when first the sound of the bell was heard.

At 12.40 p.m. the bell on the Boston lightship heard very distinctly on the port bow. I found it was visible about 4 points on the port bow, dead to leeward, with a strong N.E. breeze blowing and not less than 5 miles distant. In this connection I may say a person can at once realize the great advantage the submarine signal has over the ordinary fog signal as the sound being conveyed under water it is immaterial whether you are to windward or to leeward of the sound signal as the sound is transmitted equally well in any direction. It is also a great advantage in determining the hearing or direction of the sound, as the direction of the sound is not diverted by strong winds, snow, heavy rains or other disturbing elements, but the sound wave is transmitted true and clear. Approaching the lightship we experimented on locating its bearing by the varying intensity of the sound when the vessel’s course was altered, and when the vessel was stopped, and going slow, which materially diminished the noises, which interfere more or less with the inexperienced ear catching the bell tones.

‘ Our investigation was satisfactory, and I was agreeably surprised with the success of our experiments and I have no doubt the submarine fog signals will prove a great aid to the careful navigator.

‘ It may also be a factor in preventing collisions at sea when applied as fitted on board the ss. *Herman Winter*. The unsolicited testimony of the master and officers of the steamship *James S. Whitney* was very conclusive, as they sighted several instances where the bell had been of very great service to them.’

The undersigned has also examined a large number of letters received by the Submarine Signal Company from masters of vessels, and in some cases interviewed the writers, and the one opinion is expressed, viz., the great value from a navigational point of view of this new aid.

Mr. C. A. Hutchins, superintendent of lighthouses for Nova Scotia, acting upon instructions from the department, forwarded the following report :—

‘ As directed by telegram, I arranged to meet Mr. Frothingham, of the Submarine Signal Company, at New York, on the 29th September, and inspect the operation of the submarine signal bells at present in use between New York and Boston

On the date named, we together left New York on the ss. *James Whitney* and I listened at the receiver in the pilot house as we approached in succession the lightships off Vineyard sound, Pollock Rip shoals and Boston. At the first lightship, I had not been called in time to catch the sound when first heard by the officers in the pilot house, but when I arrived there, we were about two miles off, and I heard the ship’s number very distinctly. Approaching the Pollock Rip shoals, and later on the Boston lightship, I first caught the sounds at the receiver at a distance of about four or five miles, approximately. I purposely avoided observing the positions of the lightships as we approached, as it was clear weather, and I wished to test the method of ascertaining the direction from which the sound came. The ship was manœuvred by star-boarding and porting the wheel; and by switching the receiver over to port and star-board alternately, the side on which the signal bell on lightship was located was readily ascertained. Continuing, by slowly changing the ship’s course to the opposite side from that on which it was received, I found the sound gradually diminished, was lost, and then picked up on the other bow. In this manner, the direction of the sound, by careful observation could be ascertained within a point.

The experimental bell buoy moored inside of Harding’s ledge, Boston bay, which works automatically by the action of the waves, I heard striking irregularly and less distinctly.

I consider the submarine bells as attached to the lightships named, and operated mechanically on board these vessels, a most valuable invention, and if submerged bells can be operated as efficiently through a cable from a lighthouse or shore, the extent of their usefulness and reliability under all conditions of wind and weather, is immense.’

The detailed report of the undersigned came up for review before the Lighthouse Board and was fully discussed, and ‘ the Board having carefully considered the matter of the installation in Canada of submarine signals, beg to report favourably on the scheme and in that light have the honour to submit the same for consideration.’

The only practical objections which have been urged against the system is the cost to the shipping and the difficulty of maintaining the signals in operation during the season.

The first objection does not seem to be of moment as the ships of the Allan Line, and the Canadian Pacific Atlantic Line in Canada, the steamers of the Metropolitan Steamship Company and the North German Lloyd in the United States, are being equipped with the receiving apparatus.

The question of the difficulty of maintaining the signals in operation is no greater than that now experienced with any aid which must be placed in the water. There are but three cases to consider, viz :—

1. *Bells on lightships*.—Experience has demonstrated the practicability of this method ;

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2. *Bells operated from shore stations.*—This has been successfully done by the Submarine Signal Company at Egg Rock light, Massachusetts bay, where a submarine bell weighing 1,000 lbs. was suspended 60 feet from the surface in water 100 feet deep, and maintained in operation for more than six months, during the winter storms in which time it never failed to operate, and when it was removed it was found to be in as good condition as when it was put down.

3. *Submarine bell buoys.*—These buoys have a bell operated by the motion of the buoy and are subject to no more disadvantages than the various types of buoys now maintained, whether from weather conditions or ice.

Acting on the report of the Lighthouse Board, the department entered into an agreement with the Submarine Signal Company of Boston, U. S. A., for the use of their system of signals in Canada, and the company undertook to install with its receiving apparatus at least thirty steamers making Canadian ports, giving the steamers from three to six months' trial and agreeing to come to satisfactory terms with the owners of the steamships.

The salient points of the contract entered into between the department and the Submarine Signal Company, are as follows, viz. :—

1. The royalty to be \$2,000 per station until the sum of \$100,000 is paid; in event of more favourable terms being made to any other government a reduction is to be made in favour of Canada;

2. The Submarine Signal Company agrees to install its apparatus on at least thirty steamers making and entering Canadian ports, giving the said steamers from three to six months' trial free, and to agree with the owners upon an annual rental. Until this is accomplished, the Submarine Signal Company is not to be paid for the submarine bells. In event of failure to agree with the owners, the company have the right to remove the bells.

The department further entered into an agreement with the company for the installation of the receiving apparatus on its steamers at a cost not exceeding one hundred and fifty dollars per ship and an annual rental based on a sliding scale varying from \$500 per annum for a ship of 5,000 tons down to \$25 for a vessel of 50 tons.

Instructions have been given to equip the *Canada*, *Lady Laurier*, *Lansdowne*, *Minto*, *Stanley*, *Druid* and *Montcalm*.

In order to better determine those points on the St. Lawrence route and Atlantic seaboard where submarine bell stations should be established, a special meeting of the Lighthouse Board was held in the offices of the department at Montreal, and the following steamship companies were asked to send representatives with any of their line captains in port at the time, viz. :—

Allan Line Royal Mail Steamships,
Canadian Pacific Atlantic Line,
The Robert Reford Co.,
Messrs. McLean, Kennedy & Co.,
The Dominion Line.

In addition to the above shipping firms, an invitation was extended to the Board of Trade, Montreal, *Chambre de Commerce du district de Montréal*, Harbour Commissioners of Montreal. A number of captains belonging to the ships then in port attended, and as a result of the conference, the Lighthouse Board recommended that submarine bells be established at the following points, viz. :—

St. Lawrence Route—

1. Belle Isle,
2. Green Island, East End.
3. South Point, Anticosti,
4. Port aux Basques,
5. Point Anguille,
6. Cape Rosier,

7. Fame Point,
8. Matane,
9. Point Snell,
10. Cape Race,
11. Plate Point,

Atlantic Coast—

- | | |
|--------------------|-------------------|
| 12. Whitehead, | 18. Brazil Rock, |
| 13. Beaver Island, | 19. Blonde Rock, |
| 14. Egg Island, | 20. Gannet Rock, |
| 15. Sambro, | 21. Beetson Rock, |
| 16. Scatterie, | 22. Negro Head, |
| 17. Little Hope, | |
- and on the lightships,
- | | |
|----------------|-------------------|
| 23. Anticosti, | 25. Red Island, |
| 24. Lurcher, | 26. White Island, |

and all other lightships which may be established below Quebec.

Progress has been made in carrying out the recommendations of the board and at present, the *Anticosti*, *Lurcher*, *Red Island* and *White Island* lightships have been fitted with submarine bells.

Receiving apparatus has been placed on the *Tunisian* and *Ionian* of the Allan Line, and on the *Mount Temple* and *Lake Manitoba* of the Canadian Pacific Atlantic Line.

Reference has been made above to the equipment of seven of the department's steamers.

The government of Newfoundland has been requested to grant permission to establish the necessary stations at Green Island, Port aux Basques and Point Anguille.

One of the points recommended for the establishment of a submarine signal station was Plate Point, Little Miquelon Island, and the government of France will be asked to accord the necessary authority for the establishment of the station.

The establishment of stations at twelve of the most important points, is contemplated on the opening of navigation. The points selected are the following, viz.:—

- | | |
|--|--------------------------------------|
| 1. Belle Isle. | 7. Plate Point, Little Miquelon Is., |
| 2. Green island (Straits of Belle Isle), | 8. Whitehead, N.S. |
| 3. Point Anguille, (Newfoundland), | 9. Port aux Basques, Newfoundland, |
| 4. Fame Point, P. Q., | 10. Sambro, N. S., |
| 5. Point Snell, P. Q., | 11. Gannet Rock, N. B., |
| 6. Cape Race, Newfoundland, | 12. Blonde Rock, N. S., |

Notice was given of the establishment of submarine bells on the lightships mentioned above, viz.:—

Lurcher lightship, Notice to Mariners, No. 72, of 1904, 14th of September, 1904:
Anticosti lightship, Notice to Mariners, No. 68, of 1904, 26th of August, 1904.

The equipment of the Red and White Island lightships was completed, but notice will not be given until these lightships resume their station next spring.

The notices quoted above stated that vessels equipped with receiving apparatus should be able to hear the bell at a distance of five miles and determine its bearing within one quarter of a point. Vessels not so equipped should receive a warning signal when from one to two miles distant depending on the construction of the ship. This should be audible to an observer below the water line and with the ear close to the hull of the vessel.

Instructions were given at the same time to ring the bell on the approach of any vessel within five miles, and the masters of vessels were requested to report as to the distance the bell was heard.

Before the *Anticosti* left for her station, an official test was carried out on behalf of the department by Mr. W. H. Noble, assistant commissioner of lights.

In his report Mr. Noble states:—

'The *Anticosti* left Quebec at 2.30 p.m. and came to anchor at 8.30 p.m. one-third mile north of the Crane island gas buoy. The tug *E. M. Hackett* which accompanied the *Anticosti* also anchored near the gas buoy. The following morning, the tests were made on board the tug, the lightship remaining in her anchored position one-third mile north of the buoy.

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'The following points at which the bell was heard were afterwards verified on the chart :—

'The lightship one-third mile distant from gas buoy bearing S. by E. 7.20 a.m., Wood pillars N.E. by N., L'Islet wharf S.E. by S. distinctly heard three miles. Ran two miles N.E. by E. one half east, not heard. Returning towards lightship 8.45 a.m. in line across from L'Islet church to east of Goose Island, heard distinctly $3\frac{1}{2}$ miles. 8.55 a.m. east end of Goose island, N.N.W. $\frac{1}{4}$ west, and L'Islet wharf S. by E. heard faintly $4\frac{1}{2}$ miles, which from other trials was found to be the limit. Several other trials were made between these points on the line of the deepest water, and all were heard quite distinctly up to the $4\frac{1}{2}$ mile limit.

'The tug could not run down the river any further on account of the salt water fouling her boiler, otherwise the trials would have been made in deeper water and under more favourable circumstances. The tug was not equipped with the standard receiving apparatus, only the portable ball apparatus suspended over the side was used.

'It was clearly shown even with this temporary apparatus, how the direction of the bell could be ascertained, the sound on one side being so much more distinct than on the other.

'The number "fifteen" of the lightship was clearly struck, viz. :—one stroke, four seconds interval, followed by five strokes at intervals of one second, followed by ten seconds interval.

'The device for striking these numbers is simple and ingenious, and can be applied for any number, which would at once enable the mariner to identify the station.

'From my observation of these tests, I have no hesitation in saying that the use of the submarine bell is bound to become a most valuable aid to navigation far exceeding the services of any present fog alarms, inasmuch as under ordinary conditions of operation, the mariner may rely on the submarine bell signal at least four miles distant, probably at a much greater distance with larger bells and improved receivers, which with the best fog signals cannot be relied upon over two miles. At important headlands with outlying deep water the bell appears to be most valuable as it would undoubtedly be heard at greater distance than in shallow water. Altogether, the bell to-day in its present stage, is a complete success.'

Detailed plans have been prepared for the shore stations required, and the work of establishment will be carried out on or before the opening of navigation next season.

The undersigned considers that a system of submarine signals is a valuable aid to navigation. Properly maintained, and properly used by the navigator, it should very largely conduce to the safety of the route.

List of the various aids to navigation throughout the Dominion, November 30, 1904

	Light Stations.	Lights.	Keepers.	Fog Whistles and Sirens.	Fog Horns.	Fog Bells.	Fog Guns or Bombs.	Whistling Buoys.	Ball Buoys.	Gas Buoys.
Province of Ontario	220	296	199	5	11	4	.....	.....	3	.....
Lightships	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Quebec	160	225	191	9	8	1	8	1	1	.....
Lightships	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Nova Scotia	212	223	205	12	6	2	1	33	26	.....
Fog alarms	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lightships	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of New Brunswick	107	139	108	6	8	2	1	10	11	.....
Fog alarms	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lightships	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Province of Prince Edward Island ..	40	69	46	1	3	1
Province of British Columbia	37	44	34	1	6	6
	796	996	783	33	40	15	10	47	42	106

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It has been customary in the annual report in past years to include many details of changes throughout the different agencies, and while omitted in this report, it will likely be continued in the future.

The undersigned desires to thank the members of his staff for their efforts during the past year.

J. F. FRASER,
Commissioner of Lights.

DEPARTMENT OF MARINE AND FISHERIES.

OTTAWA, December, 1904.

APPENDIX No. 3.

LIGHTHOUSE BOARD REPORT.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit, herewith, the first annual report of the Lighthouse Board of Canada.

The duties of the Lighthouse Board as laid down by Order in Council of February 26, 1904, are to inquire into and report to the Honourable the Minister of Marine and Fisheries from time to time, upon all questions relating to the selection of lighthouse sites, the construction and maintenance of lighthouses, fog alarms, and all other matters assigned to the Minister by section 2 of Chapter 70 of the Revised Statutes of Canada, being an 'Act respecting Lighthouses, Buoys and Beacons, and Sable Island,' and which reads :—

'The Minister of Marine and Fisheries may direct the construction of all light-houses, light ships, floating and other lights, lanterns and other signals, buoys, beacons, anchors and landmarks, and of all buildings and other works belonging thereto and in connection therewith, hereafter to be constructed at the expense of Canada for the greater security and facility of navigation, the construction of any of which is, by the Governor in Council, placed under the direction of the said Minister, as well as the maintenance and repair of all similar buildings and other works placed under his direct control and management by this Act, but nothing in this Act shall give authority to the said Minister to cause expenditure not previously sanctioned by Parliament.'

Since the Lighthouse Board was constituted, ten meetings have been held, and the recommendations for improvements in existing aids to navigation, and the establishment of new aids, agreed upon, submitted to the Honourable the Minister and approved by him, aggregate the estimated sum of \$353,188., divided amongst the different provinces as follows :—

Quebec (St. Lawrence route).....	\$184,073
Lights on Newfoundland coast maintained by the govern- ment of Canada.....	56,000
New Brunswick.....	45,500
Nova Scotia.....	32,515
British Columbia.....	15,300
Ontario.....	12,200
Prince Edward Island.....	7,000
Total.....	<u>\$353,188</u>

It will be noticed that of the total amount recommended by the Board to date, for expenditure on lights, &c., nearly two-thirds is intended for the St. Lawrence route, in connection with which the department is committed to extensive improvements.

Included in this sum of \$353,188 is a considerable proportion for new dioptric apparatus for the important sea-coast lights.

During the season of navigation there was brought to the attention of the department a new aid to navigation in the form of a submarine bell, which upon being reported favourably to the board, and recommended by the board for adoption in Canada, a conference was held at Montreal with the shipping interests in order to ascer-

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tain the views of the principal lines in regard to the location of these bells along the St. Lawrence route and Atlantic sea-board. The meeting was a very representative one of the shipping interests trading to Montreal, and there also being present a number of the shipmasters engaged on the St. Lawrence route. After the matter was thoroughly discussed, it was unanimously agreed that the points where submarine bells should be located to give best results as aids to navigation are as under, given in the order of their importance.

St. Lawrence Route.

- | | |
|----------------------------|------------------|
| 1. Belle Isle. | 7. Fame Point. |
| 2. East End, Green Island. | 8. Matane. |
| 3. South Point, Anticosti. | 9. Point Snell. |
| 4. Port au Basque. | 10. Cape Race. |
| 5. Port Anguille. | 11. Plate Point. |
| 6. Cape Rosier. | |

Atlantic Coast.

- | | |
|--------------------|-------------------|
| 12. Whitehead. | 18. Brazil Rock. |
| 13. Beaver Island. | 19. Blonde Rock. |
| 14. Egg Island. | 20. Gannet Rock. |
| 15. Sambro. | 21. Beatson Rock. |
| 16. Scattarie. | 22. Negro Head. |
| 17. Little Hope. | |
- and all lightships (4).

The Lighthouse Board is composed of the following officials.

Lieut. Colonel F. Gourdeau, Deputy Minister of Marine and Fisheries, chairman.

Lieut. Colonel W. P. Anderson, Chief Engineer, Department of Marine and Fisheries.

Commander O. G. V. Spain, R.N., Commanding Canadian Marine Service.

Mr. J. F. Fraser, Commissioner of Lights; and

Mr. Hugh A. Allan, of Montreal, as representing the shipping interest generally.

When any matters pertaining to aids to navigation within the Montreal or Quebec pilotage districts are under consideration by the Board, the president for the time being of the Corporation of Pilots for these respective districts, shall respectively be *ex-officio* a member of the board when summoned by the chairman to attend such meetings.

I have the honour to be, sir,

Your obedient servant,

W. C. GORDON.

Secretary.

OTTAWA, December 7, 1904.

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APPENDIX No. 4.

REPORT OF THE OFFICER IN CHARGE OF HYDROGRAPHIC SURVEYS.

HYDROGRAPHIC SURVEY,

The Deputy Minister
Marine and Fisheries,
Ottawa.

OTTAWA, November 25, 1904.

SIR,—I have the honour to present the following synopsis of the work performed by the survey under my charge during the past season :—

Upon the opening of navigation Mr. F. Anderson was assigned to the completion of the survey of Lake Winnipeg. For this he again chartered the tug *Frank Burton*, and with two assistants, Messrs. Chatigny and Cinq-Mars, made such progress that for all ordinary purposes of navigation the lake can be charted and the new charts should prove a great benefit.

Early in May I personally took charge of the party surveying on Lake Superior with the steamer *Bayfield* and, with a staff composed of Messrs. R. E. Tyrwhitt, Robt. Rolland, and A. O. Bourbonnais, completed the resurvey of Thunder and Pigeon bays. Outside of Thunder cape, the triangulation of the shore was continued as far east as Lamb island and all the traversing of the shore, with the exception of Black bay, completed. In addition to this, the sounding off shore was finished as far east as Point Porphyry.

In the Spring an examination of Outer Pancake shoal was made and in the Autumn a large area of unsurveyed water, in the same vicinity, was sounded over.

Advantage was taken of the triangulation of Lake Superior made by the U. S. Corps of Engineers, for a base line :—Thunder cape to Isle Royale East, both of which points have been found.

Observations to ascertain the variation of the magnetic needle were made at Pigeon bay, Isle Royale, near Magnet point and near She-She bay. A great number of readings of the needle on the theodolite were taken with a view of learning something of the reported disturbance in the vicinity of Magnet point. As far as my observations went the disturbance amounted to about one point, but the examination is not yet complete.

During the season the department assumed control of all hydrographic surveys being conducted in Canada, and I was placed in charge of the new Hydrographic Survey Branch. As a consequence the Hydrographic Survey of the River St. Lawrence was transferred from the Department of Public Works and a similar survey of Lake St. Louis was transferred from the Department of Railways and Canals.

The survey of the River St. Lawrence is in charge of Mr. P. E. Parent who has for assistants Messrs Amos, Decary, McGreevy and Houliston, using the steamer *de Levis*. During May and June sounding was carried on at Richelieu rapids, thus completing the sounding between Longue pointe and Pointe Platon.

To connect the survey between Pointe Platon and Montreal with Quebec a triangulation was undertaken but not quite completed. The shore topography on both sides of the river has been completed as far northeast as Quebec.

To complete the survey of the river there yet remains triangulation to connect with the observatories at Montreal and Quebec in addition to a revision of some triangles in Lake St. Peter, as well as the cutting in of new lighthouses and prominent buildings.

This I estimate will take a season.

After taking over the survey, I had Mr. Amos detailed for a couple weeks to the Lake Superior Survey for instruction in the use of a magnetometer. Since his return

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to the river he has been engaged in a series of observations for the variation of the magnetic needle between Montreal and Sorel. The results are attached.

The survey party transferred from the Department of Railways and Canals is under the command of Mr. Ernest Fusey, and engaged in a survey of Lake St. Louis. This work was continued during the season and a large area closely examined at the head of the Lachine rapids.

To make a complete survey of the great St. Lawrence waterway I thought it advisable to commence operations upon the sole remaining unsurveyed link viz.:—Lake St. Francis. A small party under Mr. Bickerdike has made some progress there and I hope that another season will complete it.

In June last, the British Admiralty issued a circular requesting the more important self governing colonies to conduct hydrographic surveys along their own coasts. Canada, it was stated, had one party upon the Great Lakes and left the Atlantic and Pacific coasts for the Admiralty surveys for which they contributed half the cost. To properly answer this circular it will be necessary to equip one party on each coast, and such work is rendered doubly important by the fact, that ere long the Grand Trunk Pacific will require a terminus at some, as yet unsurveyed, portion of our Pacific coast. In the Gulf of St. Lawrence a great deal of coast has not been surveyed and more has had only a very superficial examination made. To carry out these surveys a couple of steamers, similar to the *Bayfield* will be necessary.

As each party finished its season the staff moved to Ottawa where the headquarters will be for the future.

I have the honour to be, sir,

Your obedient servant,

WM. J. STEWART,
Hydrographer.

MAGNETIC OBSERVATIONS FROM LAKE SUPERIOR.

Places.	Latitude.			Longitude.			Variation.		
	°	'	"	°	'	"	°	'	"
Pigeon Bay.....	48	02	00	N	89	28	50	W	3—54.5 E
Mott's Island.....	48	06	20	"	88	32	30	"	1—56.7 "
Flox Island.....	48	27	20	"	88	30	05	"	1—05.3 "
Observation Island.....	48	33	20	"	88	17	45	"	3—10.8 "

WM. J. STEWART.

MAGNETIC OBSERVATIONS FROM BOUCHERVILLE TO LAKE ST. PETER.

Places.	Latitude.			Longitude.			Variation.		
	°	'	"	°	'	"	°	'	"
Boucherville.....	45	37	00	N	73	27	50	W	11—48.2 W
Varennes.....	45	41	25	"	73	26	35	"	13—27.4 "
Vercheres.....	45	46	15	"	73	22	20	"	13—51.6 "
Contrecoeur.....	45	51	40	"	73	14	30	"	15—00.8 "
Lanoraie.....	45	57	40	"	73	12	55	"	15—08.8 "
Sorel.....	46	02	55	"	73	05	45	"	15—19.7 "
Chenal du Moine.....	46	05	20	"	72	57	37	"	15—01.4 "

WM. J. STEWART.

APPENDIX No. 5

METEOROLOGICAL REPORT.

METEOROLOGICAL OFFICE,

TORONTO, October, 1904.

Lt.-Col. F. GOURDEAU,

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirty-third annual report of the Meteorological Service of Canada, this report being for the fiscal year, July 1, 1903 to June 30, 1904, 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 June 30 for various duties performed in connection therewith was 167. Of this number twenty are 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, Newfoundland and Bermuda 340 Meteorological stations using instruments which have been supplied by the government. The observers at 237 of these stations take the observations voluntarily, sending regular monthly returns to the Central Office, and to these persons are due the hearty thanks of the Service. At 64 stations, lying chiefly in the far northern territories of Canada, in the wheat belt of the North-west Territories and at lighthouses in the Gulf of St. Lawrence, small gratuities are allowed observers. At 39 stations distributed at nearly equal intervals throughout the Dominion, three or more observations are taken daily, and as the observers are paid salaries, promptness and careful attention to duty are insisted upon. From 34 of these stations two reports each day are telegraphed to Toronto to be used in the preparation of the daily weather chart.

Since the issue of my last report the following stations have been opened.

BRITISH COLUMBIA.

- Class II.—Nickel Plate, F. G. White.
- “ II.—Big Creek, H. E. Church.
- “ II.—Cowichan, T. U. English.
- “ II.—Thetis Island, A. P. W. Nixon.
- “ II.—Hedley, A. H. Brown.
- “ III.—Alberni, Henry Hills.

Kuper Island.—Rev. Mr. Roberts has resumed thermometric observations from May last.

NORTH-WEST TERRITORIES.

- Class II.—Hillsdown, R. E. Fiske.
- “ II.—Rosthern, Rev. N. Casimir O.S.B.
- “ II.—Lloydminster, Stanley Rackham.
- “ II.—Yorkton, A. W. Hyde.
- “ II.—Stoughton, H. U. Simmers.
- “ II.—Broadview, W. G. Brammhall.
- “ III.—Last Mountain, L. Stewart Irwin.
- “ III.—Arlington Beach, A. A. Downey.

MANITOBA.

- Class II.—Cartwright, J. Mason.
 “ II.—Pipestone, J. R. Anderson.
 “ II.—West Selkirk, George Robinson.
 “ II.—Birtle, James I. Foster.
 “ II.—Virden, N. S. Simpson.
 “ II.—Carman, R. Kellett.
 “ II.—Portage La Prairie, W. H. Miles.
 “ II.—Pierson, A. W. Riddell.
 “ II.—Swan River, J. D. Bigham.
 “ II.—Cypress River, W. B. Gillam.
 “ III.—Rosebank, James S. Gibson.

In Ontario the following stations having for various reasons ceased to report, have been removed from the list of stations—North Bay, Sudbury, Schreiber, Cartier, Dunnville and St. Marys.

In Quebec, St. Agathe des Monts was closed owing to the removal of the Observer.

CENTRAL OFFICE.

The staff as regards numbers remains as at the date of my last report. In April, however, Mr. Kingsford resigned and the vacancy thus created was filled by the appointment of Mr. Jackson. My assistants have during the year just closed, faithfully attended to their several duties, and I have every reason to be gratified at the uniform zeal and untiring energy with which the work of the central office is performed.

I would again respectfully urge that larger salaries be allowed to every one in the central office. The salaries paid in this office have always been very small, and as the cost of living has increased so materially during the past two or three years, many of the men are on lower pay than very junior clerk in stores.

Another matter of importance to which I would also respectfully call your attention is the total inadequacy of the present office for the performance of the Meteorological work. The various rooms are altogether too small for the work carried on in them, and perhaps indeed too small to be healthful.

Our library is full to overflowing with Meteorological exchanges and reports from all parts of the world, and it is with difficulty we now find storage room for our most valuable records.

The land surrounding the office building having been so much curtailed by concessions to the University of Toronto, there is now not sufficient space for the proper exposure of Meteorological instruments. A temporary expedient to insure suitable exposure has been adopted by placing some of our instruments on a lot of land $\frac{1}{2}$ mile distant, but this is not satisfactory as it entails having an observer especially assigned for this duty, and besides this the instruments are unprotected from injury by vagabonds.

The climatological report for the year 1902 has been issued, containing the mean monthly and annual values for each of nearly 350 stations at which Meteorological observations are taken with instruments provided by the government. When it be remembered that all additions are made, and all means are computed at the central office, the labour entailed in the preparation of such reports, will be understood; the manuscript of the 1903 report is now with the King's Printer.

Each month a weather review has been issued, giving a general summary of the weather of the month, a brief synopsis of the changes in atmospheric pressure and also general information as to temperature, precipitation, prevailing winds and miscellaneous phenomena, together with tables giving mean values.

Also on the 3rd of each month is published a weather chart, showing graphically for the month just closed, departures from average mean temperature, also the rainfall of the month, together with mean values and notes as to the general character of the month's weather and a statement as to the growth of vegetation and crops. This chart

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has been found most valuable, having without doubt had a marked effect in retaining the interest of voluntary observers.

The daily forecasts, as for some years past, have been issued both morning and evening. The latter edition which is sent out about 10.30 p. m. is now published in nearly every morning journal in the Dominion, besides as heretofore being posted up at all telegraph offices; the first message which usually goes over the wires each day being the forecast. The morning forecast covering the current and following day is issued to all parts of the Dominion and continues to grow in favour. It is printed in nearly all afternoon newspapers; at shipping posts is posted up in conspicuous places, where it may be seen by mariners and at many of the larger centres of population is duplicated and distributed to business houses and shippers of perishable goods.

Up to the beginning of the past financial year, no forecasts were issued for the North-west Territories, but since July, 1903, a bulletin has each day been despatched to Winnipeg and thence distributed to the larger agricultural centres, and I am informed that it is giving great satisfaction in all districts. For the compilation of this bulletin, in addition to reports from the regular reporting stations, special reports are received from some 34 points in Manitoba and the Territories, and these all together are published in a table which gives the temperature and weather at 6 a. m.; the highest temperature of the previous day; the lowest temperature during the night and the rainfall if any, of the past twenty-four hours. Following the table is a statement of the weather conditions of the past day and a general forecast of the probable weather of the following two days. This bulletin has naturally increased the already onerous duties of the forecast officials to a marked extent, besides adding materially to the anxiety which must necessarily be felt by persons whose fallible judgments have constantly to stand the criticism of a public, not always ready to make adequate allowance for failure.

The shippers of perishable goods continue to make frequent use of special forecasts given by telegraph and by telephone, and during the winter season I question whether there is a single shipper in Toronto who does not consult the central office before hazarding a consignment by rail.

Another work undertaken by this office is the despatch of special warnings of snow storms and drift to the various railways of the Dominion. The railway officials most certainly appreciate our endeavours to render service and I doubt not are saved time and money by being forewarned.

The forecast work is performed by the Director and Mr. B. C. Webber, together with two assistants, who as yet are but rarely allowed to issue the bulletins.

Two telegraph operators are permanently employed, receiving the weather reports on which the forecasts are based, and in sending out the bulletins and storm warnings.

The percentage of verification of forecasts is shown by the following table.

TABLE I.—NUMBER OF PREDICTIONS AND PERCENTAGE OF FULFILMENT IN EACH DISTRICT, IN EACH MONTH, AND IN THE YEAR, JULY 1903, TO JUNE 1904, INCLUSIVE.

MONTH.	MANITOBA.				LAKE SUPERIOR.				LOWER LAKE REGION.				GEORGIAN BAY.				OTTAWA VALLEY.								
	Number of Predictions.	Verified.			Number of Predictions.	Verified.			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.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.				
1903.																									
July.....	95	81	8	6	89.5	116	90	17	9	84.9	131	115	11	3	93.5	130	110	15	5	90.4	120	105	6	9	90.0
August.....	83	69	9	5	88.5	118	97	15	6	88.5	141	121	18	2	92.2	139	119	16	4	91.4	115	93	12	10	86.1
September.....	85	63	11	11	80.6	107	80	22	5	85.0	125	91	19	15	80.4	125	95	20	10	84.0	116	97	14	5	89.7
October.....	94	74	17	3	81.8	102	73	21	8	87.7	134	111	17	6	89.2	134	116	16	2	92.6	118	99	15	4	90.2
November.....	91	79	7	5	90.7	115	100	13	9	92.6	118	89	19	10	83.4	119	96	15	8	86.9	106	84	14	8	85.8
December.....	87	67	15	5	85.6	91	68	18	5	84.6	123	90	25	8	83.3	121	96	30	9	80.2	100	75	17	2	83.5
1904.																									
January.....	95	75	14	6	86.3	95	79	14	2	90.5	115	100	10	5	91.3	112	90	17	5	87.9	103	80	20	3	87.3
February.....	83	63	15	5	84.9	90	76	10	4	90.0	111	88	18	5	87.4	111	78	20	13	79.3	101	78	15	8	84.6
March.....	86	54	23	10	75.3	93	64	22	7	80.6	103	83	16	4	88.3	103	87	12	4	90.3	101	78	19	4	87.0
April.....	88	67	14	7	84.1	100	78	18	4	87.0	117	102	11	4	91.9	115	94	14	7	87.8	98	77	17	4	87.2
May.....	87	68	14	5	86.2	98	70	22	6	82.6	102	81	13	8	85.8	103	79	14	10	83.5	97	76	17	4	87.1
June.....	79	65	12	2	89.9	99	71	17	11	80.3	120	101	16	3	90.8	119	99	17	3	90.3	100	83	11	6	88.5
Totals.....	1,051	825	150	70	85.8	1,224	946	209	69	85.8	1,440	1174	193	73	88.2	1,431	1145	206	80	87.2	1,278	1,028	177	73	87.1

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TABLE II.—NUMBER OF Predictions and Percentage of Fulfilment in each District, in each Month, and in the Year, July, 1903, to June, 1904, inclusive.

Month.	UPPER ST. LAWRENCE VALLEY.				LOWER ST. LAWRENCE VALLEY.				GULF.				MARITIME WEST.				MARITIME EAST.				TOTALS.			
	Verified.				Verified.				Verified.				Verified.				Verified.				Number of Predictions.			
	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.	Number fully.	Number partly.	Number not.	Percentage.
1903.																								
July	119	104	6	98.9-1	124	165	11	8.89-1	125	101	12	12.85-6	120	99	14	7.88-3	120	97	11	12.85-4	1200	1009	111	80.88-7
August	113	93	13	7.88-0	118	102	8	8.89-8	112	94	12	6.89-3	114	101	12	1.93-8	112	96	15	1.91-2	1165	985	130	50.90-1
September	119	87	22	10.82-4	107	88	15	4.89-3	109	88	17	4.88-5	112	87	13	12.83-5	112	85	13	14.81-7	1117	861	166	90.84-5
October	119	97	19	3.89-5	118	90	19	9.84-3	119	94	17	8.86-1	118	88	21	9.83-4	118	88	23	7.84-3	1174	931	185	58.87-2
November	106	82	19	5.86-3	114	93	12	9.86-8	113	92	13	8.87-2	117	87	20	10.82-9	116	88	20	8.84-5	1115	890	152	73.86-6
December	100	73	19	8.82-5	116	98	14	4.90-5	116	103	8	5.92-2	126	94	18	14.81-7	126	95	19	12.82-9	1106	845	183	78.84-7
1904.																								
January	103	84	17	2.89-0	100	85	12	3.91-0	99	82	13	4.89-4	126	91	21	14.80-5	126	100	15	11.85-8	1074	866	153	55.87-7
February	101	80	15	6.86-6	114	86	17	11.82-9	113	87	16	10.84-1	116	82	28	6.82-5	116	82	27	7.82-3	1056	800	181	75.84-3
March	104	83	15	6.87-0	103	87	11	5.89-8	105	84	14	7.86-6	122	97	19	6.87-3	122	97	18	7.86-9	1046	817	169	60.86-2
April	97	76	17	4.87-1	104	81	15	8.85-1	101	75	15	11.81-7	111	81	24	6.83-8	111	76	27	8.80-6	1042	807	172	63.85-7
May	97	76	14	7.85-6	93	72	15	6.85-5	97	71	17	9.81-9	107	90	16	1.91-6	107	84	14	9.85-0	988	767	136	63.85-5
June	100	82	13	5.88-5	99	73	19	7.83-3	100	80	17	3.88-5	101	75	23	3.85-6	102	77	19	6.84-8	1019	806	161	49.87-1
Totals	1278	1017	189	72.87-0	1310	1050	168	82.87-3	1309	1051	171	87.80-8	1390	1072	229	89.85-4	1388	1065	221	102.84-7	13102	10384	1922	796.86-6

NOTE.—In order to obtain the percentage of verification of the predictions, the number partly verified is divided by two and added to the number fully verified, and the result divided by the total number issued.

Storm Warnings.—The issue of storm warnings is considered perhaps the most important work of the central office, and as in the issue of daily forecasts, it requires most careful judgment and faithful attention to duty, never failing to inspect the weather maps twice each day, not excepting Saturday evenings and Sunday mornings at which times the ordinary forecast are not issued. During the stormy seasons the ceaseless strain on the forecast men is very trying, and in my opinion their remuneration should be greatly in excess of that now given.

The storm warning display stations are 75 in number and about to be increased to 77 by the addition of St. Adelaide de Papos and L'Anse à Beaufils. During the year, 1,305 warnings were issued to our storm signal agents, and of this number 1,105 or 84·7 per cent were verified, 147 were received late, of which 105 were owing to issue and 42 to delay in telegraphic transmission, 76 storms did not reach the velocity indicated by the signal displayed and 7 exceeded it.

In connection with the warnings, the directions from which the wind was expected to blow during the storms were also given to agents and, of the 1,105 warnings verified as to force, 896 or 81·1 per cent were fully verified and 1,062 or 96·1 per cent fully and partly verified.

Photography.—The magnetic instruments at Agincourt and a barograph, a thermograph and seismograph at Toronto all register photographically, and the records obtained from these instruments are developed at the central office and all trace measurements are here made. This work occupies the whole time of one man, who indeed has frequently to receive other assistance in order that his work may not fall behind.

Station Equipment.—Thermometer shelters and fittings, also supports and attachments for wind gauges, &c., are manufactured in this office. Storm signals are manufactured in Toronto and shipped from this office, and all instruments are here packed and distributed to the various parts of the Dominion.

Time Service.—During the year ending June 30, 1904, 64 stellar observations for time were made in the meridian with the transit instrument, also 6 solar observations were taken. The position of the stars used were those given in the *Berliner Jahrbuch*. The collimation error of the transit instrument has varied very little during the year and has frequently been determined from micrometrical measurements on the collimating telescope and by reversal on stars. The azimuth and level errors have also remained very steady, their variation being exceedingly small. The mounting of the transit instrument still remains in a very satisfactory condition, its stability being such that no re-adjustment of the instrument to the meridian has been found necessary since its installation some twenty years ago.

With the equatorial telescope the sun spot observations have been continued, maps of the sun's surface four inches in diameter being obtained on 99 days from September 23, 1903, to June 30, 1904. The only days on which the sun was observed to be free of spot were February 1 and 16. On October 2, 1903, a moderately large penumbral spot appeared over the eastern limb followed on the 4th, by another disturbed area farther south, this latter developed into the largest group of sunspots occurring this year. It passed south and about midway between the sun's centre and the south limb on October 10. These two groups apparently maintained their relative sizes until they disappeared over the western limb. A return of these two groups took place, the northern group being central on November 5 and the southern group November 9. Both groups were considerably altered in appearance, the northern being broken up into two distinct spots and the southern one also into two separate groups with a well defined spot in each. Their appearance rapidly changed during their passage to the west limb the spots disintegrating and closing up.

A large and beautiful spot appeared on the 4th February, 1904, becoming central and north on the 11th. Numerous small scattered spots and groups continually appeared and passed away during most of the year.

The time exchanges with Montreal, Quebec and St. John have been carried on as usual and registered on the chronograph at Toronto. The errors of the Toronto clock and of the time pieces used by the different observers elsewhere are computed from the

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latest observations. Both the sidereal and mean time clocks of the Toronto Observatory with their various electrical appliances have continued to work well and give great satisfaction.

The difficulties in connection with the running of the large electrical seconds clock in the hall of the observatory have been overcome, and freedom from dropping seconds has been secured by a device to prevent sparking at the point of contact in the mean time clock which controls the electric clock. It now does its work well and with certainty.

The following table shows the difference between the time by 'Standard Observer' and that given at the various exchanges. The sign + indicates that the time sent from the different observatories is faster than that by 'Standard Observer'. The time by 'Standard Observer' is the arithmetical mean of the times determined at Toronto and Montreal.

		Toronto.	Montreal.	Quebec.	St John.
		Secs.	Secs.	Secs.	Secs.
1903.					
July	31.....	+0·52	—0·52	+1·32	+1·63
Aug.	14.....	0·00		—0·46	
Sept.	11.....	—0·06	+0·06	—0·38	+0·09
"	25.....	+0·51	—0·51	—0·29	+0·24
Oct.	16.....	—0·24	+0·24	+0·54	
"	30.....	—0·26	+0·26	—1·22	+0·57
Nov.	13.....	+0·22	—0·22	—0·81	—0·51
"	27.....	—0·01	+0·01	+1·92	—0·28
Dec.	11.....	0·00	0·00	+0·54	—0·08
1904.					
Jan.	15.....	+0·09	—0·09	—0·27	+1·26
Feb.	12.....	—0·28	+0·28	—0·99	—1·51
"	26.....	+0·23	—0·23	—0·27	+1·17
Mar.	11.....	+0·37	—0·37	+0·81	
"	30.....	—0·09	+0·09	—0·06	+0·39
April	15.....	—0·22	+0·22	+0·25	—0·63
May	6.....	—0·22	+0·22	—0·16	+0·04
"	27.....	+0·04	—0·04	+0·75	—1·21
June	10.....	—0·31	+0·31	—0·40	—0·80
"	24.....	—0·10	+0·10	+0·72	—0·13

SEISMOLOGICAL OBSERVATIONS.

The Milne Seismographs at Toronto and Victoria, B.C., have been kept in successful operation throughout the year, and copies of important disturbances together with tabular results of all earth tremors have been forwarded to Professor Milne, Secretary of the Seismological Committee of the British Association at London; also to Dr. Reid, Department of the Interior, U.S. Geological Survey, Baltimore, and occasionally to scientific societies in other countries. Our observations have been highly valued by these bodies, and are used in conjunction with those from some 37 other stations located in different parts of the world for the purpose of furthering seismological research.

During the year 57 disturbances were recorded at Toronto and 59 at Victoria. The most important occurred on January 20 and June 25. The swing of the booms at each station being about 12 millimetres.

The great Macedonian earthquake of April 4, in which 25 persons lost their lives and 1,500 houses were destroyed, was registered at both stations as a medium disturbance. The preliminary tremors reaching Victoria at 10 h. 25·5 m. G.M.T. and Toronto two and one-half minutes later.

INSPECTION OF METEOROLOGICAL STATIONS.

In order to adjust the various meteorological instruments where necessary and inspect the storm signal apparatus in use, a number of stations in the maritime provinces were visited by the director during July and August, 1903. At Caraquet, a proposed new site for the signal mast was examined and was found to be too far from the telegraph office. At Pictou, the steel signal tower which takes the place of a mast, being more durable, was working quite satisfactorily and the agent appeared to be most efficient. The same may be said of St. Andrews, where the signal mast showed signs of great care. Repairs were ordered at Grand Manan, Bathurst and several other stations.

During the year comprised in this report, 28 stations were visited by Mr. B. C. Webber. Continuing the inspection in Manitoba, the Territories and British Columbia, commenced in June, 1903, instruments were examined and adjusted where necessary at Vancouver and Victoria early in July. In September, Parry Sound, Ont., Depot Harbour, Ont. and Bissett, Ont., were visited. At the former station a change of observers having taken place, the new observer was instructed in his duties and the instruments were moved to his residence and adjusted. In February, 1904, upon the death of the observer at Halifax, this station was visited and the new observer was instructed and the instruments were moved and adjusted. In order to extend the weather bulletin service in Manitoba and the North-west Territories new reporting stations were required and accordingly these stations were established in June, 1904, and the various observers were instructed. Other stations were visited en route and changes in exposure of instruments, were made where necessary.

In August, 1903, Father Point, P.Q., Chicoutimi, P.Q., and Sherbrooke were inspected by Mr. H. V. Payne. At these stations the instruments were adjusted and where required change of exposure was ordered.

Other stations were inspected as follows:—Chatham, Ont., Pelee Island, Ont., Amherstburg, Ont., Sarnia, Ont., White River, Bissett and Rockliffe, by Mr. Wm. Allan, of the Central Office; Liverpool, N.S., and Bridgeport, N.S., by Mr. D. L. Hutchinson, of St. John, N.B.; Wiarton, Ont., and Southampton, Ont., by Wm. R. Kingsford of the Central Office; Naas Harbour, B.C., Port Simpson, B.C., Katamaat, B.C., and Rivers Inlet, B.C., by Mr. Baynes Reed, Victoria; Vancouver, Banff Mountain Observatory and Edmonton by Mr. F. N. Denison, Victoria, B.C.

METEOROLOGICAL STATIONS.

There are now 34 meteorological stations reporting twice daily to the central office, the data thus provided being used in the preparation of the charts for forecasting purposes. During the year three telegraph station observers have died, Messrs. Allison, of Halifax, Whitehead, of White River, and McIntyre, of Rockliffe. The two former were ideal observers; the latter an elderly man who in years gone by, did good work for the service, of late years, has deputed the work to a son.

I cannot emphasize too strongly the desirability of having thoroughly intelligent and educated observers at these chief meteorological stations; it is not a matter of mere parochial importance, as on their reports in a measure depends the accuracy of our Canadian forecasts and warnings, and beyond this we owe it to the scientific world in general and to the United States in particular, that the work performed at these stations shall be of a high order and thoroughly reliable. Three times each month we send the mean values of the instrumental records obtained at these stations during the decade, to Hamburg, Germany, to be used in the preparation of an International Meteorological Chart. A special study is at present being made in the central office of the formation of cold waves in our far north, and this inquiry I find by letters received, is interesting not only to ourselves, who are perhaps most directly affected, but also meteorologists in the United States and Europe.

During the past year reports from all meteorological stations west of Lake Superior together with various U.S. reports from stations west of the Mississippi have been wired twice daily to Victoria, B.C., where regular weather charts have been prepared

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and forecasts issued by Messrs, E. Baynes Reed and F. N. Denison. Notwithstanding the difficulties to be contended with in forecasting on the Pacific coast, the percentage of verification obtained is most creditable.

In addition to the weather forecasting in British Columbia, Mr. E. Baynes Reed has undertaken to study the floods on the Fraser river with the hope of ultimately being able to give due warning of dangerously high water. Several observers have been obtained on the Fraser and the Thomson rivers, who read river gauges daily during certain seasons and report to Victoria.

At Banff an observatory has been completed on the summit of Sulphur mountain with the following equipment. A barograph and thermograph, which will record pressure and temperature for a fortnight without the clocks being wound. A barograph and thermograph which record automatically in the lower station at Banff village, the upper and lower stations being connected by a cable; also a wind gauge which records at the lower station. It is believed that results obtained at this observatory will be very instructive.

In closing this report it is incumbent on me to make mention of the very harmonious and agreeable relations existing between the United States Weather Bureau and the Canadian Service. All communications addressed to Washington are acknowledged and treated with the utmost courtesy. The exchange of reports between the two countries continues as heretofore and although Canada does not possess anything approaching the number of stations that the United States do, yet the chief of the American Bureau is willing to give us reports from each and every one of the stations under his control.

All of which is respectfully submitted,

R. F. STUPART,
Director.

APPENDIX 'A'

METEOROLOGICAL SERVICE, ST. JOHN OBSERVATORY,

ST. JOHN, N. B., October 31, 1904.

R. F. STUPART, F.R.S.C.,
Director, Meteorological Service,
Toronto, Ont.

SIR, —I have the honour to present my annual report of the St. John Observatory for the fiscal year ending June 30, 1904.

The work of meteorological observation, records and reports has been continued without change from my previous report. The instruments are in excellent condition and no trouble has been experienced with the automatic recording registers.

The morning bulletin, received by wire from Toronto, has been daily published, distributed and posted, in accordance with my former reports. The forecasts, weather notes and general conditions at adjacent coast and interior stations afford most valuable and important information to mariners, shippers of perishable goods and other interests directly affected by weather changes, besides being of great utility and interest to the public generally. In addition to the bulletin daily issued from this office all of our daily papers publish the reports.

Upon receipt of telegrams from Toronto storm warning signals are displayed at the signal station. The electric lights used for night signals have been most satisfactory and there is now no complaint of lamps giving out or indistinctness of the night signal. The forenoon forecasts as well as storm warning messages have been telephoned

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to St. Martins and the storm signals displayed at the lighthouse for the benefit of mariners in that portion of the Bay of Fundy.

Information from the meteorological records is frequently required for settlement of various claims, and at times, statements are made for or evidence given in the courts.

In connection with the time service, observations of stars have been made nearly every clear night with the meridian telescope, for determination of errors and rates of the standard sidereal clock. The observations as well as clock comparisons have been registered on the recording chronograph.

The time ball for the use of shipping, has been dropped at 1 p.m. (60th meridian time) every week day throughout the year. Signals from the mean time transmitting clock have been telegraphed every week day morning, through the Western Union Telegraph Company, to all points in the maritime provinces, for the two minutes ending at 10 a.m.; giving the standard of time for this portion of the Dominion. It is used by navigators for chronometer comparisons in many of our ports, and at Halifax by the war ships of the British and foreign fleets, as well by the British, French and American cable ships. Special time signals have frequently been sent to the navy, cable ships and navigators of the merchant marine. Time signals are also locally transmitted by telephone, the seconds' beats on the sounder connected with the transmitting clock being audible through the telephone.

During the year the upper portion of the transit pier was renewed, it being found that this portion of the pier had become unstable and was not sufficiently massive to support the new and much heavier meridian telescope. A new electric release was fitted to the time ball, the old apparatus being much worn and difficult to keep in adjustment.

In June last, the Department of Public Works installed a clock in the lobby of the St. John Post Office. This clock is connected by wire with a standard mean time clock in the observatory and is automatically corrected every hour, day and night.

The various electrical devices connecting the observing key and sidereal and mean time clocks with the chronograph, and the electrical apparatus for disseminating time signals have given perfect satisfaction.

I have the honour to be, sir, your obedient servant,

D. L. HUTCHINSON,
Director, St. John Observatory.

APPENDIX 'B'

To the Director,
Meteorological Service,
Toronto.

QUEBEC, 8th August, 1904.

SIR,—I have the honour to transmit my annual report for the fiscal year ending June 30, 1904.

My duties have been the same as in former years.

The ordinary meteorological observations were taken daily at the observatory.

The time was determined by transit of stars every fine night and also by the sun.

The time ball on the Citadel is in good working order. It was dropped for the first time this year on the 25th April, date of the opening of navigation at Quebec.

I have the honour to be, sir, your obedient servant,

ARTHUR SMITH.

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MAGNETIC OBSERVATORY.

Lt.-Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report that during the fiscal year ending June 30, 1904, there were no mechanical changes in the magnetic instruments. Chronometer No. 3332 has after many years service been disabled through breaking of main spring and is now in Toronto for repairs.

The photographic curves of declination, horizontal force and basement temperatures have been maintained throughout the year with considerably less than the average percentage of loss of record. The ordinates of these curves have been measured at hourly intervals and at the times of maximum and minimum amplitudes; the results have been tabulated; the daily and hourly means computed and reduced to absolute values in form for publication.

The absolute observations for declination, inclination and horizontal force, have been regularly taken and compared with the photographic results of differential instruments as also with the auxiliary scales attached to same.

Accuracy of time markings on traces has been assured by daily chronometer comparisons and weekly time exchange with Toronto.

Special information has from time to time been prepared at the request of directors of observatories and other correspondents with reference to magnetic disturbances, &c.

The usual meteorological observations, consisting of maximum and minimum and incidental readings of temperatures; anemograph records of velocity and direction of wind, measurements of rainfall, &c., have been maintained throughout year and results forwarded to the Central Meteorological Office.

Mr. Menzies, the observer in charge at the observatory, continues to reside in a house the lease of which will expire on April 1, 1905, and as yet I have been unable to learn whether it can be renewed. The lessor has always objected to making any repairs and as all arrangements are of a primitive character, Mr. Menzies and his family are subjected to much domestic discomfort, especially during the winter months.

The erection of an observer's residence near the observatory would probably be the best solution of the difficulty.

All of which is respectfully submitted.

R. F. STUPART,
Director.

APPENDIX No. 6

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

To the Deputy
Minister of Marine and Fisheries,
Ottawa.

CHAIRMAN'S OFFICE,
OTTAWA, November, 1904.

SIR,—I have the honour to submit the annual report of the working of the Steamboat Inspection Service for the fiscal year ending June 30, 1904.

It represents the general work of the service during the period mentioned, giving the number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected, as shown by the inspectors on account of inspection, with a statement of the board meetings held.

The steamboats inspected, their tonnage, &c., the fees received for engineers' examinations with the names of candidates and the grade of certificate issued, also the penalties enforced for violations of the Steamboat Inspection Act; the casualties occurring as reported from the several divisions, with the reports as to the number of vessels added thereto, will be found in supplement No. 1 to this report.

In addition to the steamboats inspected at the port of Montreal, the ship's tackle and hoisting gear used for the purpose of loading and unloading those vessels to the number of 427, were also inspected by the steamboat inspectors of that port.

During the year owing to the increase of work there has been added to the staff two additional boiler and machinery inspectors, one for the port of Sorel, province of Quebec, and one for the West Ontario Division, to have office located at Collingwood, Ont. A new appointment has also been made to fill the position of boiler and machinery inspector at St. John, N.B., rendered vacant owing to the demise of previous incumbent as mentioned in former report.

NUMBER of steam vessels reported as shown by the inspectors of steamboats in the Dominion, and their gross tonnage, for the year ended June, 1904; also the number of vessels inspected but not registered in the Dominion for same date.

DIVISION.	Number of Dominion registered steamers.	Gross ton- nage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross ton- nage of steamers inspected but not registered in the Dominion.
West Ontario.....	478	100,525·00	36	20,907·00
Kingston.....	173	23,390·31	30	2,501·91
Montreal.....	203	22,766·00	2	2,671·00
Sorel.....	77	20,667·66	2	1,853·08
Quebec.....	82	15,422·00	2	1,351·00
Nova Scotia.....	144	22,321·51	22	29,322·11
New Brunswick and Prince Edward Island.....	135	15,815·85	9	11,727·26
British Columbia and Yukon Territory.....	267	65,939·43	24	29,946·27
Manitoba and North-west Territories.....	132	8,215·06	4	1,197·73
Total.....	1,691	295,062·82	131	101,477·36

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NUMBER of Dominion registered steam vessels inspected and their gross tonnage, with the amount of fees collected on account of steamboat inspection, during the year ended June 30, 1904.

DIVISION.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboats inspection.
			8 cts.
West Ontario	391	97,266·00	1,983·43
Kingston.....	166	22,953·42	211·68
Montreal.....	170	21,382·00	226·68
Sorel	68	20,415·30	
Quebec	93	17,900·00	79·68
Nova Scotia.....	137	25,527·56	2,577·76
New Brunswick and Prince Edward Island	125	15,532·73	985·08
British Columbia and Yukon Territory.....	246	59,311·09	2,517·20
Manitoba and North-west Territories.....	91	7,165·91	95·76
Inspection of tow barges.....			30·00
Engineers certificates			1,079·50
Total.....	1,487	287,454·01	9,786·77

BOARD MEETINGS.

November 18, 1903.—A meeting of a quorum of the Board of Boiler and Machinery Inspectors composed of Joseph Samson, of Quebec, J. P. Esdaile, of Halifax, and E. Adams, chairman, was convened at St. John, N.B., for the purpose of examining candidates for the position of boiler and machinery inspector for that district, necessitated by the demise of former incumbent. The result of which, Mr. C. E. Dalton, of St. John, was appointed to fill the vacancy.

Consideration was also given to the question of revising the qualifications as required for firemen's service in order to obtain a 4th class engineer certificate, and was recommended that the thirty nominal horse power as required, be reduced to sixteen and also that service on steamboats having an engine of not less capacity than eighteen thousand inches of cylinder volume, be also included, which was recommended.

The matter of certifying vessels propelled by power derived from naphtha, gasoline or similar fuel, for the purpose of the carriage of passengers, was taken into consideration, which was not favourably considered under the existing conditions.

Toronto, December 15, 1903.—A meeting of the Board was convened composed of J. Dodds, E. W. McKean, W. Evans, of Toronto, and E. Adams, chairman, for the purpose of examining a vessel propelled by power derived by gasoline, requiring to be certificated for the purpose of carrying passengers for hire, which under the conditions the Board did not consider it in the interest of public safety to so do. The matter as to the safety of certifying boats driven by power derived by such means was fully considered, when it was decided that under stipulations as provided, they might be certificated, and deferred the matter for further inquiry and consideration.

Toronto, January 22, 1904.—A meeting of a quorum of the Board was convened, composed of J. Dodds and E. W. McKean, Toronto, J. P. Thompson, of Kingston, W. Laurie, of Montreal, and E. Adams, chairman. An examination of candidates for the office of boiler and machinery inspector was held, resulting in the appointment of Mr. J. B. Stewart to the office for West Ontario Division, and Mr. Alexis Rondeau to the office for Sorel Division, province of Quebec.

The question of certifying boats driven by power derived from gasoline, naphtha, or such material, was again considered, and the results of former meetings submitted for consideration, which were closely discussed by the members present, when it was

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unanimously decided to recommend the conditions to be exacted before certifying such vessels, and that provision be provided for giving effect to same, which has been carried out and provided for whereby such boats may be certificated for the purpose of carrying passengers for hire.

The revising of the qualifications for firemen's service in order to obtain 4th class engineers' certificates as approved by the Board at St. John, N.B., was also considered and recommended to be approved.

PROSECUTIONS WITH PENALTIES ENFORCED FOR VIOLATION OF THE STEAMBOAT INSPECTION ACT.

July 13, 1903.—The collector of customs at St. Stephens, N.B., seized the schooner *Hustler* for carrying an excursion in tow of a tug boat without being certificated and equipped as required by the Steamboat Inspection law; and exacted a penalty of \$100, of which owing to representations and extenuating circumstances as set forth to the Honourable the Minister of Marine and Fisheries, \$75 of the penalty was remitted to the owners and the balance retained to defray the expenses incurred in connection therewith.

July 15, 1903.—Complaint was made to the department that the tug *Sparrow* had in tow a scow having an excursion on board at Callander, Ont., and not being equipped or certificated for that purpose. The case was submitted to the Department of Justice to take legal proceedings against the owner of the vessel for violation of the law, and was tried before a stipendiary magistrate at North Bay, Ont., when a fine of \$50 was imposed, and in which from the nature of the case, the magistrate stated that had he any discretionary power the fine would not have been imposed, and that he would be glad to recommend remission of penalty; which was submitted with the extenuating circumstances for the consideration of the Honourable the Minister of Marine and Fisheries, who under the conditions remitted the penalty, the owners paying the legal expenses \$12.60 incurred by the department, which was complied with.

CASUALTIES.

The following are the casualties reported from the several districts as having occurred during the fiscal year ending June 30, 1904.

West Ontario Division.

On July 12, 1903, the steamer *White Star*, of Montreal, while lying at her wharf at Toronto, took fire and was damaged to such an extent as to require a thorough rebuild; the cause of fire is unknown. The steamer has been taken to Montreal to receive the necessary repairs.

On August 18, 1903, the steamer *Hiram R. Dixon*, of Owen Sound, was totally destroyed by fire at Michipicoten island; cause of fire is unknown.

On August 19, 1903, the steamer *Britannic*, of Montreal, while en route between Parry Sound and Collingwood, the walking beam of the engine broke, destroying the cylinder and condenser; the steamer was towed to Collingwood and the engine repaired.

On August 22, 1903, when the steamer *Erin*, of St. Catharines, (loaded with railroad iron) was on her way up from Montreal, she collided with the canal pier at Farren's Point and sank; the steamer was raised and taken to Kingston, where the necessary repairs were made.

On August 30, 1903, the steamer *Pittsburg*, of Toronto, while lying at her quarters for the winter at Sandwich, took fire and was totally destroyed. The cause of fire is unknown.

On September 10, 1903, the tug *Reliance*, of Owen Sound, while in the vicinity of John's island, near Spanish river, took fire and was partially destroyed; the steamer was taken to Midland and thoroughly repaired; cause of fire is unknown.

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On October 25, 1903, the steamer *Advance*, of Toronto, while being unloaded at Sault Ste. Marie, Ont., was partially destroyed by fire; the steamer is now at Kingston being repaired; cause of fire is unknown.

On November 10, 1903, the steamer *Atlantic*, of Collingwood, was totally destroyed by fire at Red rock, near Parry Sound; the steamer had encountered very rough weather while coming from Collingwood, and was leaking to such an extent, that the water rose in the hold coming in contact with unslacked lime (part of the cargo) which was stowed in the bottom of the hold, causing the ignition of the rest of the cargo.

On November 11, 1903, the steamer *Oriole*, of Toronto, was totally destroyed by fire at the mouth of the Wye river, near Midland; cause of fire is unknown.

On November 17, 1903, while the steamer *Erin*, of St. Catharines (having in tow the schooner *Danford*) was on her way down Lake Superior, one of the eccentric rods broke, disabling the engine; a heavy sea was running at the time, and the towline parted, when the vessels separated; the *Erin* encountered severe weather for several days, and grave fears were entertained for her safety. She was finally located in the vicinity of Gargantua by the tug *C. E. Ainsworth*, and towed to Sault Ste. Marie, Michigan, where the necessary repairs were made to the engine; the schooner *Danforth* had previously arrived at Sault Ste. Marie.

On November 21, 1903, the steamer *Gem*, of Toronto, was partially destroyed by fire at Huntsville; the steamer has been rebuilt.

On June 19, 1904, the steamer *Joe Milton*, of Port Stanley, in a dense fog, ran aground near Pappoose island, Georgian bay, immediately after stranding she caught fire and was totally destroyed; the fire is supposed to have been caused by the upsetting of a lamp, which occurred by the shock of the steamer going aground.

East Ontario Division.

On July 5, 1904, the paddle passenger steamer *Alexandria*, of Picton, Ont., when on a trip between Montreal and Sorel, broke her piston rod, which resulted in the breaking of the cylinder, condenser and steam chest. No loss of life occurred. The steamer was towed into Sorel for repairs.

Montreal Division.

On October 26, 1904, ss. *Advance*, while lying at the wharf at Sault Ste. Marie, the cargo under the main deck took fire. The crew made every effort to extinguish it, but finding it impossible to do so, the ship was towed over to the American side and they sank her in 20 feet of water. She was afterwards pumped out and raised.

On June 16, 1904, steamer *Valleyfield*, while fitting out in the canal at Valleyfield, took fire and was partially burnt; cause of fire unknown. She has since been repaired.

Quebec and Sorel Division.

On August 12, 1903, screw tug *Mersey*, of Quebec, while in commission sprung a leak and sank at Pointe aux Outardes, by which five of the crew lost their lives.

On August 19, 1903, the paddle steamer *Carolina* ran ashore at Passe Pierre, owing to a dense fog, she was subsequently floated and brought to Sorel, repaired and put into seaworthy condition; there was no loss of life.

On June 12, 1904, the paddle steamer *Canada*, on her trip from Quebec to Montreal, when near Sorel collided with steamer *Cape Breton* and sunk in thirty feet of water, causing the death of four passengers and one of the crew; an endeavour is being made to again float her.

New Brunswick and Prince Edward Island Division.

On September 19, 1903, the paddle steamer *David Weston*, of St. John, N.B., plying between St. John and Fredricton, caught fire on the down trip, was beached in a

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few minutes and all the people were saved with the exception of three passengers who leaped overboard and were drowned. Vessel a total loss.

April 26, 1904, ss. *Elliot*, of Charlottetown, when proceeding on a sealing voyage in the Gulf of St. Lawrence, got caught between two ice fields, so that the outer stern post and rudder were carried away, the tail shaft bent and propeller broken, and drifting around got beached in Atlantic cove, where she was condemned, as she was leaking so badly it was impossible to keep her free. No lives were lost.

June 20, 1904, screw tug *Carrie Knight*, while lying at the wharf undergoing repairs caught on fire and was totally destroyed; cause of fire unknown. No fatalities.

Nova Scotia Division.

November 2, 1903, screw tug *Henry Hoover*, of Halifax, owing to a collision was sunk in Halifax harbour. No lives lost.

March 29, 1904, ss. *Louisburg*, of Montreal, grounded at Louisburg, N.S., and sustained damage which caused her to sink, she was subsequently floated and brought to Halifax, where she was repaired and put in seaworthy condition.

June 12, 1904, ss. *Cape Breton*, of Montreal, collided with the paddle steamer *Canada* in the St. Lawrence river, the latter steamer was sunk and five lives lost thereby. The *Cape Breton* was brought to Sydney, repaired and put in a seaworthy condition.

Manitoba and North-west Territories.

August 29, 1903, steamer *Keewatin*, of Winnipeg, while moored at the dock at Keewatin, caught on fire and was totally destroyed. Cause of fire unknown.

September 4, 1903, steam yacht *Grace B*, while lying in the boat house at Rat Portage was destroyed by fire with boat house.

April 28, 1904, stern paddle steamer *Gertie H*, while on a trip down the Red river at Winnipeg, ran against a partly opened draw of C.P.R. bridge, tearing off her upper house, caught on fire and was totally destroyed.

British Columbia and Yukon Territory.

August 24, 1903, ss. *Pilot*, of Victoria, B.C., 279 tons gross tonnage, on a voyage from Juneau, Alaska, off Cape Fanshaw, broke her crank shaft; temporary repairs were made at Juneau, when she proceeded to Victoria, where a new shaft was made and fitted.

December 15, 1903, ss. *Amur*, of Victoria, B.C., 907 tons gross tonnage, on voyage from Alaska to Victoria, stranded on Eastern edge of Harbour reef, Port Simpson, during a fog, breaking the tail shaft; she was hauled off to wharf and a new shaft fitted; afterwards proceeded to Victoria where hauled out on marine slip; damage eighteen plates renewed on bottom and bilge.

February 13, 1904, ss. *Tees*, of Victoria, 679 tons gross tonnage, on a voyage from Northern, B. C. ports to Victoria, stranded on eastern side of Trial island, was floated off on following day and brought to Victoria where hauled out on Marine ways; damage to twenty-nine plates, twenty-four of which were renewed.

February 15, 1904, ss. *Halys*, of New Westminster, B.C., 44 tons gross tonnage, whilst lying at Pilot bay, B.C., caught on fire, no one was on board at the time. A total loss.

March 25, 1904, ss. *Mermaid*, of Vancouver, 129 tons gross tonnage, while running at full speed in Jervis inlet, struck on rocks and stove in her bows, when she flooded and sunk in deep water. A total loss; no lives lost.

October 18, 1903, freight steamer *Champion*, of Vancouver, B.C., 100 tons gross tonnage, was destroyed by fire in Ladysmith harbour; the fire was caused by water getting into her cargo of lime.

June 20, 1904, screw tug *Lois*, of Vancouver, B. C., 25 tons gross tonnage, was totally wrecked by running on to a rock in Howe Sound, B. C. No loss of life.

I am, sir, your obedient servant,

EDWARD ADAMS,

Chairman, Board of Steamboat Inspection.

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APPENDIX No. 7.

ANNUAL REPORT OF THE OFFICER COMMANDING MARINE SERVICE
OF CANADA.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a report on the several services under my superintendence. These services embrace the following branches at headquarters :—

Wireless Telegraphy,	Pilotage,
Dominion Steamers,	Investigations into Wrecks,
Dominion Cruisers,	Fisheries Intelligence Bureau.

Separate reports on wireless telegraphy, marine schools, investigations into wrecks, and pilotage form Appendices 11, 10, 8 and 9, and the reports on the work of Dominion cruisers and Fisheries Intelligence Bureau, will be found in the Fisheries Report.

I have much pleasure in testifying to the good work done by captains and officers of the various vessels under my command during the past year.

The following vessels comprise the Dominion steamer fleet. These vessels are employed nearly inclusively in lighthouse and buoy work :—

<i>Lansdowne,</i>	<i>Lady Laurier,</i>	<i>Frontenac,</i>
<i>Aberdeen,</i>	<i>Gulnare,</i>	<i>Shamrock,</i>
<i>Druid,</i>	<i>Minto,</i>	<i>Scout,</i>
<i>Brant,</i>	<i>Stanley,</i>	<i>Bayfield,</i>
<i>Quadra,</i>	<i>Maisonneuve,</i>	<i>Reserve.</i>

The Steamers *Minto* and *Stanley* keep communication open between Prince Edward Island and the mainland during the winter.

The *Gulnare* is employed exclusively in the tidal survey work, and a synopsis by Doctor W. Bell Dawson of the work done by her will be found in the chief engineer's report.

The *Maisonneuve* is principally employed under the commissioner of lights in patrolling the channel between Kingston and Quebec for the purpose of ascertaining if the buoys, &c., are in position.

The *Bayfield* is employed, under Mr. W. J. Stewart, officer in charge of the hydrographic surveys, in Lake Superior. A full report of his work will be found elsewhere.

The *Frontenac* is a powerful tug, employed in the St. Lawrence ship channel, under the direction of Mr. Cowie.

The *Shamrock* is employed under Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal, in the buoy service between Montreal and Quebec.

The *Scout* and *Reserve* are two vessels employed under the commissioner of lights, in the lighthouse and buoy service between Montreal and Kingston.

The cruiser fleet consists of the following ships, and a report of the work done by each will be found in the Fisheries Report :—

<i>Kingfisher,</i>	<i>Osprey,</i>	<i>Falcon,</i>
<i>La Canadienne,</i>	<i>Curlew,</i>	<i>Kestrel,</i>
<i>Petrel,</i>	<i>Constance,</i>	

The Department of Marine and Fisheries have had constructed four new vessels during the past year, the *Canada*, *Vigilant*, *Montcalm*, and *Champlain*.

The *Canada* and *Vigilant* are both armed small third class cruisers, the former built by Vickers, Sons & Maxim, of Barrow in Furness, under the superintendence of Mr. D. M. A. Mooney, and the latter by the Polson Iron Works, of Toronto, under the superintendence of Mr. Douglas Stevens, inspector of government steamboats.

The *Champlain* is a small vessel built as an ice-breaker, and her work will be principally confined to keeping navigation open between River Ouelle and the north shore of the St. Lawrence both winter and summer. The *Montcalm* is a very powerful and large ice-breaker. She is also intended to act as a lighthouse and buoy ship during the summer season. Her principal duties during the coming winter will be to endeavour to keep the ice bridge from forming at Cap Rouge, River St. Lawrence. A very successful trial was made on the 17th instant, and the work this vessel was able to perform; when she cut through solid ice of an average thickness of nine inches without the slightest difficulty. These two latter vessels were built by Messrs. Fleming & Ferguson, of Paisley, Scotland, under the superintendence of Captain McElhinney, of this department.

The following are the dimensions, speed, armament, &c., of the different vessels controlled by this department:—

‘MINTO.’

The *Minto* is an iron steamer 225 feet long, 32 ft. 6 in. beam, and 20ft. 6in. depth, with a gross tonnage of 1,099 tons, indicated horse power 2,900. She is commanded by Captain A. Finlayson and, as before stated, she is principally employed in keeping winter navigation open between P. E. Island and the mainland, but during the past season she has been very actively employed in assisting in the erection of the different Marconi stations in the Gulf and River St. Lawrence, and also in testing the capabilities of these stations in regard to the distance communication can be carried on. This vessel is fitted with the Marconi apparatus.

‘KINGFISHER.’

The *Kingfisher* commanded by Captain Kent, is a sailing cruiser, 107 ft. long, and has done excellent work looking after United States fishermen and carrying out our own regulations. She is, however, thirteen years old and is now being advertised for sale. Her place on the Atlantic coast will be taken next season by the steam cruiser *Petrel* which vessel, up to date, has been employed in Lake Erie.

‘LANSDOWNE.’

The *Lansdowne* is a wooden steamer, commanded by Captain Bissett, employed in lighthouse and buoy work in the Bay of Fundy. She recently had new boilers fitted and she is now ready for a considerable period of further service. She is 188 feet long, 32 ft. wide, 15 ft. deep, with a gross tonnage of 680 tons.

‘GULNARE.’

This vessel is commanded by Captain T. Taylor, and is employed entirely on tidal survey work. Her dimensions are as follows:—

Steel vessel 137 ft. long, 20 ft. 5 in broad, and 13 ft. 6 in. depth, gross tonnage 262 tons

‘MAISONNEUVE.’

The ‘*Maisonneuve*’ is a screw steamer 75 ft. 7 in. long, 9 ft. 7 in. broad, and depth of hold 7 ft. 3 in., with a gross tonnage of 26 tons.

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' ABERDEEN.'

This vessel is employed in lighthouse and buoy work in the Quebec agency. She is an iron screw steamer 180 ft. long, 31 ft. broad and 16 ft. deep with a tonnage of 674 gross. She is commanded by Captain Belanger. After this vessel's work was finished this fall, it was intended to replace her old boilers which are unfit for service, with Thorneycroft-Marshall boilers, and for this purpose she was ordered to Toronto, but unfortunately she was unable to get through the canals on account of the ice, and is at present laid up for winter in the Soulanges. It is the intention that she should go to Toronto to have these boilers placed as soon as possible in the spring.

' PETREL.'

This vessel is a steel screw cruiser 116 ft. long, 22 ft. beam and 10 ft. 3 in. depth, with a gross tonnage of 192 tons. This vessel has done most excellent work in Lake Erie, looking after United States fishermen, but for the last few seasons she has been found to slow too cope with the American steam tugs which are used for fishing purposes on the upper lakes. It was therefore decided to replace her with a very much larger and faster ship, and send the *Petrel* to the Atlantic coast where steam fishing vessels are not in use and she will only have to cope with sailing schooners. She is commanded by Captain Dunn.

' STANLEY.'

The *Stanley* is an iron screw steamer 207 ft. long, 32 ft. beam, and depth of hold 19 ft., with a gross tonnage of 914 tons. She is commanded by Captain A. Brown. This vessel is principally used to keep communication open between P. E. Island and the mainland during the winter season, but like the *Minto*, this year she has been employed in erecting and testing the different Marconi stations placed by the government in the Gulf and River St. Lawrence. Her boilers and engines have been thoroughly overhauled and she has been fitted with an entirely new set of tubes recently.

' BAYFIELD.'

The *Bayfield* formerly the *Lord Stanley*, is a steamer and, as before stated, is entirely engaged in hydrographic work on the upper lakes. She is 140 ft. long, 24 ft. 1 in. broad and depth 11 ft. 6 in. and a gross tonnage of 276 tons. She is a very powerful ocean-going tug.

' OSPREY.'

This is a sailing schooner, employed in the Fisheries Protection Service on the Atlantic coast. She is 127 ft. long, and was built in Shelburne, Nova Scotia, and for some years was the fastest sailing schooner on the Atlantic coast. She is still very fast but there is no doubt that some of the United States fishing schooners are as good as she is now. She was commanded during the first part of the season by Captain Knowlton, and during the latter part by Mr. Graham.

' DRUID.'

The *Druid* is lighthouse and buoy ship employed in the Quebec agency. She is a twin screw steamer 160 ft. long, breadth 30 ft., depth of hold 12 ft. 5 in., with a tonnage of 503 tons, and is fitted with triple expansion engines. She was built by Messrs. Fleming & Ferguson, Paisley, Scotland, in 1903, and is commanded by Captain Koenig.

'BRANT.'

The *Brant* is employed in the lighthouse and buoy service in Prince Edward Island. This is a wooden steamer 100 ft. long over all, 19 ft. broad and 8 ft. deep. This vessel is also employed in the fisheries protection service when necessity arises. She is commanded by Captain McKinnon.

'QUADRA.'

This vessel is employed in lighthouse and buoy service in British Columbia. She is an iron steamer 174 ft. long, 31 ft. beam, and a depth of 13 ft. 6 in., with a gross tonnage of 573 tons. She is commanded by Captain Hackett. This vessel, though doing good work on the Pacific, is now not large enough or fast enough for the large number of extra aids to navigation which it is considered necessary to place on this coast, and I would recommend that a vessel more suitable for the work which has to be performed, should be built as soon as possible. This vessel was thoroughly inspected last September by the honourable the minister, the deputy minister and myself, and various and important changes agreed upon in reference to accommodation, &c., which have been carried out.

'LA CANADIENNE.'

This vessel was employed in the protection of the fisheries of the lower gulf, under the command of Commander Wakeham. She is an iron screw steamer 154 ft. long, 22 ft. beam, and 10 ft. 9 in. deep, with a gross tonnage of 372 tons. This vessel, in addition to fisheries protection work, in the fall of the year materially assists the Quebec agency in taking in buoys and in various other kinds of marine work.

'SHAMROCK.'

This vessel is employed in the buoy service between Montreal and Quebec. She is a steam barge 117 ft. long, 25 feet beam, and 9 ft. 7 in. deep, with a gross tonnage of 237 tons. She is under the charge of Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal.

'CURLEW.'

This is a twin screw iron steamer 116 ft. long, 19 ft. 8 in. wide, and 11 ft. 3 in. deep; gross tonnage, 158 tons. She is employed in fisheries work in the Bay of Fundy and western coasts of Nova Scotia, and is under the command of Captain Pratt. She also assists in marine work when necessary.

'CONSTANCE.'

The *Constance* is a sister ship of the *Curlew* and is employed in revenue work in the River St. Lawrence and Atlantic coast. She is controlled entirely in regard to her movements by the Customs Department, but is managed in reference to expenditure, crew, &c., by this department. She is commanded by Captain May.

'LADY LAURIER.'

The *Lady Laurier* is a twin screw steel steamer, commanded by Captain Johnson. She is 214 ft. 9 in. long, 34 ft. 2 in. broad with a depth of 17 ft. 2 in., tonnage gross 1,051. She is employed in the lighthouse and buoy service on the Atlantic coast and is attached to the Nova Scotia Agency. She was built in 1902 to take the place of the late steamer *Newfield*. She is a very powerful and staunch steamer eminently fitted for

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he work she has to perform. A considerable sum of money was expended on her some time ago owing to an accident which happened to her at Lockport, N.S.

‘SCOUT’ AND ‘RESERVE’

Are two steamers used in connection with the buoy service between Montreal and Kingston. The *Reserve* is used for sweeping the river and is also used for towing scows employed for the purpose of placing buoys in position. The *Scout* is furnished with electric light and a powerful searchlight. Her dimensions are 103 ft. 6 in. long, 25 ft. 6 in. beam, depth 9 ft. 2 in., gross tonnage 175.

‘FALCON.’

The *Falcon* is a small steamer employed in the protection of the fisheries in British Columbia waters. She is 50 ft. long, 15 ft. beam, 3 feet draft with a gross tonnage of 52 tons. An account of her work will be found in Inspector Williams’ report, in the fisheries part of the departmental report.

‘KESTREL.’

The *Kestrel* is also employed in the protection of the fisheries in British Columbia waters. This vessel is 126 ft. long, 24 ft. beam, 12 ft. 2 in. depth, with a gross tonnage of 311 tons. She is a wooden vessel and commanded by Captain Newcomb.

‘CANADA’.

In reference to the four new steamers, the *Canada* is a twin screw small third class cruiser with a speed of $21\frac{1}{2}$ miles an hour. She was built by Vickers, Sons & Maxim, at Barrow in Furness, England, is armed with four $1\frac{1}{2}$ pounder quick firing automatic mark 3, 1904 guns: two forward and two aft. Electrically lighted throughout and fitted with a very powerful search light. She arrived from England last September, and has proved a very great success in the work for which she was designed to perform. It is the intention that this vessel should make a cruise to the West Indies during the winter, and proposal is, if possible, to have her attached to the North American Squadron. She carries a crew of 75 officers and men all told, and is fitted with the Marconi apparatus. Her dimensions are as follows:—200 ft. long, 25 ft. beam and 10 ft. 6 in. draft of water, with a gross tonnage of 850 tons. She is commanded by Captain Knowlton, and a number of the officers and crew have been through a course of instruction and received 1st class certificates in gunnery. This vessel is also armed in the way of small arms, with the new pattern Ross rifle, and the New Service D.A., Colt’s revolvers. It is intended that this vessel should form the nucleus of the proposed Canadian Naval Militia.

‘VIGILANT.’

The *Vigilant* is a steel twin screw, small 3rd class cruiser, built by the Polson Iron Works, Toronto. This vessel on her steam trial made a speed of $21\frac{1}{2}$ miles an hour. She is 175 ft. long, 22 ft. beam, and draws 10 ft. of water. She is electrically lighted throughout and fitted with a powerful search light. She carries the same guns and the same small arms as the *Canada*, and is intended for the protection of the fisheries on the great lakes in place of the *Petrel*. She is commanded by Captain Dunn. This vessel is the first of her class ever built in Canada, and is a credit in every way to the Polson firm of Toronto. She carries a crew of officers and men all told, of 53.

'MONTCALM.'

Is a screw steel ice-breaker, length over all 252 ft., breadth outside 40·65 ft., depth, bottom of keel to top of deck 19·05 ft., displacement 2,130 tons, two sets of triple expansion engines, speed $13\frac{1}{2}$ knots, with 4 Babcock & Wilcox water tube boilers, gross tonnage 1,432 tons, indicated horse power 3,600, built by Messrs. Fleming & Ferguson, Paisley, Scotland. The purposes for which this vessel is intended have been referred to previously in this report.

'CHAMPLAIN.'

Is a single screw steel steamer. Length over all 132 ft., breadth outside 30 ft. 3 in., depth from top of deck to bottom of keel 11 ft. 3 in., displacement 550 tons, indicated horse power 850, her speed at trial $10\frac{1}{2}$ knots, she is fitted with one simple compound, surface condensing engine, and one multitubular Scotch boiler. The work for which this vessel is intended is also referred to previously in this report.

In addition to the above named vessels, the department in 1903, chartered the sealing steamer *Neptune* from Job Brothers, of St. John's, Newfoundland. This vessel returned from the far northern waters of Canada, on October 12 of this year, having practically succeeded in doing what she was sent north for. A full report of the work done and the information obtained will be found in Mr. A. P. Low's report, who was the officer in charge of the expedition. Mr. Low is also making a fuller and further illustrated report on this expedition, which will be published shortly in separate form.

In July last, the government decided to send a further expedition to Hudson's Straits and north thereof, and for this purpose, the German Antarctic steamer *Gauss* was purchased, and renamed the *Arctic*. This vessel with a detachment of Mounted Police on board, under the command of Superintendent Moodie, officer in charge of the expedition, and with Captain Bernier as Sailing Master, left Quebec in September, met the *Neptune* on her return voyage at Port Burwell, and proceeded through the Hudson's Straits and is at present wintering at Fullerton, on the south shore of Baffin's land. Now that the government has decided to investigate, thoroughly explore and establish police stations in these far northern parts of Canada, it will no doubt be necessary to continue it, and this will necessitate the purchase of a vessel next year, fitted for this work.

In addition to the above ships there are four sea-going steam patrol launches used on the Atlantic coast for the protection of the fisheries, and one on the River St. Lawrence in connection with the aids to navigation.

The officers and crews of the above mentioned ships number about 900 men all told.

NAVAL MILITIA OF CANADA.

A bill for the formation of a Naval Militia of Canada was prepared last session, but, I presume, owing to this matter requiring a great deal of discussion, it was laid over till the next session of Parliament.

I have the honour to be, sir,
Your obedient servant,

O. G. V. SPAIN,
Commanding Marine Service of Canada.

OTTAWA, December 21, 1904.

APPENDIX No. 8.

INVESTIGATIONS INTO WRECKS IN THE ST. LAWRENCE
RIVER AND GULF.

OTTAWA, December 6, 1904.

To the Deputy Minister
of Marine and Fisheries,
Ottawa.

SIR,—I beg respectfully to submit my report upon the casualties and accidents that have occurred in the River and Gulf of St. Lawrence during the past season of navigation.

Formal investigations were held into accidents to the following vessels :

SS. <i>Vancouver</i> .		SS. <i>Vancouver</i> .
SS. <i>Kensington</i> .	} collision.	SS. <i>Turret Cape</i> .
Barquentine <i>Kodan</i> .		SS. <i>Turret Chief</i> .
SS. <i>Athenia</i> .	} collision.	SS. <i>Catalone</i> .
SS. <i>Verax</i> .		SS. <i>Louisburg</i> .

My instructions are to investigate every casualty and to deal promptly with any carelessness or want of judgment shown by either pilots or shipmasters, in the navigation of Canadian waters.

The government is doing everything possible in the way of aids to navigation ; and the pilots between Montreal and Quebec are now under the control of your department.

An informal inquiry was held into the circumstances attending the foundering of the British ss. *Turret Bay*, whereby a loss of life ensued, and the finding is attached.

The total value of the trade *via* the St. Lawrence for the fiscal year ending June 30, 1904, was \$131,062,282 ; in 1903, it was \$132,019,550 ; in 1902, it was \$113,414,381 ; in 1901, \$111,500,341, and in 1900, \$97,948,377.

The ' Shipping Casualties Act ' was amended in 1903, and the following changes have been made :—

1. The minister may appoint a commissioner to hold formal investigations, in place of the necessity for a separate commission being issued for each casualty as required before.

2. A ' Statement of the Case ' need not be issued—as heretofore—before the commencement of the proceedings where a certificate is to be dealt with ; the defendants certificate may be cancelled or suspended after he has been furnished with a copy of the report or statement of the case, and had an opportunity of making a defence.

3. An investigation may be held into the stranding of any vessel, whether damaged or not.

Two assessors have been appointed for the ports of Montreal and Quebec respectively, Captain Archibald Reid, and Captain John Temple ; these officers have been appointed for a term of three years, and in pursuance of Section 8 of the amended ' Shipping Casualties Act ', the Honourable the Minister of Marine and Fisheries, has appointed me a commissioner to hold investigations into all shipping casualties.

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A full statement of wrecks and casualties that have occurred during the twelve months ended the 30th June, 1904, in Canadian waters and to Canadian sea-going vessels in other 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.

SS. 'VANCOUVER.'

In the matter of a formal investigation held at the Harbour Commissioner's Office, Montreal, P.Q. on Friday, May 27, 1904, before Captain R. Salmon, Wreck Commissioner, assisted by Capts. Archibald Reid and William Wallace, assessors, into the causes which led to the stranding of the British ss. *Vancouver*, official No. 87963, near Matane, on the south shore of the gulf of St. Lawrence, at or about 8.50 p.m. on Sunday, May 22, 1904.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty finds:—

1. That the ss. *Vancouver* was properly equipped and in a good and seaworthy condition when she left Liverpool, England.

2. That considering the state of the weather proper precautions were taken with regard to speed, and a good lookout was kept.

3. That the course was set with Cape Chatte abeam, was a safe and proper one to pass Matane if it had been made good.

4. That the coast in the vicinity where the vessel stranded is properly charted, but the presence of a modern fog signal at Matane would have given the master timely warning of the approach of the vessel to the land, and in the opinion of the court is urgently required. The bell buoy placed at the extremity of the shoal does not appear to be of much service to passing vessels, as it cannot be seen in thick weather and is silent in a smooth sea; in this particular instance it could not be heard at about 50 yards distance.

5. That the casualty was due to the vessel not making good her course, owing to the action of the ebb tide and the set of the current, caused probably by the north-east winds which had prevailed for some considerable time previously, and for which no allowance appears to have been made, but apparently no damage resulted from the stranding.

6. That the master committed an error of judgment in supposing his vessel to be two miles off the land, and in maintaining such a fine course, when the conditions of the weather and the approach of darkness prevented accurate observations for distance being made; but under the circumstances the court does not consider there are sufficient grounds for censuring him.

(Signed) R. SALMON,
Wreck Commissioner.

We concur,

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
“ WM. WALLACE,
Master ss. *Hungarian.*

MONTREAL, May 27, 1904.

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SS. 'KENSINGTON' AND 'KODAN'.

In the matter of a formal investigation held at the Harbour Commissioner's Office Montreal, P.Q., on Friday, July 8, 1904, before Captain R. Salmon, Wreck Commissioner, assisted by Captains James Riley and James Harrison, assessors, into the circumstances attending the loss of the Danish Barquentine *Kodan* through collision with the British ss. *Kensington*, official No. 102155, on July 1, about 30 miles south of St. Pierre island, Atlantic ocean.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty, finds :—

1. That the ss. *Kensington* and the *Kodan* were provided with efficient appliances for making the sound signal required by Article 15 of the Rules and Regulations for the Prevention of Collisions at Sea.

2. That at the time of the casualty, both vessels were proceeding at a moderate speed, as required by article 16 of the said regulations.

3. That the *Kensington* was making the proper sound signals required.

4. That the *Kodan* did not comply with the said regulations, in that she sounded two blasts in quick succession instead of one blast required to indicate that she was on the starboard tack; this mistake appears to have been made owing to the confusion of the mate and the lookout relieving each other, the lookout having been sent below to call the watch, and each sounding the fog horn.

5. That the casualty was caused by the improper use of the foghorn on board the barquentine *Kodan*.

6. That the master of the *Kensington* acted with promptitude and good judgment in rescuing the crew of the *Kodan*, and taking steps to destroy that vessel by setting her on fire in order to prevent her becoming a dangerous derelict.

(Signed) R. SALMON,
Wreck Commissioner.

We concur.

(Signed) JAMES RILEY,
JAMES HARRISON,
Assessors.

SS. 'ATHENIA' AND SS. 'VERAX'.

In the matter of a formal investigation held at the Admiralty Court, Court House, Quebec, on the 21st and 22nd of July, 1904, before Captain R. Salmon, Wreck Commissioner, assisted by Captain John Temple and Mr. Louis E. Morin, assessors, into the causes which led to the collision between the British ss. *Athenia* official number 119121 and the British ss. *Verax*, official number 97382, whereby serious damage resulted to the latter and slight damage to the former, on July 12, 1904, at about 1.10 a.m., in the River St. Lawrence, near Point St. Laurent, Island of Orleans.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty, finds :—

1. That before the collision occurred the ss. *Athenia* was proceeding on her voyage to Quebec, keeping the usual course, that is to say, she was well to the northward of the centre of the channel, and rounded Point St. Laurent in such a manner as to show her green light to any vessel approaching from the opposite direction.

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2. That the ss. *Verax* was proceeding on her voyage from Three Rivers, P. Q., to Miramichi, N. B., and that before the collision she was not keeping her usual course, that is to say, she was hugging the north shore and the port side of the channel, showing her red light to vessels approaching from the opposite direction.

3. That both vessels displayed the lights required by Article two of the 'Regulations for Preventing Collisions at Sea'.

4. That the pilot of the ss. *Verax* did not comply with article 25 of the said regulations, in that he did not keep to that side of the fairway or mid-channel which lay on his starboard side.

5. That the collision was caused by the neglect of pilot David Arthur Bouffard to comply with article 25 of the said regulations.

6. That the master of the ss. *Athenia* did everything under the circumstances possible to avert the collision, and after the collision stood by the other vessel, until she was satisfied that she could be of no further service.

7. That the master of the ss. *Verax* did everything he could to avert the collision after coming on deck and he was justified in beaching his vessel in order to save her from sinking.

8. That material damage resulted from the collision and the stranding to the ss. *Verax*, but to what extent was not ascertained.

9. That considering the gravity of the offence committed, the court severely censures pilot David Arthur Bouffard, and sentences him to be fined the sum of \$300 (three hundred dollars), which fine shall be paid in four monthly instalments of \$75 (seventy-five dollars) each.

(Signed) R. SALMON,
Wreck Commissioner.

We concur.

(Signed) J. TEMPLE, Master Mariner,
LOUIS E. MORIN, President Corporation of Pilots,
Assessors.

SS. 'VANCOUVER.'

In the matter of a formal investigation held at the Harbour Commissioner's offices, Montreal, on Wednesday, July 20, 1904, before Captain, R. Salmon, Wreck Commissioner, assisted by Captain Archibald Reid, and Mr. Aubert Naud, assessors, into the causes which led to the stranding of the British ss. *Vancouver* official No. 87963, on the south side of the channel, about $2\frac{1}{2}$ miles below No. 2 lightship, Lake St. Peter, River St. Lawrence, at about 7.25 a.m., on July 2, 1904.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty, finds:—

1. That the ss. *Vancouver* was properly equipped and her steering gear was in good working order and condition, both before and after the casualty.

2. That the orders of the pilot, in regard to the handling of the vessel, were carefully carried out.

3. That the casualty was caused by the pilot injudiciously repeating his order to starboard while the vessel was moving on starboard helm, which had the effect of making the ship take a broad sheer, from which she could not recover in time to prevent stranding.

4. That no blame attaches to the master and officers of the *Vancouver* for the casualty.

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5. That pilot Onésime Naud committed an error of judgement, and in consideration of this and his long experience and good record, the court is of the opinion that the case is fully met by the administration of a caution to the pilot, to exercise more judgment in the future.

(Signed) R. SALMON,
Wreck Commissioner.

We concur.

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
AUBERT NAUD, Branch Pilot.
Assessors.

SS. 'TURRET CAPE'.

In the matter of a formal investigation held at the Harbour Commissioner's offices, Montreal, P.Q., on Saturday, September 24, 1904, before Captain R. Salmon, Wreck Commissioner, assisted by Captain Archibald Reid and Mr. L. E. Morin, assessors, the inquiry into the causes which led to the grounding of the British ss. *Turret Cape*, official No. 104283, on Goose Island shoal, River St. Lawrence, at about 2.30 a.m. on Sunday, September 18, 1904, whereby some damage to the vessel resulted.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty, finds as follows:—

The *Turret Cape*, coal laden, left Port Hastings, N.S., on September 14, bound for the great lakes, to call at Montreal on the way to discharge part cargo. The master, E. L. Stephen, and the mate, A. McIntyre, hold master's certificates of competency for the inland waters only; a Quebec branch-pilot, Joseph Delisle, who holds a sea-going master's certificate of competency, was engaged to navigate the vessel. All went well until the early morning of September 18, when the vessel was proceeding up the Beaujeu channel, and Delisle endeavouring to place her in the proper position with the Stone Pillars light bearing N.E. by E., over-ran his distance, and accelerated by the set of the ebb tide on his port bow, the vessel grounded on Goose Island shoal about 2.30 a.m., the weather being fine and the atmosphere clear at the time. The ship remained fast until 11.15 a.m., on the same day, when she came off without assistance, and proceeded on her voyage under her own steam. The extent of the damage sustained is not yet ascertained, but from the fact that the sounding pipe in No. 2 hole was set up through the deck and there is constant leakage into the forward ballast tanks, would indicate that it may be serious.

The court finds that pilot Joseph Delisle is solely to blame for the accident, in neglecting to take cognizance of the bearing of the West Narrows gas buoy ahead of his vessel as well as that of Stone Pillars light astern, instead of devoting his whole attention to the latter, for then he would easily have seen that he had over-run his distance. In consideration of this young pilot's record, which shows that in addition to the long term of seven years apprenticeship required to qualify him for his branch, he has been ambitious enough to take up deep water work and obtain the highest certificate procurable in Canada, the court is inclined to deal leniently with him for this his first mistake; he is required to pay a fine of one hundred dollars, payable in two monthly instalments of fifty dollars each.

Neither the master nor the mate of the *Turret Cape* have the requisite qualifications to embark upon coasting voyages, and the fact that a pilot with a sea-going master's certificate was employed to navigate on the coast will not exonerate them or their owners from the consequences of their acts.

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From the evidence of Joseph Anderson it appears that it is customary for the man on the lookout to leave his station about every hour for the purpose of sounding the bells, being away from ten to fifteen minutes at a time on this duty; this is a most reprehensible practice, and cannot be too strongly condemned.

(Signed) R. SALMON,
Wreck Commissioner.

We concur.

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
L. E. MORIN,
President Corporation of Quebec Pilots.

Montreal, September 26, 1904.

SS. 'TURRET CHIEF.'

In the matter of a formal investigation held at the Harbour Commissioners' offices, Montreal, P.Q., on Wednesday, 28th December, 1904, before Captain R. Salmon, Wreck Commissioner, assisted by Captain Archibald Reid and Mr. Wilbrod Gauthier, assessors, to inquire into the causes which led to the grounding of the British ss. *Turret Chief*, official No. 106600, at about 9.45 p.m., on Tuesday, 16th August, in the neighbourhood of Portneuf, River St. Lawrence, whereby serious damage resulted.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned casualty, finds as follows:—

The *Turret Chief* left Indian Cove, Quebec, about 6.30 p.m. on Tuesday, 16th August, drawing 6 feet forward and 9 feet aft; she was bound for Port Colborne, Ontario, in water ballast. Branch Pilot Néré Bellisle was in charge, and from the report of the master, he was perfectly sober and handled the vessel well until she took ground abreast of Portneuf river, the tide being about half flood at the time. She remained fast for about half an hour, coming off without assistance on the rising tide and proceeding on her way. At the time of the casualty it was raining slightly, but all lights were plainly visible. From the evidence before the court it is impossible to ascertain the extent of the damage, but the vessel was detained a week in dry dock undergoing repairs.

Pilot Bellisle is solely responsible for the accident, which was caused by his over-estimating the distance from the north shore. He produces a doctor's certificate showing his sight is defective, and explains that since he had an attack of la grippe in June, his eyes have given him trouble, although he had no reason to suspect his sight was defective when he took charge of this vessel, having passed a satisfactory examination in this respect before the opening of navigation this season.

Under the circumstances, the court will withhold his license until such time as he can produce satisfactory evidence of his ability to pilot vessels.

(Signed,) R. SALMON,
Wreck Commissioner.

We concur.

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
" WILBROD GAUTHIER,
President of the Montreal Pilots Committee.

MONTREAL, September 29, 1904.

SESSIONAL PAPER No. 21

SS. 'CATALONE'.

In the matter of a formal investigation held at the Harbour Commissioner's Offices, Montreal, on October 3, 1904, into the causes attending the grounding of the ss. *Catalone* on Longueuil shoal, on August 21, 1904, whereby serious damage resulted.

Report of the Court.

The undersigned having carefully perused all the evidence adduced in this case, with the concurrence of the two Nautical Assessors, finds as follows :—

That the steamship *Catalone*, of the port of London, England, left Sydney, Cape Breton, for Windmill point, Montreal, with a cargo of coal and no passengers, on the 17th of August last ; her draft of water at the time of leaving port being 22 ft. 3 inch. forward and 25 ft. 4 inch. aft.

Damien Paquet, a Montreal pilot, was taken on board at Quebec, and was on board the ship at the time of the accident.

The court is of opinion that the casualty was caused by the failure of the steam steering gear to act promptly, to enable it to counteract the broad sheer which the *Catalone* appears to have taken, and which possibly might have been augmented owing to the momentary lack of watchfulness on the part of the man at the wheel.

From the evidence adduced it is apparent that on other occasions there has been trouble with this vessel's steam steering gear. In fact, on the first day out from Quebec, by the pilot's evidence, the gear jammed three times, and the court considers, in view of these circumstances, that the pilot was taking great risk in continuing the voyage before he was thoroughly satisfied that the steam steering gear was in proper order.

The cause of the casualty was the failure of the steam steering gear to work promptly, and the court considers that the captain and officers of the ship were not to blame, but that pilot Paquet should have been more careful in watching the ship, knowing as he evidently did, that there was a possibility of the steering gear not being absolutely reliable.

The court also wishes to bring to the notice of the owners of the *Catalone* the unreliability of the steam steering gear of this vessel on the voyage at present under consideration.

The court is thoroughly in accord with the remarks made by the gentleman representing the Shipping Federation in reference to the cut opposite Longueuil Church being very considerably widened, and also the depth which should be given to this cut, and the matter has been drawn to the attention of the Marine Department by its own officials, and no doubt steps will be taken as soon as possible to carry out the necessary work.

(Signed) O. G. V. SPAIN,
Wreck Commissioner.

We concur.

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
WILBROD GAUTHIER, Pilot,
Assessors.

MONTREAL, November 19, 1904.

SS. 'LOUISBURG.'

In the matter of a formal investigation held at Wreck Commissioner's Court, Montreal, P.Q., on Saturday, November 19, and Monday, November 21, 1904, before Commander O. G. V. Spain, Wreck Commissioner, assisted by Captain Archibald Reid and Mr. Wilbrod Gauthier, assessors, to inquire into the causes which led to the grounding

of the British ss. *Louisburg*, near Champlain, River St. Lawrence, on Tuesday, November 15, 1904, at 6.25 o'clock, a.m.

Report of the Court.

The court having carefully inquired into the circumstances attending the above mentioned shipping casualty, finds as follows:—

That the *Louisburg*, of the port of Montreal, left Sydney, Nova Scotia, at 1.40 o'clock, p.m., on November 11, 1904, with a crew of twenty-two hands all told, and loaded with 2,107 tons of coal. Her draft of water at the time of leaving Sydney was 18 ft. 7 in. forward and 19 ft. 7 in. aft.

That the vessel after making a safe passage, and picking up a pilot at Quebec, anchored for the night a little distance above Batiscan on November 14.

The *Louisburg* got under weigh from this point at day light on the morning of the 15th, and after proceeding for about one mile went ashore.

That after removing about 1,000 tons of coal, and with the assistance of two tugs she floated at 6.15 o'clock, p.m., on November 17, and proceeded towards Montreal; from all reports no damage being sustained.

The *Louisburg* was commanded by Captain H. W. Gould, who holds a certificate of competency, sea-going, Board of Trade.

The vessel was fitted out with all requirements in the way of boats, &c., called for by the Board of Trade regulations, and the captain is an experienced mariner and has been connected with the St. Lawrence route for a number of years.

The steering gear of this vessel was in first class order and worked to the entire satisfaction of the pilot, captain and officers of the ship, and the wheelsman obeyed his orders promptly and accurately.

The court is of the opinion that the accident was caused by a grave error of judgment on the part of Nestor Arcand, the pilot in charge of the ship, in passing some 400 feet on the south side of a dredge which was anchored in the locality, and displaying the proper lights to inform vessels to pass on the north side: also in mistaking a boat's or shore light for a gas buoy, consequently passing on the wrong side of the buoy, which buoy was proved without doubt, by the evidence of Mr. Decarie, engineer, to be in exactly the proper position at the time of the accident. As all gas buoys between Quebec and Montreal are fitted with an intermittent flash light, it is hard for the court to understand how a pilot should mistake a shore or a boat's light for a gas buoy.

Taking into consideration the previous good record of pilot Nestor Arcand; that he has been twenty years a pilot and never met with an accident before, and has been twelve years with the Dominion Coal Co., the court has decided to fine the said Nestor Arcand the sum of sixty (\$60), which fine is to be paid in three monthly instalments, beginning on January 1, 1905.

The court does not consider that in fining pilot Nestor Arcand sixty dollars (\$60), the punishment is at all commensurate with the lack of carefulness displayed by him on this occasion, more especially taking into consideration the keen anxiety evinced by the government to provide every possible aid to navigation, and it simply wishes leniency in this case to be taken as a warning that all accidents of whatever nature will be most closely investigated, and carelessness in any shape or form dealt with promptly.

The court is also of the opinion that the captain and officers of the ship are not responsible or to blame in any way for the accident.

(Signed.) O. G. V. SPAIN,
Wreck Commissioner.

We concur.

(Signed) ARCHIBALD REID,
Port Warden and Surveyor to Lloyd's Register.
(Signed) WILFRED GAUTHIER, Pilot,
Assessors.

MONTREAL, December 2, 1904.

SESSIONAL PAPER No. 21

SS. 'TURRET BAY'.

In the matter of an informal inquiry held at the Custom House, North Sydney, Cape Breton, on Wednesday, May 25, 1904, before Mr. Joseph MacPherson, Collector of Customs, into the circumstances attending the foundering of the British Steamship *Turret Bay*, on Friday, May 20, 1904, at St. Paul island in the Gulf of St. Lawrence, whereby a loss of thirteen lives ensued.

Report of the Court.

The *Turret Bay*, official No. 104245, port of registry, Newcastle, was a British steam screw ship, built of steel at Sunderland, in the year 1894.

The ss. *Turret Bay*, left Sydney, Cape Breton, laden with coal on May 19 at 9.30 p.m., bound for Montreal. The crew numbered 22 all told. At 3.50 a.m. on May 20, the ship ran into a heavy fog and was slowed down to half speed; at 4.10 a.m. speed was reduced to slow; at 8.15 the ship struck 'Paddy Rock' on the island of St. Paul. The engines were immediately put full steam astern and kept so for about ten minutes, when the vessel backed off into deep water. Orders were given for all hands to come on deck; the first mate was in charge at the time of the casualty. Immediately after the vessel backing into deep water the engine room and tunnel filled with water and she commenced sinking. The life boat was launched and 18 of the crew got into her, but owing to the high sea running the boat was forced against the side of the ship, breaking her stern, and then she capsized throwing everybody into the sea. Between twenty and thirty minutes from the time the vessel struck the rocks she sank in about forty fathoms of water. The whistle was kept blowing from the time the vessel struck until she sank by the lanyard being tied down. The St. Paul Fog-alarm was heard some time previous to the disaster, but was mistaken for a steamer's whistle. A small boat from the Island arrived upon the scene and after picking up five men and landing them, immediately returned, also the life boat at the Island arrived at the same time and picked up nine more men, three of whom were dead when taken into the boat and two more died after landing. The master, first and second mates, chief and second engineer, cook, steward and one sailor were not seen after the vessel sunk and are supposed to have gone down with her. The following are the names of the missing as near as can be ascertained:—

Hayden, master, of Limerick.
 McCarra, 1st mate, of Yarrow.
 Adam, W. H., chief engineer, of Huntley, Aberdeen.
 Matthews, 2nd engineer, of London.
 Johnson, boatswain.
 Hollfurst, able seaman, Sweden.
 Name unknown, cook.
 Brown, J., fireman, Sweden.

The undermentioned are dead:—

Gray, 2nd mate, of North Shields.
 Name unknown, steward, said to be from North Shields.
 Name unknown, donkeyman.
 Lyndericote, fireman, of Sweden.
 Harry Buck, messroom boy, of London.

The survivors attribute the loss of the ship to fog and to the fact that the fog signal was mistaken for another vessel's whistle. The names of the survivors are as follows:—

John W. Mason, 3rd engineer, Yarrow.
 Gustave Gustavsen, able seaman, Norway.
 J. Hacker, fireman, Germany.
 John Soderholm, fireman, Finland.
 C. Anderson, carpenter, Norway.

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John G. Johnsen, able seaman, Sweden.
Jacob Tresmeden, able seaman, Sweden.
Jacob Kristernsen, fireman, Sweden.
John Nigguest, able seaman, Finland.

The above nine attested to the foregoing statement regarding the loss of the *Turret Bay*, on St. Paul island, on the morning of May 20, 1904.

Taken before me at my office this 25th day of May, 1904.

(Signed) JOS. MACPHERSON,
Collector of Customs, North Sydney, N.S.

OTTAWA, 1904.

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APPENDIX No. 9.

OTTAWA, December 20, 1904.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit, herewith, a report from Superintendent Riley on the pilotage work between Montreal and Quebec, for the season of 1904.

I have the honour to be, sir,
Your obedient servant,

O. G. V. SPAIN,
Wreck Commissioner.

REPORT ON MONTREAL-QUEBEC PILOTAGE.

MONTREAL, December 19, 1904.

Commander O. G. V. SPAIN,
Wreck Commissioner,
Ottawa, Ont.,

SIR,—I have the honour to forward my report on my work as Superintendent of Pilots.

At the beginning of the season of navigation 1904, the Pilotage Service between Montreal and Quebec was taken from under the management of the Harbour Commissioners of Montreal and placed under the superintendence of Captain James J. Riley, who was instructed to report to the Department of Marine and Fisheries direct.

The business of the pilotage department is carried on at offices situated in the Boyer's Block, 223 Commissioners' Street, with J. O. Michaud as assistant and A. L. de Martigny as stenographer. The Quebec office of this department was in charge of Ulric Thibaudeau, with offices in the building occupied by the Department of Marine and Fisheries at Quebec, until the cold weather set in, when an arrangement was made with Mr. Pederson, boatman, to give the officer in charge and the Montreal Branch Pilots the use of his room at the river front, the said room being properly warmed and having bunks, sofas and other conveniences. This arrangement was very beneficial to the pilots and to the service.

The number of branch pilots in active service at the beginning of the season was fifty-six; three were placed on the pension list, one was retired on account of defective vision, thus leaving fifty-two at present on the roll of active service.

The earnings of the branch pilots for this season amounts to \$71,013.73. The largest sum earned by any one pilot was \$2,366.30, and the smallest \$362.03. All the branch pilots except nine are employed on regular liners; these nine are called *tour-de-role* pilots and earned between them the sum of \$4,591.61.

The conduct of the Montreal branch pilots has generally been good and the number of complaints against them for inefficiency have been few. The pilot who was in charge of the *Vancouver* when she grounded in Lake St. Peter was convicted of an error of judgment and was retired from the service of the Dominion Line. The pilot who was in charge of the *Cape Breton* when she collided with the River Steamer Canada was freed from all blame. The pilot who was on the *Turret Chief* at the time of her strand-

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ind at the foot of the Richelieu Rapids admitted defective eye-sight and was retired from the service until he could pass the necessary colour and vision tests. The pilot who was in charge of the *Catalone* at the time of her stranding off Longueuil was freed from all blame, it being shown that the steering gear of the vessel was defective. The charge made by the master of the *Bjorgvin* against the pilot of the *Tunisian* of having forced the *Bjorgvin* ashore at Pointe Citrouille was investigated and it was found that the accident was the result of misadventure and excessive care on the part of the pilots of both vessels. The pilot who was in charge of the *Campana* when she grounded in the Contrecoeur channel was acquitted of all blame. The Pilot who was in charge of the *Louisburg* when she stranded on the Gentilly shoals was found in default, fined sixty dollars, and was retired from the service of the Dominion Coal Company.

The only case of accident yet untried is the collision between the *Britannic* and a schooner off Louise basin, Quebec.

There is a complaint from the Harbour Commissioners of Quebec against the pilot of the *Oxonian* for breach of the Quebec Harbour laws in anchoring his vessel off the entrance to the Louise basin. The investigation of this matter is postponed until the necessary witnesses can be examined.

Three tour-de-rôle pilots were tried by the Deputy Minister of Marine and Fisheries, for drunkenness, and are held under suspended sentence. One of the pilots of the Dominion Line was known to have been drunk and has been retired from the service of that line.

The number of apprentice pilots on the roll at the beginning of the season was forty-three, but as only thirty-one have passed the necessary vision and colour tests, the number at present on the roll is thirty-one, of which ten were selected under By-Law 6. It was required of these selected apprentice pilots that they should make at least two trips a week on regular liners during the season. This requirement has not been met in every case; the omission on the part of some is with reason, and on the part of others without reason.

That these young men should realize in fuller measure the importance of obedience to constituted authority is much to be desired, and measures are being taken to that end.

These ten selected are required, according to By-Law 8, 'to make a voyage before the mast to and from Europe during every winter season.'

The conduct of some of these young men leaves much to be desired.

The remainder of the apprentice pilots are variously employed, according to by-law 7, but I am not yet in possession of full information regarding the number of trips made by each of them.

It is important that each of these apprentices should serve at sea for, say two years, and I recommend that a by-law to that effect be passed and inserted in the By-Laws. This requirement will not work any hardship to the apprentice pilots, as there are many masters of vessels in the coasting trade who are willing to employ, at good wages, respectable young men as seamen, while at sea, and as helmsmen, while in the river.

The management of the Decayed Pilots' Fund was taken over by this department from the Harbour Commissioners of Montreal and the funds handed by them to the Receiver General on the 31st day of August last. The Harbour Commissioners of Montreal have made a report to the Department of Marine and Fisheries of their administration of this fund, and other matters connected with the Decayed Pilots' Fund, up to August 31. No change has taken place since then; the books are being kept in this office, and the moneys for the payment of pensions and other necessary disbursements are received from the Department of Finance.

I recommend that the office used by the Quebec pilots during the year 1903 be engaged for the season 1905, or that some other suitable location be provided for the Montreal branch pilots. The office that was in use during the season 1904 was too far from where the boatman, who takes the Montreal branch pilots to and from the vessels, keeps his boats.

All of which is respectfully submitted by your obedient servant,

JAMES J. RILEY,
Superintendent of Pilots.

APPENDIX No. 10.

REPORT ON MARINE SCHOOLS

OTTAWA, December 20, 1904.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

During the winter 1902-03, a Marine School was established in the Monument National, at Montreal, through local enterprise.

The method of tuition and the success met were so gratifying that the government granted a subsidy of \$500, towards the maintenance of that school.

In that amount the professor's salary was included, also rent of room, lighting, heating and the supplies of various articles necessary for demonstration and instruction.

In 1903-04, the Honourable the Minister of Marine and Fisheries authorized the opening of four other schools at Halifax, St. John, Yarmouth and Victoria under the direct supervision of the department. The examiners at the above cities were appointed professors of those schools at a salary of \$250 per annum. A superintendent was also appointed at a similar salary, whose work was to prepare lectures and issue general instructions as to method of tuition.

A set of lectures was prepared and bound into book form and illustrated by means of enlarged diagrams.

The examination room was utilized as class room and supplied with a blackboard, 1 box of chalk, 25 chairs, 10 fathoms of rope, a guide for professor's use only, and a set of diagrams.

Thirty-two courses were to be delivered, but owing to lack of time in completing the lectures, the classes were only opened in January and closed at the end of March, at the opening of navigation, therefore allowing but 23 lectures to be given at the rate of two per week, lasting from 1½ to 2 hours. The attendance was good and interest shown highly satisfactory,

The subjects taught were of an elementary nature principally on seamanship, navigational problems were in some instances lightly touched upon.

The professors were directed to discourse upon subjects which would interest the class of students in attendance.

In Montreal, the school opened in December, 1903, all through the winter 1904, 3 lectures were given weekly, a total of 35.

Annexed is a synopsis of attendance at those schools.

ATTENDANCE.

Schools.	Professors.	No. Lectures.	Min.	Max.	Average.	Total pupils.
Montreal.....	Capt. L. A. Demers	35	5	35	22	500
Halifax.....	Com. E. B. Tinling.....	21	8	31	12	338
St. John.....	Capt. R. C. Cole.....	23	2	21	9	229
Yarmouth.....	Capt. J. E. Murphy.....	23	3	16	9	203
Victoria.....	Capt. Jas. Gaudin.....	20	2	10	6	110

Subjects Taught at the Schools.

1. Explanations in the construction of wooden and iron ships, and names of parts of the hull.
2. On the launching of vessels, launching cradle and ways.
3. Description and demonstration of masts, yards, standing and running gear of a four masted ship.
4. Names of sails in square-rigged and fore-and-aft rigged vessels.
5. On parts of sails, gear attached thereto, and their effect, power and uses.
6. Description of parts of a steamer.
7. Details of mechanical appliances on board of ships, their uses and manner of working.
8. Explanations on the compass, its make, points, degrees and various corrections made to compensate for the various errors.
9. Practical illustrations and explanations on the hand and deep sea lead and line.
10. On log lines, mechanical or hand, and the method of calculating and measuring the length of knot.
11. A lecture on the barometer and thermometer and their utility in conjunction with each other.
12. Explanations on the various makes of thermometer, and the manner of converting degrees Centigrade and Reaumur into Fahrenheit, and *vice versa*.
13. Instruction in signalling, with flags, Semaphore and Morse systems.
14. Lecture on the method of resuscitating the apparently drowned.
15. Description of the mortar and rocket apparatus, and line of conduct to follow in the event of shipwreck.
16. How, and the best method, of using oil to prevent a vessel shipping seas.
17. Practical lessons on bends, hitches, knots, splices, sail sewing, cringles, mats, sennits, coach whipping, &c.
18. Explanations of the different parts of a sextant, its use and adjustments.
19. Lecture on the management of boats in a surf.
20. Of the equipment of life boats, in readiness for emergencies at sea.
21. Thorough explanations, with models, of the rule of the road.
22. Upon the lights and position of lights vessels are obliged to carry at sea and at anchor.
23. On storm and distress signals.
24. Paper read on contrivances used to determine the currents.
25. Names of the parts of an anchor, and the various kinds in use, kedges, sea anchors and chains.
26. Explanations of 344 sea terms.

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27. Conversation upon the duties, etiquette, behaviour and discipline carried on on board ship.

28. Details of the vessels composing the Canadian fleet, their rigs, and the duties of each vessel.

29. Lighthouses, beacons and buoys, and the system of lighting.

30. Repetition of the above subjects condensed into 600 questions.

31. Method of carrying out an anchor in boats.

32. How to moor a ship. Tacking, wearing, boxhauling, clubhauling and turning a ship on her heel.

L. A. DEMERS.

APPENDIX NO. II.

MARCONI WIRELESS TELEGRAPH SYSTEM.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit, herewith, the following report in connection with the Marconi stations erected in the river and gulf of St. Lawrence, during the present season.

These stations are situated at the following points :—

Fame Point, Quebec,
Heath Point, Anticosti,
Point Amour, Labrador,

Belle Isle, Quebec,
Cape Ray, Newfoundland,
Cape Race, Newfoundland,

They have all been working very successfully for some months before the close of navigation.

The station at Fame Point was finished on June 25th, and on that date held communication with the Allan Line R.M.S. *Parisian* outward bound. A large number of messages were exchanged between this vessel and the land station.

In the official test made by the government, communication was held 130 miles to the eastward and 101 miles to the westward. The latter distance might have been improved upon, but it was deemed inexpedient to continue the test owing to the fact that the government steamer conducting the same was ordered elsewhere.

The Heath Point station was completed on July 21, and on that date held communication with royal mail steamers inward bound, for periods of six hours. The official test of this station showed it to have an efficient range of about 130 miles, but on several occasions it has held vessels even further.

The Point Amour station was completed on August 10, and on August 11 had its first communication with an outward bound steamer. This station in the official test made by one of the government steamers showed a range of 115 miles.

The Belle Isle station which was completed on September 1, has also shown by its official test that it is fully up to the standard of the other stations. It was in constant communication with the Point Amour station which is situated some 66 miles to the westward, from the time it was opened until the close of navigation.

The station at Cape Ray, Newfoundland, was completed on October 7. The official test of this station showed it to be entirely satisfactory, having an efficient range of about 100 miles.

The Cape Race station was completed on November 17, and the official test of this station was also most satisfactory. The range of communication was fully up to that of the Cape Ray station.

Both the Cape Ray and Cape Race stations were utilized by the late Governor General to send messages to the government and people of Canada on the occasion of his departure by the R.M.S. *Parisian*. The Cape Race station was also made use of by the Dominion government to communicate with the present Governor General upon the occasion of his coming to Canada by the same steamer.

All of the above stations have reported shipping and shipping intelligence to Lloyd's agent, at Quebec.

The Belle Isle and Point Amour stations have proved exceptionally valuable in communicating to steamers coming through the straits of Belle Isle news as to weather conditions prevailing in the straits.

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In many instances vessels have been in communication with shore stations when enveloped in thick fog, and have found the Marconi system an invaluable supplementary aid to the fog signal service already existing.

News of current events have been furnished by the stations to all vessels equipped with the Marconi apparatus. This has not only proved a boon to the passengers, but will undoubtedly tend to popularize the St. Lawrence route with the travelling public.

The important aid to navigation rendered by the Dominion of Canada in the matter of wireless telegraphy, has been very greatly appreciated by the Shipping Federation of Canada and the shipping interests generally.

Stations at Sable island and on the mainland, probably in the neighbourhood of Canso, which are to be built under contract, will be commenced as soon as the weather conditions permit.

It was not intended in the first place to have these stations intercommunicate, but it has been pointed out by ship owners that the value of the system to shipping generally would be enormously increased if these stations were able to establish intercommunication. For this reason the government has decided to increase the power of the St. Lawrence stations and to establish two other stations so that communication may be had by means of the Marconi system from Fame Point to Belle Isle or Cape Ray.

The enormous advantage which will follow from having this system of intercommunication will be better understood when it is known that the captain of a steamer will be able to know just what weather conditions prevail along the entire St. Lawrence a few hours after leaving Quebec, and can direct his course accordingly,

Three government ships, the *Canada*, *Minto* and *Stanley*, are fitted with the Marconi apparatus.

I have the honour to be, sir,
Your obedient servant,

O. G. V. SPAIN,
Commander Canadian Marine Service.

OTTAWA, December 12, 1904.

APPENDIX No. 12

PRELIMINARY REPORT ON THE DOMINION GOVERNMENT EXPEDITION IN THE SS. *NEPTUNE* TO HUDSON BAY AND THE NORTHWARD.

To Lt.-Col. F. GOURDEAU,
Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

SIR,—In accordance with your instructions, I left Ottawa on the 21st of July, 1903, to superintend the necessary alterations to the steam sealer *Neptune*; and to provision her, for an eighteen months' cruise, in Arctic waters.

The *Neptune* is the largest and best of the sealing steamers of the Newfoundland fleet; and belongs to Job Bros. & Co. Built in 1876, but always kept in good repair, she is at present quite sound in hull and machinery.

A telegram, accepting the offer of the firm to charter this ship, was sent from Ottawa on the 11th of July; and the ship was immediately placed in drydock at St. John, where a few small repairs were made to her under-body, after which, she was speedily sent to Halifax, arriving there on the 20th.

As the *Neptune* was in the state, in which she had returned from the Spring sealing voyage, a large amount of work was necessary to clean and fit her, in a short time, with the accommodations required by a large crew; who were to pass the next eighteen months on board, in an Arctic climate. At the same time, provisions, outfit and equipment for this long cruise were purchased, and delivered in Halifax; and all was ready for a start, on the 22nd of August, one month from the time of my arrival in Halifax.

During the interval, I had the honour receive a commission appointing me to the command of the expedition on board the *Neptune*.

On leaving Halifax, the officers, crew and passengers, on board the *Neptune* were forty-two persons; the officers and crew numbering thirty-four; to which was added a detachment of N. W. Mounted Police, consisting of an officer, non-commissioned officer and four constables; there was also an assistant geologist and a naturalist.

The ship was loaded, to the hatches, with coal and provisions; and a heavy deck-load of lumber and fresh provisions hampered the working of the vessel, and rendered great caution necessary in heavy weather.

Halifax harbour was left, on the morning of the 23rd of August; and the course laid eastward, along the coast of Nova Scotia. On the morning of the 25th, a strong westerly wind forced us to take a shelter behind St. Paul island; where we remained until next morning, when, crossing to the west coast of Newfoundland, its shore was followed to the Strait of Belle Isle; and Forteau Light was passed at 7 o'clock on the evening of the 27th, where we signalled our last farewell to civilization. On the 28th we arrived at Dominee Harbour, and sent a boat ashore to procure a supply of salted codfish; owing to the bad weather experienced here all summer, no fish could be obtained.

Favoured by a very fine weather, the ship soon passed northward along the coast of Labrador, with its grand, wild scenery and icebergs; and on the 31st, Nachvak bay was reached; where a stop was made to procure sealskin boots, fill the water tanks and inquire for an Eskimo interpreter; we found that we could get the latter at Port Burwell, so steamed out at the bay for that place in the evening. Port Burwell was reached on the afternoon of the 1st of September; and a landing was made by Commissioner Moodie; who explained to the master of the small trading post there, the

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intentions of the government, in regard to the enforcement of the Laws and Customs Regulations. Henry Ford, who acted as Eskimo interpreter on the *Diana*, was engaged in the same capacity, for the *Neptune*.

Port Burwell was left early next morning; and we soon ran into fog, off the Button islands; it was accompanied by a strong S. E. wind, so, in the afternoon the speed was reduced to slow, as the dangerous reefs off Monumental and Franklin islands were not far away. We passed without seeing them; and the next day, steamed slowly into Cumberland Gulf, without a sight of the land. On the 4th, land was sighted, for a short time in the morning, and again in the afternoon; towards evening the fog lifted sufficiently, to allow the ship, to approach the shore, and to anchor in a large harbour; which was afterwards found to be on the south side of the gulf, about twenty miles to the eastward of Blacklead island. The fog lifted at 11 a. m. next day, when we got under way; and coasting slowly westward, reaching the settlement of Blacklead that evening.

The settlement, consisting of some dozen small buildings, is situated on a high, barren, rocky island, about five miles from the mainland. There is a fairly safe anchorage protected by reefs, in a small bay, at the south-east end. The settlement consists of a small whaling and trading post, belonging to Noble Bros., of Dundee, Scotland; and is the headquarters of the Church Mission Society, on Cumberland gulf.

The whale fishery is carried on at Cumberland gulf, in whale boats manned by Eskimos, who are employed by the whalers for that purpose, at Blacklead and Kikkerton stations. Each boat has a crew of five natives. The fishery starts about the 1st of October; and continues until the gulf freezes solid, generally in December. It is renewed again, as soon as the ice begins to move; which is usually in February, or the beginning of March. The fishery is not very profitable, as whales are not taken every year. Happily for the natives, two whales were captured in the spring of 1903; and later 3,000 seals were killed; this has put new life into the trade and has prevented the abandonment of the station; which had been seriously contemplated. There are about 450 persons, of Eskimo blood, living about Cumberland gulf; and all are more or less dependent, on the whaling stations, for a living; so were the stations abandoned, there would be great hardship among them: and a number would probably perish if outside help were not afforded.

Two rivers, on the north side of the gulf, and one at its head, are well-stocked with Arctic salmon; no efforts have been made, to fish these streams, for the market; but there is little doubt that a successful fishery could be made there; and in case of total failure of the whale fishery, the natives might find employment in the manner; or, in securing white whales, which are abundant in a river on the south side of the gulf, near its head.

There is a small church, hospital and parsonage at Blacklead, where the Rev. M. Peck and two assistants are doing good work among the natives.

When we visited the stations, all the able bodied males were away hunting barren-ground caribou, on the mainland. They leave about the middle of July, and return late in September; going with their boats, far inland, to the vicinity of Nettiling lake, where the deer are very numerous.

On our arrival at Blacklead, a visit was immediately made to the station; where Commissioner Moodie explained the nature of our trip, and stated the intentions of the government.

We left again that evening, having taken on board a native pilot for Kikkerton. We reached that place, at noon, on the following day; and only remained there long enough to explain our mission; when we steamed back to Blacklead. Kikkerton is very similar to Blacklead, being a cluster of small buildings nestled, at the foot of a rocky hill, on an island, one of a small group forming the harbour; and situated about ten miles from the north shore of the gulf.

At Blacklead, we took on board Capt. Jackson and his boat's crew of natives; they were bound for Cape Haven; and acted as pilots in payment for their passage. We steamed all night and next day, along the south shore of Cumberland gulf, in exceedingly fine weather. This is a very bold, broken coast, with bare, rocky cliffs, that rise

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from 500 to 1,000 feet above the sea ; while immediately behind, the land rises in broken hills, to altitudes, varying from 1,000 to 2,500 feet ; and is covered by many large patches of snow. The coast is deeply indented by long, narrow fiords ; and the mainland is usually masked, by clusters of bold rocky islands, behind which, a boat channel may be followed, almost all the way, from Blacklead to Cape Haven.

The wind was fresh when we arrived at Cape Haven, and our pilots did not think it safe to enter the harbour of the station, surrounded, as it is, by shoals and reefs ; so we stood across Cyrus Field bay, to a small harbour, in its south-west corner, called Frenchman's cove. We arrived at the mouth of the cove just at dark ; and found its entrance blocked by a huge iceberg ; a boat was lowered and discovered a deep narrow channel, between the iceberg and the rocks ; as the water was too deep to anchor outside we attempted the passage, by the light of a gastly moon ; and, after some anxious minutes, got safely into a snug land-locked harbour. The early part of the morning of the 8th, was spent in getting on board some casks of oil : which had been purchased at Blacklead, from the owner of the station. On landing, the station was found to consist of two very small buildings, perched on a narrow ledge of bare rock, almost overhanging the water of an inner harbour and surrounded by desolate ragged hills ; all presenting a most lonely and forlorn appearance. This station has been abandoned as unprofitable.

Leaving Frenchman's cove, with a fresh west wind, we crossed the bay ; and arrived at Cape Haven station, early in the afternoon. The boats were at once sent ashore, to bring off a steam launch also purchased from the former owner of the station. Cape Haven station is situated on a rocky island, about a mile south of the cape. The station consists of three small buildings, all very neat and clean, and is the property of Messrs. Potter and Brown, of Boston, Mass. It was established for the whale fishery, but, only three whales have been killed here, in the past twelve years, and the catch is confined to walrus, big seal and white bear ; the catch for 1902-03 being : 27 walrus, 30 big seal and 28 bears ; and the business is unprofitable. There are about one hundred natives attached to the place ; mustering enough able-bodied men to man five whale boats. No other natives are found, between here and Icy cove, on the north side of Hudson strait.

The north side of Cyrus Field bay is very shallow and lumpy ; and the land is low and broken into points and islands. On this account, the approach to the station is very risky with a large ship ; and I doubt if the Customs dues to be collected there, warrant the risk taken in visiting the place. Not only is the near approach dangerous, but many miles outside, a line of icebergs stretch for upwards of 20 miles to the northward of Monumental and Franklin islands, showing shallow water there also.

We left Cape Haven at 5 p. m., and passing inside the line of icebergs mentioned, were off Hall Island, at the north point of Frobisher bay, at 8.30 p. m., and with a fine night, continued across that bay and past Cape Best on Resolution island, next morning at seven o'clock and so entered Hudson strait.

Following the north side of the strait, we passed during the day, the Grinnell glacier which is situated just beyond the southern slope of Baffinland, and discharges into Frobisher bay. In the evening we passed close to the Saddle-back islands, and found them to be double the number marked on the chart ; we also passed over the doubtful Griper shoal, without any indication of its presence. Over fifty icebergs were seen along the north side of the strait, and from the Saddle-backs eighteen were counted at one time. The south-east winds reported to have prevailed all summer on the Labrador coast, had driven the bergs into the strait, to beyond Big island.

During the night, we passed Big island, and in the morning of the 10th, were about 25 miles off Douglas harbour ; the highlands of the south shore were gradually approached, so as to pass, within a short distance of Cape Weggs ; after which the course was shaped for the east end of Charles island, and its north side closely followed to its western end.

Near the western end of Charles island, are a few small islands ; about which a great many walrus were observed. As a number of these animal were required for dog food, during the coming winter, the ship anchored for the night in a small harbour behind one of the islands, and next morning we started to hunt for walrus in the small

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steam launch, and it proved very exciting sport. Several hundred of these animals were swimming about, usually in bands of ten or a dozen; a band would be singled out and chased by the launch at full speed. When the hunt started, the walrus would swim long distances under water, and would only come to the surface a few seconds to breathe; as the chase became hotter the length of the dives became shorter and shorter, until finally, the animals were almost continuously above water, and their pace slackened, so that the launch could be forced almost on top of them, and the whale spear attached to a water keg by a line, was plunged into the back of one. The boat was then put full speed astern, and a fusilade opened, to prevent the wounded animals from attacking the boat: notwithstanding this heavy fire, they would endeavour to get their tusk over the side of the launch, and at such times the sport was exciting. We succeeded in capturing seven, and lost fully as many more. When the carcasses were hoisted aboard they almost filled the after deck.

In the evening the ship was headed for Cape Wolstenholme, where we arrived early next morning, and ran into Erik cove, a good harbour, just east of the cape, with a small river flowing in at its head, very convenient for filling our tanks. While the crew were engaged at this work, the hunters succeeded in killing two polar bear on the cliffs about the harbour; one of them being found in a hole in a large bank of snow.

A strong south wind was blowing in the afternoon, accompanied by heavy squalls of snow, so it was thought advisable to stay in the harbour for the night. The weather continued dirty next morning, but clearing somewhat towards noon, we got under way, and steamed slowly across the western entrance of the strait, between Salisbury and Coats islands, in order to observe the state of the ice in Fox channel.

On the morning of the 14th, we came up with loose ice, about ten miles from Cape Leyson, the southern point of Bell island, and steamed through it, to the neighbourhood of Seahorse point, which was reached at noon. I landed there in the small steam launch; at the same time sending the ship into the heavy ice beyond the point; this ice was found to be in large sheets, and Captain Bartlett did not think it wise to go far into it so late in the season.

We landed just south of the point, and found it to be composed of low hills of granite, we then coasted a few miles southward and again landed, this time on a low flat shore of broken, light-bluff coloured limestone, thrown into low ridges, each a little higher than the one outside. The limestone was quite loose and without a sign of vegetation upon it; the country being the most desolated looking I have ever seen. A few traces of Eskimo were found here but they were very old.

On our return to the ship, a great number of walrus were seen upon the pans of ice; two boats sent after them, succeeded in killing four; they were hoisted aboard to complete our supply of dog food.

That night we lay to among the loose ice. In the morning, thousands of walrus were seen asleep upon the ice, and were left undisturbed. The ship was off Cape Leyson at 7 a. m., where the ice was parted from, and seen no more on this part of the voyage.

Keeping sight of the low southern shore of Bell island, we steamed westward through Evan's strait; taking frequent soundings on the way; and finding the bottom very even, with plenty of water. We passed close to Walrus island, in Fisher strait, and continued westward during the night, taking soundings every hour, as the weather was very thick with snow flurries; this weather continued all next day, and during it, we passed over the location of Tom island on the chart, without any indications of it from the soundings.

The weather moderated on the morning of the 17th, but the fog continued; at nine o'clock breakers were sighted, and shortly after a number of low islands were passed. The launch was lowered, and the ship slowly followed it into a fine harbour, behind islands, in the mouth of a long bay.

We were exceedingly lucky in reaching a good harbour, ahead of a heavy gale from the northeast, which lasted until the 22nd. Not knowing our exact location, the large launch was made ready for an exploration of the coast, to find, if possible, some of the natives, and also to search for the wintering quarters of the American whaling schooner known to be in this part of the bay. While engaged in preparing

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the launch, we were agreeably surprised to see a party of natives on the hills to the eastward. The launch was sent away in the gale, and after considerable difficulty returned with them to the ship.

They proved to be a number of Eskimo, from Cape Fullerton, on their way, to hunt deer inland, from the head of Winchester inlet; at the mouth of which we were anchored. They informed us, that the schooner *Era* was already in winter-quarters, at Cape Fullerton; and a couple of them were easily persuaded to pilot the ship to that place, where a good harbour would be found to pass the winter in. We also learned, that the natives, on the coast, had very few deer-skins; and that, only by visiting the Eskimo of Chesterfield inlet, could a sufficient supply be obtained to provide winter clothing for the crew. At the same time a supply of fresh meat could also be procured; and arrangements made with the natives there, to bring in further supplies, during the winter.

Under the circumstances, I thought this visit a necessity; and, having a native guide, proceeded to outfit the large launch, for a five hundred mile trip, to the head of Chesterfield inlet and return. Everything being ready, and the gale having abated, we steamed out of Winchester inlet, early in the morning of the 23rd, closely followed by the *Neptune* en route to Cape Fullerton; where she arrived that evening. There was a heavy sea, crossing to the mouth of Chesterfield inlet, but the launch behaved beautifully; and at noon, we were in the smooth water of the inlet. In crossing, we kept outside a wide fringe, of low rocky islands; and often passed over shoals far from the land, especially on the north side, of the mouth of the inlet, where the reefs extend several miles seaward. That night, we anchored behind a small island, on the north side, fifty miles above its mouth and eighty-five miles from Winchester Inlet.

Starting at daybreak next morning, we arrived at 8.30 a. m., at an encampment of eight tents of Eskimos, situated on the shore of a large bay, a few miles below Ragged point. The men were away hunting, but, we learned from the women, that a boat loaded with skins, had left three days before for the *Era*, at Cape Fullerton; and consequently not many skins could be procured here. After a short stay at the camp, we continued on, and in the evening arrived at a second encampment, situated on the south channel of the river, leading from Baker lake, past the Bowell islands, and one hundred and twenty miles above the mouth of the inlet. The men of this party were also away; but returned before night; and we purchased, from them, upwards of seventy skins, and about 400 lbs. of meat. There had been a great slaughter of deer at the encampment, some time in August, as hundreds of half cleaned skeletons were lying about the camp, the horns of which were in the velvet.

We started on our return journey, at sunrise next morning; and rushed down stream, aided by a current of six miles an hour. A stop was made at the lower encampment; where, finding that the men had not returned, we determined to await them until next day. They returned, in two boats, the following morning, about 11 o'clock; a number of deerskins were added to our stock, together with a considerable amount of fresh meat; and they promised to visit the ship, during the winter, bringing further supplies of meat. As soon as the trading was finished, we continued down the inlet, until it became too dark, for the pilot to keep his bearings; then we worked slowly inshore, and came to anchor among the islands and shoals of Dangerous point.

Near midnight, the launch grounded, about an hour before low water; and before anything could be done to stop her, had fallen down on her side and partly filled with water. Efforts were immediately made to lighten the launch, by sending loads, in the dingy to a nearby island; and by dumping the coal overboard. The water was bailed out, as the tide fell; but our efforts were fruitless as the rising tide flowed in over the side; and we had to confine ourselves to saving, what we could, before the water rose above the launch; the rest of the night was spent in moving the cargo above high water mark on the island; and day dawned, on a rather forlorn party, stranded on a small barren island; and looking out, to the spot, where, we knew that the launch lay sunk. With the next falling tide, an endeavour was made to right the launch, with a tackle, made with a boat mast and the blocks of the boat sail; this proved too light for the work; and we had to reluctantly abandon the hope of saving the launch, without outside help.

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All the necessary articles saved were sent, in the dingy, to a small cove on the mainland ; and this work took until after dark ; when I sent Wells, Ford and Scotty, the Eskimo pilot, with instructions to reach the *Neptune* as soon as possible, without taking too great risks. They left in the fourteen foot dingy, on rather a perilous trip, considering the late season of the year. The four of us remaining, made ourselves as comfortable as possible, under the circumstances ; and resigned ourselves to await the arrival of the *Neptune*.

On the afternoon of October 3, we were gladdened by the smoke of the steamer ; and later saw her come to anchor about ten miles below the camp. The men in the boat had made a wonderful trip, considering the bad weather encountered, in so small a boat ; and reached the ship on the morning of the 1st. Steam was immediately raised ; and the ship started for Chesterfield inlet. To show the danger of this uncharted coast, the ship grounded twice, out of sight of land, to the northward of the mouth of the inlet ; and several times got into very, shallow water, without knowing, which way to go for deeper ; fortunately no damage was done by her contact with the bottom.

On the morning of the 4th, three of the ship's boats arrived at the camp, accompanied by the whaleboat of Captain Comer ; who had kindly volunteered his services at Cape Fullerton. An attempt was made to raise and float the launch ; but it was only partly successful, owing to a gale springing up. Late in the afternoon, I accompanied Captain Bartlett, in an attempt to return to the ship ; but we were unable to reach it ; and had to spend the night, with the boat's crew, under the lee of a rock, on a small island, in a raging snowstorm, and did not reach the ship untill noon next day, all tired, wet and hungry.

The gale lasted until the 8th, when the ship went up the inlet, and anchored close to the launch ; which was raised ; and on being hoisted on board, was found to have large holes in both sides.

As soon as the launch was secured, the ship stood down the inlet ; and anchored, a few miles inside its mouth, awaiting daylight to pass over the shallows outside. These were avoided by keeping more to the southward, until a considerable distance off the coast ; when the course was shaped for Cape Fullerton ; and the anchor dropped inside that harbour at dark.

Before the ship left for Chesterfield inlet, Commissioner Moodie, had decided to erect his post at Cape Fullerton ; and considerable work had been done on his house. This work was continued on our return ; and other preparations were made for wintering here. The first was the cutting and piling of a supply of ice, for the winter's water ; the ice was obtained from a small pond, close to the post, and about half a mile from the ship. The ship was next decked over with rough lumber, so as to keep the snow and wind out of the living quarters. The harbour froze over on October 16, and a few days later the ship was swung, so as to head true north.

By the beginning of November, the days became very short ; and to take advantage of all the daylight, the midday meal was dispensed with, giving us a late breakfast and an early dinner, with an informal supper late in the evening. This order continued until March 21.

As soon as the ice about the ship became thick enough, the work of banking the sides of the vessel was commenced, and it was completed in a few days. A wall of snow blocks, about two feet thick, reached as high as the bridge deck, completely around the ship. Sails were spread over the temporary roof, and were covered with snow ; this raised the temperature on the deck several degrees and cut off all draughts, adding greatly to our inclosed space and comfort.

The short days of the winter months passed quickly ; sufficient work being found to keep all busy during the daylight ; and the monotony of the long evenings was relieved by games, readings, a weekly lecture on Wednesday and a dance on Thursday. Another weekly dance was given on board the *Era* on Saturday evenings. The principal work was hauling ice for water, and keeping the ship clear of snow, while the leisure daylight was spent in hunting, or visiting fox traps.

About the middle of November, I sent ashore, and had stored in a shed, a quantity of provisions and outfit sufficient to keep the ship's company until spring ; this was done in case of fire ; and for the same reason, water holes were kept open, along side ; and a

force pump and hose kept in readiness, in the stoke hold, where water could be obtained from the sea cocks.

Thanksgiving Day was observed on November 12 by morning service and an extra good dinner and dance in the evening.

On December 7, a couple of natives arrived at the ship; and Major Moodie soon after arranged with them, to take a mail to Churchill. We were all busy with our correspondence, for a week, the mail leaving Fullerton, December 13. The men were accompanied to Chesterfield, by one of our natives; and it was not, until the first week of July, that we learned from people from that neighbourhood, that for some reason, the mail carriers had not got beyond Baker lake; and that the mail was there.

Christmas and New Years were passed as pleasantly as possible; and after the holidays, regular work was resumed; but the short, very cold days of January and February, did not allow of much work. With the longer days of March, the wrecked launch was repaired; and an ice-boring machine made. At the end of March, preparations were begun for Spring work.

Early in April, Mr. Caldwell left the ship, in company with three natives, to explore the country between there and Wager inlet. He was absent until May 30, during which time, he made an excellent sketch of the shore line, from Cape Fullerton to, and around Wager inlet; a very creditable trip considering the difficulties he had to contend with.

Mr. King, assisted by Mr. Ross, made surveys of the harbour and approaches to Fullerton, taking a large number of soundings, by the aid of the ice-boring machine, made by Mr. Crossman, chief engineer. Unfortunately the machine was lost by the breaking up of the ice, before the work was completed.

Owing to sad circumstances, to be mentioned presently, I was unable to leave the ship until the first week in May; when I made a survey of the coast, between Fullerton and Chesterfield inlet; and examined it geologically. I was absent ten days.

Early in the month, the temporary covering was removed from the forward deck; and on the 30th, the remainder was taken down, and sent ashore, for the use of the detachment of North-west Mounted Police; who had previously been supplied with provisions and coal.

Daylight was continuous from June 1; and the long days were employed cleaning, repairing and painting the ship and boats for the summer's cruise; everything being practically ready by the end of the month.

On June 15, accompanied by Dr. Borden, two of the crew and three natives, I left the ship, with two whale boats, kindly furnished me by Captain Comer, for a trip to Southampton island in company with his four boats. We followed the coast northward to Whale point; and then crossed, through leads in the ice, reaching the island some fifteen miles north of our starting point. Parting with Captain Comer, we examined about fifty miles of coast, to the northwards of Cape Kendall; and remained there a week, returning, through the ice, to the ship, on July 3. We visited the island too early for the best results, as the coast was covered with solid ice; which extended from one to six miles from the land. This ice and much of the land, was covered with deep snow; which rendered travelling next to impossible. I took formal possession of the island; hoisted the Dominion Flag; and left a record of the proceedings, in a conspicuous cairn. We collected a number of fossils, bird skins and a few eggs, being too early for the last, and for plants.

There was little change in the state of the ice, on my return; ashes, spread on the ice had cut deeply into it; and this was continued into the channel to the Beacon. The ice about the ship was sawn, so, as to allow her to swing, for the adjustment of the compasses; and the work proved so difficult, that the attempt to saw out the channel was abandoned, as it was so slow a process, that I felt sure we would be released by nature, long before a channel could be sawn to open water.

It is my sad duty to record the death of two members of the expedition, Dr. G. B. Faribault, Assistant Surgeon, and Jas. O'Connell, boy. These sad deaths were not due to physical illness, but to mental troubles. Dr. Faribault, previous to joining the expedition, had a serious attack; and had been treated for nervous disorders. During the first month of the trip, he was seemingly stupid, but not visibly insane. Signs of

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insanity developed in him, towards the beginning of October; and November 1, he became violently insane. On the 3rd, his actions became so violent and dangerous, that by the advice of Dr. Borden, he was handed over to Major Moodie, as a dangerous lunatic. Preparations were immediately made for securing him, under a guard of the North-west Mounted Police; and a cell and guardroom were erected in the port alley-way for that purpose. He continued noisy and violent, with a little change in his physical conditions, until March 22; when, he was taken with severe convulsions, lasting over several days. These exhausted his strength; and he gradually sank, from that time, until his death, on April 27. Dr. Borden made a *post mortem* examination; and pronounced death due to chronic inflammation of the brain. We buried him, with all the honour possible, on an island of the harbour; and later erected a cross with a brass inscription, at the head of his grave.

Thanks are due to the members of the North-west Mounted Police, for the patient and careful treatment of Dr. Faribault, during his long illness; and his death was not only a happy release to himself, but to everybody on the ship; as his ravings, heard throughout the ship, constantly reminded all of his presence; and were anything but cheerful during the long winter nights.

Young O'Connell, a boy engaged on the recommendation of Mr. Roche, in Halifax, early developed signs of a mild form of lunacy; but was in no ways dangerous. I had personally warned him on several occasions, not to leave the ship, without a companion; but as he had a habit of hiding himself behind boats, or on the top of the house, no track could be kept of him. Early on the evening of December 11, he was observed leaving the ship to go to the *Era*, or snowhouses not far away. Later, a strong wind and snowstorm came on; but owing to his habits, O'Connell was not missed, by his mess mates, until the following morning. An immediate search was made for him, by the united crews and natives of the ships; but, owing to the raging storm, it was ineffectual, until the 15th; when, the weather clearing, one of the natives discovered traces of him; and followed the tracks to the open water, where they ended. The poor fellow appears to have wandered about, until the storm commenced; when he went directly ahead of the wind, until he reached the open water; and was quickly drowned. No signs of his body were afterwards seen. There is no doubt that his death was quite accidental.

Apart from these two sad cases, the general health was excellent; and there were no serious illnesses on board. On the *Era*, four cases of scurvy occurred; two of these slight, the others severe; one resulting in death, and the other being so bad as to cause the discharge of the seaman, whom we sent by the relief ship to St. Johns, to the care of the United States Consul.

The weather, as will be seen from the summary below, was at times quite severe; and work on deck, in consequence, was then impossible; but even during the coldest spells, the living quarters were always warm, dry and comfortable; a circumstance to which, in a large measure, the general good health may be ascribed.

Month.

SUMMARY OF TEMPERATURES.

	Average Temp.	Highest.	Lowest.
1903.			
September.....	36°.15	56°.3	22°
October.....	17°.166	39°	-8°.5
November.....	5°.53	32°	-20°
December.....	-8°.143	15°	-37°
1904.			
January.....	-22°.4	12°	-42°
February.....	-27°.8	7°	-46°
March.....	-20°.6	5°	-53°
April.....	5°.77	30°	-30°
May.....	19°.8	40°	-7°
June.....	36°.26	63°	20°

The ice, in Fullerton harbour, and its approaches, gave no sign of breaking up, until about the middle of July; when, that outside the harbour began to decay; and was broken by the spring tides. The western channel remaining closed, a line of soundings was run out of the small eastern channel; and a passage, crooked and narrow, was found there.

At 2 a.m., Monday, the 18th July, we cast our lines from the ice; and breaking the harbour ice, we passed out into open water. Cautiously sounding, as we steamed slowly out, it was six o'clock, before we reached moderately deep water, beyond the reefs, and almost out of sight of land.

There was very little floating ice outside; and a course was laid, for the southwest end of Southampton island; which is placed at least forty miles too far south, on the charts. Continuing through stringers of loose ice, by noon of the 19th, we were in the middle of Fisher strait; and skirting along the low shores of Coats island. In the evening we passed a conspicuous headland, forming the northeast point of Coats island; and which I named Cape Préfontaine.

Leaving Coats island much heavy ice, in large sheets, was encountered; and the ship was forced, far to the southward, in crossing from there to Mansfield island; which was sighted at 9 a.m. of the 30th. We passed within a few miles of its low shores, to its northeast point; and then crossed directly to Digges island; where we arrived at 6 p.m., having to pass through heavy ice, all the way across.

Hudson strait to the eastward of Digges, appeared blocked with ice; and so, after an attempt, to find a passage through it, to the northward, we returned south; and were finally beset at 4 a.m. on the 21st, near the eastern end of Digges, and about three miles from that island. The ship remained fast in the ice, until 8 p.m. on the 22nd; when, a slight slackening of the ice, allowed us to force our way into open water, under the land. During our confinement in the ice, the ship drifted fully thirty miles to the eastward, along the south coast of the strait.

A good lead of open water, from one to five miles wide, continued along the land, to beyond Deception bay, where the ice came closer to the shore, and the water became too shallow, to permit us, to attempt a farther passage; so a stop was made by forcing the ship into the ice at 6 a.m. on the 23rd. The ice slackened later; and before night, a way had been forced, to the east end of Charles island; where the ice again closed and the weather became thick. We remained in the drifting pack, until 10.30 a.m. next day; having drifted, during the interval, eastward, to Douglas harbour. By one o'clock, we reached open water, to the northward; and turning eastward, met with no more heavy ice, on the passage to Port Burwell; where we arrived, at 5.30 p.m., on the 25th July; just an hour after the arrival of the *Erik* with supplies from Halifax, on the very day agreed to the year previous.

The supplies of coal and provisions were all received from the *Erik*; those for the Mounted Police, were landed at Port Burwell, by request of Major Moodie, who returned home on the *Erik*. This work was completed on the 1st August; and early the following morning we left on our Northern cruise.

The course was N. E. true; and we were at noon, twenty miles off Cape Resolution; where much snow was seen on the land. A considerable number of icebergs were passed during the afternoon and evening.

The weather remained clear until the afternoon, when fog settled down. Only one iceberg was seen in the morning, and none again until late in the afternoon, when a few small ones were passed; and at six o'clock we came up to a scattered pans of heavy field ice. These were supposed to be outliers of the western pack; and the course was changed to the eastward to avoid entering the ice. During the morning a school of six killer whales played about the ship for some time.

The weather remained foggy, from the afternoon of the 3rd until that of the 6th. During this time the ship could only go slow, on account of the danger from icebergs hidden in the fog. When the fog lifted, it disclosed the wild and picturesque scenery of the western side, of the great island of Disco, with its snow capped mountains rising 4,000 feet above the sea, and with great glaciers filling its valleys. Two large Right whales were seen, close to the ship, during the fog, on the 5th.

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We steamed up the Greenland coast, or rather from twenty to fifty miles off that land, until we reached the Duck islands, on the evening of the 7th; when the course was changed, to the westward to cross Melville bay to Cape York, and to so gain the 'North Water' of the whalers. A good many icebergs were seen along the northern Greenland coast; and there were large masses of field ice inshore, evidently but lately floated out of the deep bays along the coast.

Our passage across Melville bay was made in very dirty weather, with fog, heavy rain and a strong southeast wind, but luckily no ice, beyond a few bergs, was met with, until within a few miles of Cape York, where the weather cleared sufficiently to make out the land. We ran along the margin of broken ice, which extended from one to four miles from the rocky shores, and at eight o'clock in the evening, reached Conical island, and rounded into the snug harbour of Parker Snow bay. The daylight was now continuous, and the only difference between night and day was the greater cold of the former.

We were very glad to find such a good anchorage, as on the 9th the wind blew a gale of fifty miles an hour, cutting the tops of the waves, and rendering a landing impossible until it dropped in the evening, when I went ashore and examined the glaciers flowing from the ice cap down into the valley of the bay. We climbed about 1,000 feet to a rocky hill dividing the stream of ice, and found the rocks to be granites and gneisses, very similar to our Laurentian rocks. The higher hills rise about 1,500 feet above the sea, and behind them, the front of the ice-cap is about 500 feet higher.

On our return to the ship, we got under way, and at midnight passed the great Petiwak Glacier, with the midnight sun shining brightly upon it and upon the numerous icebergs broken from it.

The 10th was fine and calm. At eight o'clock in the morning we passed Cape Parry, and crossed from there between Northampton and Herbert islands, to the north side of Inglefield gulf. The upper part of this great bay, was still frozen solid, while the mouth was partly filled with pans of ice, on which were a number of walrus and big seals. The coast was then closely followed northward, past Cape Alexander, at the mouth of Smith sound. Many icebergs were seen, but no field ice until the cape was passed. At eight in the evening, we entered Etah bay, looking for some of the Arctic highlander Eskimos, but none were there, and we only saw a number of their sod houses, and a small pile of coal, left by Peary, who had his headquarters there, on one of his earlier attempts to reach the pole. We were now near the scenes of disaster following many of the early attempts at Arctic exploration. A few miles south of Etah is the lonely grave of Sontag, the astronomer; to the northward, a short distance, is Lifeboat Cove, the place of trial of Kane and Hayes, and the wreck of the 'Polaris'. On the western side of the sound is Cape Sabine, where the final disasters, starvation and death met the Greely expedition; in fact, both shores of the sound are chiefly memorable, for the death or the blasted hopes of enthusiastic Arctic explorers.

There was considerable ice about Etah, and the pans in several places were thickly covered with walrus, the total being in the thousands. We continued northward to Littleton island, where heavy ice was met, and it was decided to attempt a crossing to the southward of it. On the way to Cape Sabine, we passed some very heavy ice; the cakes, in many places, were miles in extent, and floated high above the water. These were of the Arctic ice, which had passed down through Kennedy channel, into Smith sound, and then on into the northern part of Baffin bay.

Cape Sabine was reached at one o'clock on the morning of the 11th, and the heavy bumping in crossing was but a foretaste to the excitement of that day. The ship was stopped behind a small island, just south of the cape, where, accompanied by the Captain and the Doctor, I landed on the rocky granite shore, about half a mile south of Parry's last headquarters. We walked over to his house, which was originally the deck-house of the *Windward*. Close to it is another small house, built of rough lumber, the residence of the Stein party. Both are very small, and the surroundings dreary, while the amount of decaying walrus blubber, scattered about, rendered the rocks slippery and the air slimy. A few bodies of dead Eskimos, wrapped in musk-ox skins, were covered with small piles of rocks, within a few yards of the houses, and must have proven pleasant company during the dreary winter. A couple of photographs were

taken, and a copy of the Proclamation, taking formally possession of Ellesmere's island, was tacked on the inside of the house.

We then returned to the boat, and found, that during our absence, a heavy floe some miles in extent, had come in, and had forced the ship to leave for safety. The ice was fast closing on the shore, and we had a narrow escape from being caught between it and the land, but finally reached the ship in safety. All night ice was forming between the pans, showing the first signs of the coming winter.

We now steamed southward, across the bay to Cape Herschell; when about half way across, the ship struck violently upon the summit of a sharp rock, but luckily had way enough to carry her over without hanging. Several icebergs were close along side, and a sounding taken within a hundred yards, gave seventy fathoms of water. An inspection was immediately made, but no apparent damage could be found, beyond an extra amount of water to be pumped; the keel appearing to have taken all the blows.

We landed at Cape Herschell, where we hoisted the Canadian Flag; read the Proclamation taking formal possession of Ellesmere island and adjacent islands, in the name of the King, for the Dominion; and a copy of the Proclamation was deposited in a large cairn, on the extreme point of the cape.

No time was lost getting southward, away from the heavy ice pouring steadily past Cape Sabine, and we soon were in much looser and thinner ice, most of it apparently from the bays on the coast and, quite different from the heavy Arctic floes.

There was considerable ice along shore, so we were obliged to keep from three to ten miles from the land. In this manner, we steamed southward all day, passing large fields of ice, formed of cakes of heavy Arctic ice cemented together by thinner and smoother ice, probably formed about the heavier cakes during the past winter in the adjacent bays. Several times the ship was forced to butt her way through tight places, and the difference between this heavy ice and that of the Hudson bay was noticeable in the shock to the ship. Mr. King made a sketch of the coast, as far south as Cadogan bay, which is very different from that laid down on the charts. There is a marked contrast between the amount of ice and snow upon the land on the west side, and that of the Greenland coast, directly opposite, all to the advantage of the latter. The land, from Cape Sabine to Cadogan bay, is high and bold, becoming slightly lower towards the south. The shores are deeply indented with bays and fiords. Only prominent capes are partly bare of snow and ice; the remainder of the coast is buried beneath a thick mantle of white, with only a favoured pinnacle rising its dark summit, here and there, above the monotonous snow. Farther inland, there appears to be a continuous icecap; and from it, in every valley, active glaciers flow down into the bays, where they discharge numerous icebergs. The granite rocks extend southward from Cape Sabine to Cape Isabella, when they are replaced by a system of bedded sandstones, identical with those of the northern coast of Greenland. Owing to the ice, no landing could be made on the coast, and consequently, a close examination was impossible; but these bedded rocks appeared to be greatly contorted, near their contact with the granites, leading to the belief that they were older than the latter; while their marked resemblance to the sandstones and associated traps of the Animikie of Hudson bay and Labrador, leads me to class them as much older than the age given to the corresponding rocks of Greenland, which, on account of a resemblance to the rocks of Disco island, have been called Tertiary. These rocks again gave place to the Laurentian granite at Cadogan bay.

Towards evening, the weather became foggy; and the ice forced us away from the coast; so that at seven o'clock, the work of surveying had to be given up. Thick fields of ice forced us to the eastward, during the night, and the next day proving foggy, we only sighted land, for a few moments in the morning; and not again, until five in the evening; when occasional glimpse were obtained of the low granite shores and islets, off Philpots island, near the mouth of Lancaster sound.

The weather continued dirty during the night, with a steadily falling barometer and strong easterly wind. The land was seen at intervals; and appeared to be high and broken, covered with ice, and having many glaciers, especially in Croker bay. To the westward of that bay, the irregular Laurentian rocks are capped, with upwards of a thousand feet, of nearly horizontal beds, of Silurian limestones. The character of the coast changes with the rocks; and to the westward of Croker bay, the country becomes

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a flat tableland ; while the coast is very abrupt ; and is deeply cut by long, narrow bays ; so that it closely resembles, on a gigantic scale, the steep banks of a river running through a clay country.

Being short of water ; and the day promising to be bad, at eight o'clock on the morning of the 13th, we turned into one of these bays, Coming creek, a few miles west of Croker bay. We were obliged to steam ten miles up it, before we could obtain water shallow enough to anchor ; and were then about a mile from its head. A band of walrus were seen sporting about the bay.

The boats were sent off, in the afternoon for water ; and the scientific staff landed to collect natural history and geological specimens. I attempted to climb the limestone cliff ; and reached an elevation of 1,100 feet, about three hundred feet below the perpendicular summit. The cliffs are about 1,500 feet high ; and the land rises about 500 feet higher inland ; where it is capped with ice. The land, below the snow line, is exceedingly barren and desolate ; there is an absence of soil, broken limestone shingle being its only substitute ; and this is dry and quite barren ; only in the lower bottoms of the valleys was the moisture sufficient to produce a scant growth of Arctic grasses and plants.

An easterly gale blew all night and next day ; the wind falling towards evening. The weather was foggy and snow fell upon the upper hills. At eight o'clock in the evening, we got under way ; and at ten, were clear of the bay ; when turning westward, we steamed along the coast all night ; the fog lifted sufficiently to allow a sketch being made of the shore, which is fairly accurate on the charts. The underlying granite rocks, slowly dip beneath the level of the sea ; so that, a few miles to the west, only the nearly flat bedded limestones are seen in the cliffs.

Very few glaciers reach the sea, to the west of Coming creek ; and the tableland slowly decreases in elevation.

At eleven o'clock, on the morning of the 15th, we dropped anchor in Erebus harbour, at Beechy island, near the southwest end of North Devon. This is one of the most interesting places in the Arctic. Here Franklin wintered for the last time, before passing, with his ships the *Erebus* and *Terror*, to the westward ; where finally all perished, on the shore of King Williams island ; or, in the attempt to reach civilization, to the southward. Here, was also established, the headquarters of all the Franklin relief expeditions sent out for years afterwards in search of his missing ships. After fifty years, numerous traces remain of these expeditions ; the frame of a large storehouse stands on a shingle terrace, a few yards from the western shore of the harbour, and close under the high hill forming the point. Inside, and in rows outside the building, are many casks of provisions, including peas, flour, oatmeal and cheese, all destroyed by the weather. Scattered about are hundreds of tins ; which once contained the infamous Goldner Patent rations, supposed to have been, one of the direct causes, of the loss of the ill-fated expedition. Remnants of clothing and many leather boot soles also were seen, together with a two-wheeled cart, of Admiralty pattern. On the beach, below, are the wrecks of a large sloop and a life-boat, left by the relief expeditions. Both have been badly broken by the ice ; and portions, of the mahogany planking, of the life boat, were taken for souvenirs. On a small terrace, immediately behind the house, is a wooden cenotaph erected to the memory of Franklin and his crews ; and lying along side is the large marble slab, sent there, by American citizens ; and left by McClintock in 1858 ; who, attached a brass plate to it. We raised the slab and photographed it ; and again laid it, inscription downward, along side the wooden monument. Should a cruiser again visit this memorable spot, material for a solid foundation for this slab should be taken ; as it cannot be erected in the strong winds that blow there, without some such precaution.

About half a mile, in rear of the house, on a desolate plain, are five graves containing the remains of some of Franklin's companions ; who died here, and some of the members of the relief expeditions. Leave was given to as many of the crew as possible to land here ; but the ice coming out of the inner bay forced us to leave before the graves could be photographed. We brought away the cart.

A sealed record was found, attached to the cenotaph ; and when opened it proved to have been left, on August 24, 1903, by the Swedish Magnetic Pole Expedition,

in the sloop *Gjoa*. The record stated that they were going southward down Peel sound. It was taken on board to be sent to the Swedish government.

At Beechy island, no ice could be seen to the westward, in Barrow strait: while northward only a few loose pans were in Wellington channel; and the prospects looked so favourable, for a Northwest Passage, that many of us regretted the lack of instructions to make such an attempt, if feasible.

The Canadian Flag was hoisted; and we read a Proclamation, taking formal possession of North Devon and adjacent island for the Dominion. A copy of the proclamation was left, in a sealed box attached to the Franklin monument.

Early in the afternoon, we steamed out of the harbour, bound southward, across Lancaster sound, to the island of North Somerset; late in the afternoon, a few stringers of ice forced us to the eastward; and the wind freshening to a gale from the northward, accompanied by fog, caused us to take refuge in Leopold harbour, on that island, at the entrance to Prince Regent inlet. We passed inside of the bold Leopold island, and rounding Cape Clarence stood southward a few miles, along the high castellated cliff of flat limestone; and so near midnight, rounded the low point, into this secure harbour. When entering, what appeared to be a boat, with a structure built alongside, was seen on the point, with a flag flying. Thinking that it might be some persons in distress, the whistle was blown; and as soon as the anchor was down, I sent the doctor ashore to relieve any one who might be there. Luckily our fears proved groundless, as the structure turned out to be a pile of boxes of provisions, for the *Gjoa*, built around the boiler of an old steam launch, left there by one of the Franklin search parties. We found later, that the provisions had been recently left by the whaler *Windward*, for the Swedish Expedition; and that they consisted largely of bread and butter.

A very heavy gale continued until the morning of the 17th, it being impossible, meanwhile, to land with a boat. Early that morning, I put ashore; and went through the ceremony of hoisting the flag, and reading a proclamation taking possession of North Somerset, leaving a copy of it in the boiler. The boiler and keel were all that remained of the steam launch. Evidences of the presence of Eskimos were found; and we brought on board a sled runner made of teak, probably obtained from the wreck of the *Fury* lost by Parry many years ago, farther to the southward in the inlet.

We left the harbour at eleven in the morning; and half an hour later were enveloped, in a thick fog; during the interval we had to steam slow, against a strong head wind, and luckily met with no ice.

The fog began to lift in the evening of the 18th, showing our position to be a few miles off Adams island, on the western side of the entrance to Navy Board inlet.

Later in the evening, the fog cleared, disclosing the high, broken land of Bylot island, with Wollaston islands in the foreground. A wide fringe, of heavy, broken ice, prevented us from approaching the coast. The land rises in fairly sharp peaks, nearly 2,500 feet above the sea; it is largely covered with snow, while glaciers fill all the larger valleys. The rocks are probably Laurentian.

We skirted the coast, as close as the ice would allow, all night; and next morning, having passed Cape Graham Moore, came upon an encampment of Eskimos, on the shores of a small cove, just inside the cape, on the northern shore of the entrance to Ponds inlet. Going ashore in the boat, we found thirteen tents on the banks of a small stream; only two or three men were there; the majority being away in whale boats belonging to the ketch *Albert*. Several women and children were about the tents; and in one, we found a poor fellow lying in his blood, having that morning had a severe hemorrhage; and apparently having received no attention since. We learned that there had been an epidemic of sickness, a fever accompanied in many cases with bleeding from the mouth. All able to do so, accompanied us on board; and there, had a good dinner, and a present of pipes and tobacco. They told us that the *Albert* was in Erik harbour, on the south side of the inlet; and that two of the Scotch whalers were about twenty-five miles, up the inlet, catching fish.

Taking one of the men as pilot, we steamed up the inlet; and at six in the evening, anchored along side of the *Diana* and *Eclipse* whalers, close to the mouth of a small river on the south side of the inlet.

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There are two encampments of natives on Ponds inlet, the one we visited at Button point, and another about six miles farther up the inlet, on the same side. A number of Eskimos, from Cumberland gulf, were found living along side the *Albert* in Erik harbour. In all there are thirty-seven families at Ponds inlet, numbering thirty-six men, forty women, thirty-four boys and thirty-four girls. The only other natives in the northern part of Baffin island are those of Admiralty inlet; and they are only about a dozen families.

During the summer, these people live in skin, or cotton tents; during the interval between summer and winter their habitation are houses, dug out of the bank of a stream; with low walls rising two or three feet above the surface, and formed of a conglomeration of rocks, whalebones and sods. The entrance is below ground, and consists of a hole about two feet and a half in diameter. The door leads into a depression about six feet in diameter, with a bed, or bench extending from it, on all sides, to the wall, and about three feet higher than the floor; in fact the interior of these houses is very similar in arrangement to that of the snow houses. The roof is temporary; and is formed of the summer tentings. In winter they dwell in snow houses.

At the time of our visit, many of the Eskimos were inland after deerskins, for their winter clothing and bedding. They describe the interior, as being much warmer and less forbidding, than would appear from the coast. The country is broken, but not mountainous, with numerous lakes and wide valleys; where the barren-ground caribou are found in large bands. Even the forbidding Bylot island, which, from the coast, appear to be a mass of ice covered mountains, is said to be free of snow, after passing some ten or fifteen miles inland; but there are very few deer on it. In winter the natives all live at Button point, close to the open water; and there kill narwhals, seals and a few walrus for food.

Shortly after anchoring, we were visited by Captain Milne, of the *Eclipse*, Captain Adams, of the *Diana*, and Mr. Much, of the *Albert*. They all said that the present summer was the worst in their long experience, for fog and easterly gales. The *Diana* had been closed in the ice for twenty-seven days, and the *Eclipse* for twenty-one days, in crossing Melville bay: but this delay was nothing to the difficulties of the previous year days; when the *Balaena* had been fast for eighty days and the *Vega* at the same time, crushed and sunk.

There are only four Dundee whalers, small steam barques, in this year's fleet. Three, the *Eclipse*, *Diana* and *Balaena*, were now at Pond inlet, while the fourth, the *Windward*, was still at Prince Regent inlet, after white whales; but was expected daily.

To date, the catch of whales was as follows:—

Diana, 3 whales with bone weighing about 5 000 lbs.

Eclipse, 2 whales with bone weighing about 3,300 lbs.

Balaena, 1 whale with bone weighing about 1,500 lbs.

Windward, 1 whale with bone weighing about 1,500 lbs.

Albert, 2 whales with bone weighing about 500 lbs.

To this must be added the probability of the Fall catch, along the east coast of Baffin island, where the ships remain until late in the month of October.

From advices since the return of the whalers, it has been learned that the Fall fishery was without success, owing to the ice and early approach of winter.

The Scotch whalers carry large crews, and are thus quite independent of the natives.

The *Albert*, a large ketch, formerly belonging to the Deep-Sea Mission, arrived at Ponds inlet in the summer of 1903; and is used as a station. The boats belonging to this ship are manned, in part, by local natives, and in part by those brought from Cumberland gulf. The venture counting on this year's returns is not a commercial success to date. The two whales taken were very small, and the bone of inferior quality. The total receipts are augmented by a few bear and fox skins, and a few pounds of narwhal ivory.

Shortly after our arrival, a small net was borrowed from one of the whaling ships; and two boats sent to the mouth of the little river close by. Four casts of the net were made, to load both boats; and they returned to the ship, in less than two hours, with over a thousand fine Arctic salmon, aggregating over 5,000 pounds in weight, the

fish running from three to ten pounds in weight. There is no doubt that a profitable fishery could be carried on here.

On the 20th, Corporal Donaldson, who had been appointed Deputy Collector of Customs by Major Moodie, before leaving Port Burwell, was busy all day attending to his duties on board the whalers. I landed and examined the neighbouring country. The south side of the inlet rises in a succession of terraces cut into sands and gravels; these terraces rise to an elevation of upwards of six hundred feet, to the base of the rocky Laurantian hills behind. The lower terraces or broad plains, which extend for miles to the south and west; these are well covered with grasses and Arctic shrubs, and form a pleasing contrast to the snow-covered, barren, higher lands.

The small river and other streams have valleys cut deeply into the plain; and their banks show the stratification of the sands, clays and gravels. Small pieces of tertiary lignite are found in the river bed; and this points to these deposits having a greater age than the glacier period; and they may correspond to the coal bearing formations of the upper rocks of Greenland. Similar coal has been found in the drift, in a couple of places along the east coast of Baffin island, between Ponds inlet and Cumberland gulf, showing that the tertiary deposits may be quite extensive. The presence of this coal is probably unimportant in itself, as it is doubtful if the deposits are sufficiently extensive, and the quality of the coal sufficiently good to warrant the risk of transportation, or the cost of mining in these inaccessible places. But the presence of these deposits may prove important in respect to the possible deposits of alluvial gold in them; and it would be well, in the future, to test the beds of streams, flowing through them, for the precious metal.

The east wind continued strong during the two following days, and the banks of fog streaming through the narrows, gave us an idea of the weather outside. The wind dropping somewhat, on the afternoon of the 21st, all the ships got under way for Erik harbour, where we arrived near midnight in a thick fog.

Thick fog continued next day. Corporal Donaldson was busy all day collecting duties on the *Balaena* and *Albert* found anchored in the harbour. The tanks were filled with water; and I went ashore to examine the rocks and the glacier; which fills the western part of the head of the harbour.

Erik harbour is a deep narrow bay, on the south side of the entrance to Ponds inlet. The bay runs inland about three miles and its head is almost land locked, and affords an excellent anchorage.

The glacier, which empties into the bay, is nearly a mile wide, across its front; and flows down a wide valley, from the northwest. Its motion is very small; and it does not discharge much ice, into the sea. Its surface is very dirty; and there are two lines of moraine upon it. On its east side, it has piled up a ridge of clay and boulders, 50 feet high; and this ridge separates it, from the valley of a small stream, flowing down another large valley, from the southwest. The present glacier is only a small remnant of the great glacier which once filled the entire bay, as may be seen by the great deposits of boulder clay; which line the rocky walls, up to an elevation of 400 or 500 feet above the sea; and which extend outwards to the mouth of the bay.

In the afternoon the fog lifted somewhat; and we started on our southward voyage, with the intention of following the coast, as closely as possible, in order to correct the survey, which according to the whaling captains is very inaccurate. Shortly after getting clear of the bay, the fog again settled down, and meeting with ice we were obliged to stand off land. At eight o'clock, the tops of the hills could be discerned; but the sea and shores remained covered. As we progressed southward, the ice became thicker and heavier; and many icebergs were met with; so that we were forced once more to the eastward.

All night and next day we continued passing between large floes of heavy rafted ice. Towards morning the air thickened, and heavy snow showers occurred at intervals until noon. More compact ice continually forced us eastward, so that the coast was completely lost sight of.

Similar conditions prevailed on the 24th, only the ice was then so close, that progress could only be made by forcing the ship through it. On the following day the weather was calmer and clearer, and the ice thinner and looser.

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The 26th was clear, until afternoon, when the fog again settled down thick. We steamed all day through comparatively loose ice, being now near the eastern edge of the pack. In the morning, two large whales were seen, and all day, harp and hooded seals were passed, asleep on the floating pans of ice.

After another foggy night, land was seen early in the morning, and proved to be Cape Walsingham, to the northward of Cumberland gulf. The ice prevented us from approaching; so we steamed southward until stopped by a tight pack. A second attempt was made to reach the land; and a good lead of open water, was found, about five miles from it. This opened out, and the swell coming in, we were in hopes, that we had finally parted with the ice, when in the evening we lay-to off Cape Mercy. The swell and increasing wind made things very interesting on board all night.

In the morning at daylight, we steamed southward, along the edge of a heavy pack of ice, until six o'clock; when the ice opened somewhat, and the ship was put into it; and we continued to butt our way through it all day, trying to get into Cumberland gulf, but, owing to the heavy fog and rain, no sight of the land could be obtained. The ship continued to bump her way through very heavy ice, all night, until eight o'clock next morning; when the ice became so tight, that farther progress was impossible. The weather clearing later showed us to be, about three miles from Wareham island, on the north side of the gulf. Later in the day, a brig was seen fast in the ice, about ten miles to the southward.

We remained beset, until the afternoon of the 30th, when, by hard ramming, the ship was forced over to the brig before dark; and we remained until daylight next morning, along side of her.

The strange ship proved to be a small Norwegian vessel, in no ways prepared for ice; and her captain was justly very anxious for her safety. She had on board the supplies for the whaling and mission stations, in the gulf; and carried, as passengers, the Rev. Mr. Greenshields and two men, for the whaling stations. We took on board the mail and invoices of goods, for the stations; and shortly after leaving the brig, got into comparatively open water; and arrived at Blacklead island, at eight, in the morning.

Corp. Donaldson was sent ashore, to attend to the Customs work and was busy all day. The Rev. Mr. Peck came on board, and I obtained from him, much valuable information relating to the Eskimos, under his charge; which will be very useful in the report of the expedition.

The past year had been a bad one, both for the whalers and the natives. Heavy easterly gales prevailed during the fall and winter; so that, although whales were seen, the boats could not be launched in pursuit of them. In October, an extraordinary high tide occurred in the gulf; which rose twenty feet above ordinary spring tide; and swept away considerable belongings of the natives, at Blacklead and Kikerton. Heavy gales prevailed throughout the winter, preventing the formation of solid ice, and greatly hampering the natives in travelling and hunting seals and walrus; so that many, about Kikerton, were in a chronic state of starvation. In March, an extra heavy gale broke up the ice, nearly three feet thick, on which forty Eskimos were encamped; during their retreat to safety, three persons died of exposure or drowning. The gulf was blocked during the entire spring and summer, with heavy ice, so that the whales were unable to enter. In consequence no whales have been taken at Blacklead, or Kikerton, nor at Cape Haven where similar condition prevailed.

The trade of the gulf, this year, is confined to about 3,000 sealskins, of little value; some thirty casks of seal oil; and a few walrus, fox and bear skins. The whole not reaching the value of the provisions sent out to support the stations. At Cape Haven, a larger number of walrus and bears were taken; but not in sufficient numbers to afford a profit on the station.

From the summit of Blacklead island, heavy ice could be seen extending as far as Kikerton; and as the ship for the station was still tightly beset, and might so remain for days, no extra Customs work could be done by a visit to Kikerton; it was resolved not to undertake that trip; and on the afternoon, of September 1, we left Blacklead for Cape Haven.

Keeping along the north side of the gulf, fairly loose ice was met with, until about six o'clock; when the floes becoming closed, we were forced to butt our way contin-

nously until dark, when we laid up for the night; next morning an hour's heavy work brought the ship to open water, with a wide margin of ice between her and the land. Large, loose stringers forced us gradually away from land, until, at four in the afternoon, open water and a heavy swell, showed that the southern edge of the pack had been reached. Standing towards the land, in the evening, the heavy ice along shore was again reached off Cape Haven; where we remained during the darkness. At daylight, the ship was forced through the heavy ice, into Cyrus Field bay; and stopped about five miles from Cape Haven station. The vigorous blowing of the whistle brought off a whaleboat-load of natives, chiefly women. From them, it was learned, that Captain Jackson had left the station about ten days previous, on his way to Blacklead. No vessel had as yet been there with supplies; and the catch of station was very small; and there were no provisions there. A letter for us, was said to be at the house so a boat was sent for it. Owing to the ice, the boat took nearly three hours to go and come; and returned with news that the letters were for the owners of the station. During the absence of the boat, it was discovered, that the lower stem-plate had been lost, and that the lower part of the stem was considerable broken, thus accounting for the extra leakage of the ship; which required pumping every few hours.

Leaving Cape Haven, at nine o'clock, we were soon free of the heavy ice for the last time. Hall island was passed at one o'clock; and at eight in the evening we were off Black bluff on Resolution island.

With fine weather, we continued on all night; and reached Port Burwell at ten o'clock Sunday, September 4. No ships had been there during our absence, and consequently we had to take on board the coals, cutfit and provisions left for the Mounted Police, as agreed with Major Moodie, previous to his departure. This work occupied the ship's crew for two days, during which, the boiler was blown down, and some necessary repairs made to leaking tubes.

Port Burwell was again left on the morning of the 7th, and the *Neptune* steamed westward, against a light southwest wind, accompanied with snow flurries and fog until evening, when a shift of the wind to the northward brought clearing weather. A strong northwest wind was blowing next morning, against which the ship made little progress; so advantage was taken of adverse circumstances, to explore the harbour of Wakeham bay. At noon the anchor was dropped in an excellent harbour formed by the peninsula at the entrance to the bay on the south side. The approach is good, the only danger being from a low rock, awash at high tide; which lies a couple of miles off the mouth of the harbour, on the south side. There are other small islands further in, but they are well to the southward, and quite out of the track. The mouth of the bay should be well opened before the ship turns in, and then there is deep water all the way to the anchorage.

In the afternoon, I went exploring for water, and five miles farther up the bay, came upon an encampment of natives, living in six skin tents. Only a few women and children remained at the place, the rest being gone overland to visit the ship. On our return, we found that some had arrived; and more came during the evening. They received the customary presents of pipes and tobacco together with as much as they could eat. Afterwards, a distribution of books, sent by the Rev. Mr. Peck, was made; immediately on receiving them a religious service, consisting of singing, readings of portions of scripture and prayer, was held, all joining readily in the service. They had learned from the Eskimos at Fort Chimo; where they go annually in the Spring to trade; and where they usually remain a few days. The Fort Chimo natives in turn had received instructions from visiting natives, from the mission stations, on Hudson bay. I distributed more of these books later among the Eskimos of the western side of Hudson bay; and they were delighted to get them; some of the younger people had already learned to read, from the Eskimos who accompany the whaler *Active*; and who come from the north side of Hudson strait, and had received their instruction from Cumberland natives.

The chief of the tribe was secured as a pilot, he being well acquainted with the coast to the westward as far as Cape Wolstenholme.

Leaving Wakeham bay next morning, we passed through King George sound, taking frequent soundings and correcting the coast line. Fog and snow flurries

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coming on, when opposite Douglas harbour, the ship stood in, and I landed near the entrance, where three families of Eskimos were encamped; only the women were at home, the men being away hunting.

The weather clearing somewhat later, we continued on; and following the coast got into shallow water, behind an island, a few miles east of Cape Weggs. The fog now became too thick to carry on the work of surveying, so we stood away for Charles island. We arrived off the east end of the island, and early next morning steamed up its north side. The smoke of a steamer, bound east, was noticed at seven o'clock; and the ship was turned to intercept it, but the stranger was too far to the northward, and passed without speaking. It was a two-masted steamer, more of the appearance of an ordinary tramp than of a whaler; and was supposed to be the ship of the French Fur Company, trading in southern Hudson bay, and sailing from Canada.

Great numbers of walrus had been seen, the previous year, at the west end of Charles; and we hoped to kill some of them for museum specimens, and for dog-feed for the Police Detachment at Fullerton; but this year they had disappeared, and only two were seen.

Rounding the west end of Charles island, we stood over to the south shore, to continue the survey. A large bay was seen on the mainland to the eastward, of the west end of the island; and we made for its entrance; but meeting with comparatively shallow water some miles off its mouth, did not enter. Our pilot said that it was an excellent harbour; and that a steamer had twice anchored in it. This was probably the *Arctic*, as Captain Guy of that ship told us, at Ponds inlet; that he had twice anchored in an excellent harbour to the southward of Charles island.

Passing westward along the coast, for twenty-five miles, the mouth of another long narrow bay was reached, called Sugluk, by the pilot. Turning the ship into it, a patch of shallow water was passed over near the mouth, probably due to the closeness of the eastern shore. Inside the water was deep, and an anchorage was found, on a bench, on the east side, about five miles from the mouth. I explored the remainder to its head, with the launch. The bay has an average breadth of about a mile and continues about seven miles beyond the anchorage. Two miles from its head, a shallow bar, partly bare at low water, crosses the bay; and the tide was found running in a strong rapid over it, with the rising water. Three families of natives were found encamped at the head. They were unacquainted with white men; never having visited any of the trading posts; but getting their supplies of guns and ammunition, by barter, with their eastern neighbours. The approach of darkness caused our stop here to be very short, as it was necessary to pass the rapid before dark. The launch took over an hour to pass up the rapid; and the ship was not reached until half past nine.

The next morning was employed filling the water tanks, from a small stream about two miles from the ship. In the afternoon we continued westward, and reached Erik cove at dusk.

The ship was now headed northward, for Salisbury island; and the following morning, we were off its northeast point. The northern shore was closely followed, in making a survey of it. The side of the island rises abruptly, from 500 to 1,000 feet above the sea. The deepest water in Hudson strait is found along it, for no bottom was obtained at 230 fathoms, the total length of the sounding line. Very strong tides flow backwards and forwards along the island, causing a nasty sea with opposing winds. Three icebergs were seen at the east end of the island, and another large one was aground inside a small island at the northeast end. Heavy flurries of snow borne on a strong westerly wind, occurred at intervals all morning, increasing in duration and frequency, so that they were almost continuous by noon. The unfavourable weather, the approach to the dangerous, uncharted waters about Mill islands, with its strong currents, together with an ice-sky to the westward, all led to the determination to turn back, and to pass to the southward of Nottingham island.

This was done, and the soundness of the judgment was manifested, when Fox channel ice was met with, about 15 miles to the westward of Nottingham, and apparently completely filling, to the northward, the wide channel between Salisbury and Southampton islands. Owing to the tender state of the bow, without its lower stem-plate, all care was taken to avoid the ice; and, in consequence, the course was changed to south

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erly, skirting along the ice-edge, which extended southwesterly across the mouth of Fisher strait, and a few miles into the channel, between Coats and Mansfield islands.

Cape Southampton was rounded on the evening of the 14th and the course laid for Fullerton. Next evening, just before dark, a vessel was seen to the westward; on nearer approach, it proved to be the Scotch whaler *Active*, bound from Repulse bay. Captain Murray came on board, and reported that the ship had one whale with 1,300 pounds of bone, beside a considerable number of walrus, white whales and bears. At the station, at Repulse bay, one whale had also been captured, having 500 pounds weight of bone. This together with some white whales and musk-ox skins were the total returns of this station. Repulse bay had, during our absence, been visited by Sergt. Dee who had transacted all the customs business in connection with the ship and station.

Captain Murray informed us that the mica mine belonging to his owners, was situated, on Lake harbour, just east of Big island, on the north side of Hudson strait. Nine white men and a number of natives were employed there during the summer. The harbour is somewhat dangerous of approach, and a pilot is necessary the first time of entering it. The *Active* was bound there to pick up the whites and take them home. Advice was given to visit the mine in the early summer.

Fullerton harbour was safely entered next morning, and we found the Mounted Police detachment and our old native friends all congregated to welcome the ship. Nothing serious had happened during our absence, beyond the illness of two members of the detachment, whose cases were so grave that Dr. Borden considered their return home necessary to the preservation of their health. The ship remained at Fullerton until the 28th, the time being used to land stores, take in ballast, shift coals and fill tanks. During this time the weather was cold and boisterous; the land was covered with snow and the smaller ponds frozen fast.

The *Era* entered the harbour on the 17th for winter quarters. She had been unsuccessfully cruising in Roes Welcome and Repulse bay. Only two whales had been seen, one of them was among thick ice and the other, though closely approached, was missed. The crew, in consequence of this want of luck, are not looking forward to a very cheerful winter.

The return voyage, from Fullerton to Port Burwell was made in very fine weather. The only interesting items, in connection with it, was the completion of the survey of the south coast of the strait, between the west end of Charles island and Douglas Harbour; and the stop made at Wakeham bay to land our pilot, taken from that place. Fully eighty natives were there to welcome him home, or rather to visit the ship. A number of interesting photographs were taken of these natives, and their kyaks and womens' boats.

We arrived at Port Burwell at noon, on October 1, and had only been in the harbour two hours when the *Arctic* was sighted. They tried to come in from the north, and we had to send a boat to pilot them safely.

Major Moodie immediately boarded the *Neptune* bringing your letter relieving us, and ordering the *Neptune* home, to the delight of all on board.

The *Arctic* remained until seven o'clock, when she left for Fullerton; whilst along side I supplied Major Moodie with a number of articles of equipment, not included in that of the *Arctic*.

A strong southeast gale kept us at Burwell, until the 4th, the intervening time being spent in shifting coals and ballast, and in sending ashore some coal requisitioned for by Major Moodie.

We left Port Burwell early on the 4th, and after a fair passage southward, along the Labrador coast, reach Chateau at dusk on the 7th, where a boat landed with telegrams announcing our arrival in civilization.

We had a nasty southwest gale, while crossing the gulf, but the *Neptune* behaved admirably; and landed us safely at Halifax on October 11, after an absence of a year and fifty-one days; during which we steamed over ten thousand miles, through Arctic seas often covered with thick streams of ice.

Before closing this summary report, I must express my obligations to Captain Bartlett, the officers and crew of the *Neptune*, who, one and all, have had a personal

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interest in the carrying out of our instructions; and to whom the successful accomplishment of the work is largely due.

A long winter, closely confined to the small quarters of a ship, is very trying upon the good nature and cheerfulness of a large body of men; and it is my pleasant duty to report that throughout the voyage, not the smallest sign of insubordination occurred, every one performing his duties in a cheerful manner and with a proper spirit.

To Captain Bartlett is due the credit of having navigated the *Neptune* with safety through nine hundred miles of Arctic ice, as well as taking her along several thousands of miles of practically unknown coasts, in very bad weather. He has successfully proved that a suitable ship is able to leave Halifax in the early summer, pass through Hudson strait to the west side of Hudson bay, returning steam northward to Smith sound and westward to Beechy island in Lancaster sound, and on her voyage southward, visit the whaling stations at Pond inlet and Cumberland gulf, returning to Halifax early in October.

The thanks of the ship's company are due to Dr. Borden for his efficient and careful treatment of all the ailments incident to such a long voyage. Personally I am indebted to Dr. Borden, for his willing help in regard to the study of the Eskimos, and for his assistance in the Natural History work of the Expedition.

Messrs. Halkett, King and Caldwell, who formed part of our scientific staff, have all performed their respective work, in a very efficient way, and to these gentlemen is largely due the large collections of Natural History and Geological specimens now brought home, and they are also accountable for the many improved changes to be made to the Arctic charts.

A summary report of the Geological and Natural History work accomplished by the expedition is being published in the annual report of the Geological Survey; and a full report of the expedition is well advanced and will be ready for publication shortly.

The following summary of work accomplished by the expedition shows the amount of useful information, which may be obtained, at small cost, by trained men accompanying such an expedition.

SUMMARY OF WORK ACCOMPLISHED BY THE OFFICERS AND SCIENTIFIC STAFF ON
BOARD THE D. G. S. 'NEPTUNE' 1903-04.

The *Neptune*, from Halifax until her return to that port, steamed 10,000 miles. Of this 9,100 miles was through water, and 900 miles through heavy ice. The distance steamed through ice is at least twice that of the course, owing to the number of turns and twists required to work through the ice. In consequence the actual ice-mileage should be given as 1,800 miles; and the total 10,900 miles. This is probably the greatest ice-mileage ever made in one season by any ship.

SURVEYS.

	Miles.
Log and compass surveys of coast-line, checked by astronomical observations; previously unsurveyed, or roughly sketched-in by sailing vessels	1,175
Numerous astronomical observations, for the position of Fullerton, and accurate chain and micrometer surveys of the harbour and environments of Fullerton	91
433 soundings, taken through six feet of ice, in the harbour and approach to Fullerton	
During the time, that the <i>Neptune</i> was at winter quarters at Fullerton, the western coast of Hudson bay was geologically examined, from the head of Chesterfield inlet to the head of Wager inlet, and track surveys made of that distance	610

	Miles.
While the <i>Neptune</i> was fast in winter-quarters, a boat trip was made to Southampton island, and a track survey and geological examination made a part of its western shore	70
During the absence of the <i>Neptune</i> to the Northward, a boat survey of the east side of Ungava bay, resulted in the geological examination of	95
Total mileage of Surveys	2,011

GEOLOGICAL AND NATURAL HISTORY WORK.

Besides the work mentioned above, geological examinations were made at every place touched at by the *Neptune*; and a considerable amount of information was obtained about the rocks and glaciers of the north.

Large collections of rocks and fossils were made.

A close study of the manners and customs of the Eskimos was made during the winter, of the natives about the ship. Measurements of typical Eskimos were made, and a good series of photographs of these people, and their habitations obtained. The diseases of the natives were studied and reported upon. A census of all the natives of Baffin island, the southern side of Hudson strait and the western side of Hudson bay was made.

A large collection of the northern birds was obtained, together with a very fine collection of the eggs of many rare birds, often accompanied by the nests.

A number of skins and skeletons of the northern animals, including a group of six Musk Oxen, were prepared for Museum purposes.

Several fishes of the northern seas and fresh waters were obtained, and specimens preserved in formaline.

The use of the dredge, secured important collections of marine invertebrates; while those of the ponds were taken in nets.

A fine collection of Arctic plants was made at the several places called at, and a number of interesting insect specimens secured at the same time.

A great amount of information concerning the habits and distribution of the important animals including the whales and seals was obtained at all places visited.

METEOROLOGICAL OBSERVATIONS.

Weather observations, including readings of thermometers, barometer, rain and wind gauges, were taken daily throughout the voyage. During the winter months observations were taken at intervals of four hours.

An interesting series of weekly measurements were made of the thickness of the ice in the harbour.

ICE OBSERVATIONS.

While in the ice, continuous notes were kept of the character, thickness, extent, and kind of ice met with. These observations are particularly important in regard to the coming commercial navigation of Hudson bay and strait.

In connection with this question all the information possible was collected concerning the tides and currents of these waters, and also of the ice-laden currents of Baffin bay and Davis strait.

I have the honour to be, sir,

Your obedient servant

A. P. LOW.

Officer in Command of the Dominion Expedition to Hudson Bay and Northward, on board the 'Neptune.'

OTTAWA, December 16, 1904.

APPENDIX No. 13.

REPORT ON SIGNAL SERVICE, CANADA.

OFFICE OF THE SUPERINTENDENT,
QUEBEC, Nov. 22, 1904.

SIR,—I have the honour to inclose herewith the annual report for the Signal Service for the year ending June 30, 1904.

I have the honour to be, sir, your obedient servant,

Col. F. GOURDEAU,
Deputy Minister,
Marine and Fisheries,
Ottawa.

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

SIGNAL SERVICE.

QUEBEC, Nov. 22, 1904.

As in preceding seasons, reports have been received from the stations in the lower part of the river and gulf, recording the weather, wind, condition, location and movement of the ice during the winter and spring months, and during the season of navigation all inward and outward bound vessels as signalled when passing each station. From the close of navigation until the opening of navigation three reports were obtained per week and forwarded to the Board of Trade, Montreal, St. John, N.B., and Quebec, and to the Chamber of Commerce, Halifax, N.S., also to the press of Montreal and Quebec, to the agent of the Department, Quebec, to the Custom House and Immigration Agent, to the agents of steamship lines, tug owners, to the pilots for below and above Quebec, also to Messrs. H. Fry & Co., Lloyds Agents, Quebec.

From the beginning of April reports were received twice a day and forwarded as above.

The Chief Superintendent of the Quarantine Station at Grosse Isle is also supplied with full information as to weather, wind and the incoming of all transatlantic or foreign vessels.

The quarantine doctor at Rimouski is also supplied with a report of the incoming mail steamers, name of station and hour of passing being given when vessel was first signalled.

Information was supplied from the bureau here, as in past seasons, to the agents at Anticosti, Magdalen Islands, Meat Cove, C.B., Cape Ray and Cape Race, Newfoundland, from the beginning of April, as to weather, wind, movement and condition of the ice in the gulf and river St. Lawrence up to Montreal, for the guidance of any vessel calling for information.

Information as to wind, weather and ice in the vicinity of Anticosti, Magdalen Islands, Meat Cove, St. Pauls Island and Cape Ray, Newfoundland, is also sent to Point aux Esquimaux in March, for the guidance of the sealing fleet.

All inward bound vessels showing their official numbers will be reported from Marine Signal Stations in the river and gulf of St. Lawrence immediately, and all reports promptly posted on the bulletin boards of the Great North Western Telegraph Company's office in Quebec and Montreal.

Blue lights were supplied the signal officers at Belle Isle and Point Amour to indicate to any passing vessel sending up distinguishing rockets that their night signals were recognized and they would in consequence be reported.

I have the honour to be, sir, your obedient servant,

J. U. GREGORY,
Agent Dept. of Marine and Fisheries and Supt. of Signal Service.

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PORT OF HALIFAX, N.S.,
PARTICULARS of Vessels Signalled during

YEAR OR MONTH.	BRITISH MEN OF WAR.			FOREIGN MEN OF WAR.			STEAMERS, 1ST CLASS.			STEAMERS, 2ND CLASS.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1903.												
July.	3	3	0	3	3	0	13	13	0	81	73	8
August	0	0	0	3	3	0	11	11	0	78	72	6
September.	3	3	0	2	2	0	24	24	0	82	73	9
October.	5	5	0	0	0	0	21	21	0	85	70	15
November.	4	4	0	0	0	0	16	16	0	77	67	10
December.	0	0	0	0	0	0	29	29	0	91	76	15
1904.												
January.	0	0	0	0	0	0	27	27	0	54	50	4
February	0	0	0	0	0	0	20	20	0	38	32	6
March.	3	3	0	0	0	0	33	32	1	46	39	7
April.	1	1	0	1	1	0	42	42	0	48	45	3
May.	1	1	0	0	0	0	27	27	0	73	69	4
June.	1	1	0	1	1	0	33	29	4	96	85	11
Yearly total. . . .	21	21	0	10	10	0	296	291	5	849	751	98

HALIFAX, N.S., July 1, 1904.

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SIGNAL SERVICE.

the Year ending June 30, 1904.

SHIPS AND BARQUES.			BARQUENTINES.			BRIGS AND BRIGANTINES.			SCHOONERS, 3 Masted or Bear- ing Private Signals.			MONTHLY TOTALS.		
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
0	0	0	0	0	0	0	0	0	8	8	0	108	100	8
6	5	1	0	0	0	0	0	0	9	7	2	107	98	9
4	4	0	1	1	0	5	5	0	0	0	0	121	112	9
1	1	0	0	0	0	4	4	0	0	0	0	116	101	15
1	1	0	0	0	0	0	0	0	1	1	0	99	89	10
0	0	0	0	0	0	0	0	0	1	1	0	121	106	15
0	0	0	0	0	0	0	0	0	2	2	0	83	79	4
1	1	0	0	0	0	0	0	0	0	0	0	59	53	6
1	1	0	0	0	0	3	3	0	0	0	0	86	78	8
1	1	0	0	0	0	6	6	0	0	0	0	99	96	3
5	5	0	2	2	0	0	0	0	7	6	1	115	111	5
4	4	0	0	0	0	0	0	0	7	7	0	142	127	15
24	23	1	3	3	0	18	18	0	35	32	3	1256	1150	107

GEO. BUTLER, L. Q'M. R.E.,
Superintendent of Signals, Halifax.

APPENDIX No. 14.

STATEMENT of Revenue of Marine and Fisheries Department for Fiscal Year ended
June 30, 1904.

Service.	—	Refunds.	Amount.
	\$ cts.	\$ cts.	\$ cts.
Harbour, piers and wharfs	11,027 76		11,027 76
Dominion steamers	21,534 72	267 19	21,267 53
Winter mail service	134 78		134 78
Examinations, masters and mates	4,797 00	2 00	4,795 00
Fines and forfeitures	150 00	137 40	12 60
Steamboat inspection fund	9,741 34	42 56	9,698 78
" engineers' certificates	1,090 00		1,090 00
" of barges	30 00		30 00
Sick mariners' fund	62,243 23	464 94	61,778 29
Marine registry searches	68 29		68 29
Signal station service	2,781 66		2,781 66
Casual revenue, sundries	15,963 01	140 64	15,822 37
			128,507 06
FISHERIES.			
Ontario	2,578 48		2,578 48
Quebec	5,070 64	400 00	4,670 64
Nova Scotia	3,716 75	31 00	3,685 75
New Brunswick	10,643 20	50 00	10,593 20
Prince Edward Island	1,983 42		1,983 42
Manitoba	4,002 70		4,002 70
North-west Territories	922 50		922 50
British Columbia	56,904 34		56,904 34
Yukon Territory	240 00		240 00
Hudson Bay	10 00		10 00
			85,591 03
Licenses to United States fishing vessels			10,165 50
			95,756 53

RECAPITULATION.

Marine revenue	128,507 06
Fisheries revenue	95,756 53
	224,263 59

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

A. W. OWEN,
Accountant.

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APPENDIX No. 15.

GENERAL SUMMARY of Expenditure for Fiscal Year, 1903-04.

Service.	Amount.	Total.
	§ cts.	§ cts.
Ocean and River—		
Maintenance and repairs to Dominion steamers.....	306,171 01	
Damages awarded merchants for losses on perishable goods owing to detention of <i>Minto</i> and <i>Stanley</i> in ice.....	9,401 70	
Examination of masters and mates.....	7,761 17	
Rewards for saving life, &c.....	11,763 12	
Investigations into wrecks.....	3,570 28	
Registry of Canadian shipping.....	1,203 56	
Removal of obstructions in navigable rivers.....	752 60	
Tidal service.....	21,871 71	
Winter mail service.....	8,912 57	
Marine biological stations.....	2,996 54	
Export cattle trade.....	3,504 43	
Montreal pilotage.....	2,650 00	
Purchase land at Halifax for wharfs, &c.....	15,119 11	
" " Charlottetown for wharfs, &c.....	13,000 00	
Naval schools.....	6,106 54	
Wireless telegraphy.....	18,847 31	
Unforeseen expenses.....	3,977 63	
		437,009 28
Lighthouse and Coast—		
Salaries and allowances of light-keepers.....	230,179 61	
Agencies, rents and contingencies.....	20,866 26	
Maintenance and repairs to lighthouses.....	382,178 34	
Maintenance and construction Lurher and Anticosti lightships.....	31,517 89	
Construction of lights and aids to navigation.....	540,675 97	
Salaries of temporary officers.....	11,448 10	
Signal service.....	7,740 01	
Repairs to wharfs.....	1,300 89	
Parliamentary returns.....	492 10	
		1,226,398 18
Scientific Institutions, Surveys, &c.		
Toronto observatory.....	2,784 84	
Meteorological service.....	87,522 15	
Hydrographic surveys.....	34,816 53	
" " St. Lawrence River.....	1,635 10	
" " Lake St. Louis.....	1,332 21	
" " Lake St. Francis.....	3,583 11	
		131,673 94
Marine Hospitals—		
Care of sick seamen in marine hospitals, &c.....	49,786 68	
Shipwrecked and distressed seamen.....	515 10	
		50,301 78
Steamboat Inspection.....		33,723 12
Hudson Bay Expedition.....		178,638 94
A. Couillard, gratuity.....	600 00	
Widow of late W. Owen, gratuity.....	360 00	
H. J. Cartier, compensation.....	250 00	
		1,210 00
Carried forward.....		2,058,955 24

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GENERAL SUMMARY of Expenditure for Fiscal Year 1903-04—*Concluded.*

Service.	Amount.	Total.
	\$ cts.	\$ cts.
Brought forward total Marine.....		2,058,955 24
FISHERIES.		
Salaries and disbursements of fishery overseers and wardens.....	105,111 40	
Building and maintenance of fish breeding establishments.....	109,286 07	
Fisheries protection service.....	130,231 95	
Steamers to replace <i>Acadia</i> and <i>Petrel</i>	74,422 71	
Building fishways, &c.....	3,381 88	
Legal and incidental expenses.....	1,977 86	
Canadian fishery exhibit.....	3,445 62	
Distributing fishing bounty.....	5,024 11	
Oyster culture.....	3,549 74	
Cold storage.....	24,952 75	
Georgian Bay laboratory.....	1,500 00	
To investigate matters respecting sardine, herring and oyster fisheries.....	6,779 11	
Seizures by Russian cruisers.....	4,670 00	
Balance of divisible expenses in Behring Sea arbitration.....	629 46	
Licenses of United States vessels.....	511 65	
Fisheries revenue.....	456 00	
		475,930 31
Fishing bounty.....		158,943 70
Civil Government salaries.....	77,419 11	
" " contingencies.....	14,565 96	
		91,985 07
Total Marine and Fisheries.....		2,785,814 32

F. GOURDEAU,

*Deputy Minister of Marine and Fisheries.*A. W. OWEN,
Accountant.

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APPENDIX No. 16.

STATEMENT of Sick Mariners' Dues collected for the fiscal year ended June 30, 1904.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia—Continued.</i>	\$ cts.
Gaspé.....	126 80	Liverpool.....	111 42
Montreal.....	8,443 92	Lockeport.....	20 00
Paspébiac.....	216 38	Lunenburg.....	574 34
Percé.....	80 38	North Sydney.....	1,065 48
Quebec.....	8,101 68	Parsonsboro.....	697 62
Rimouski.....	206 92	Pictou.....	398 76
St. Armand.....	7 92	Port Hawkesbury.....	230 02
St. John.....	1,436 64	Port Hood.....	36 66
Three Rivers.....	513 92	Shelburne.....	113 12
Total.....	19,134 56	Sydney.....	3,435 75
		Truro.....	5 48
<i>New Brunswick.</i>		Weymouth.....	127 12
Bathurst.....	219 68	Windsor.....	957 88
Campbellton.....	225 50	Yarmouth.....	551 90
Chatham.....	984 60	Total.....	19,544 57
Dalhousie.....	551 60		
Moncton.....	1,069 90	<i>Prince Edward Island.</i>	
Newcastle.....	547 88	Charlottetown.....	361 18
Sackville.....	191 94	Summerside.....	70 60
St. John.....	8,010 00	Total.....	431 78
St. Stephen.....	137 28		
Total.....	11,938 38	<i>British Columbia.</i>	
<i>Nova Scotia.</i>		Nanaimo.....	3,002 52
Amherst.....	417 64	New Westminster.....	119 60
Annapolis.....	188 74	Vancouver.....	1,792 38
Arichat.....	55 66	Victoria.....	6,279 44
Antigonish.....	11 76	Total.....	11,193 94
Baddeck.....	20 52	Total.....	62,243 23
Barrington.....	10 02	LESS—Refunds.....	464 94
Canso.....	239 30	Grand total.....	61,778 29
Digby.....	176 56		
Halifax.....	10,043 02		
Kentville.....	55 80		

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.....				
Investigations 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	7,496 96	8,321 00
Survey, Georgian Bay.....				
Water Police, Montreal.....	27,445 35	10,238 71	9,323 31	8,030 00
" Quebec.....		12,623 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 steamer to replace—				
Glendon.....				
Lady Head.....				
Winter mail service, Prince Edward Island.....				
Tidal observations.....				
Gratuities.....				
Survey, Burrard Inlet.....				
Export cattle trade.....				
	371,070 56	360,899 90	362,129 1	389,537 12

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STATEMENT of Expenditure by the Marine Department

	1881.	1882.	1883.
	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights -			
Above Montréal.....	65,541 21	71,048 50	70,116 68
Montreal District.....	14,326 36	21,643 05	22,260 32
Below Québec.....	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	17,997 27
British Columbia.....	17,570 72	17,803 00	18,349 06
Cape Race.....			
Construction—			
Above Montréal.....	14,180 02	13,581 00	9,782 27
Quebec.....	7,539 76	3,731 31	9,672 50
Nova Scotia.....	7,757 52	13,355 00	9,422 75
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
Departement.....			
Examinations 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 obstruction.....	150 00	1,116 51	35 80
Rewards for saving life.....	1,806 13	2,212 00	2,534 60
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
" Québec.....	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—			
Stanley.....			395 55
Glendon.....			
Lady Head.....			
Winter mail service, Prince Edward Island.....			
Tidal observations.....			
Gratuities.....			
Survey, Burrard Inlet.....			
Export cattle trade.....			
Survey, Bay of Quinté.....			
Relief of distressed Canadians.....			
Manning ships.....			
Widow of late A. Warner.....			
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.	189 .
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—					
Above Montreal.....	87,033 61	87,598 15	78,090 69	82,541 16	87,256 28
Montreal District.....	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66
Below Quebec.....					
Nova Scotia.....	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65
New Brunswick.....	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64
Prince Edward Island.....	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15
British Columbia.....	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44
General account.....					
Construction—					
Above Montreal.....	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84
Quebec.....	809 27	10,097 18	4 743 13	3,004 14	3,300 00
Nova Scotia.....	1,965 16	4,381 24	3,104 77	4,737 03	
New Brunswick.....	1,845 35	1,271 15	115 45	1,597 80	200 00
Prince Edward Island.....	1 56		1,604 00		
British Columbia.....	9,478 81	2,958 61	6,356 43	180 83	225 50
General account.....					
Dominion steamers—					
Quebec.....	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28
Nova Scotia.....					
New Brunswick.....					
Prince Edward Island.....					
British Columbia.....					
Naval Schools.....					
Examinations of masters and mates ..	6,363 88	4,116 99	3,745 33	2,757 29	4,062 82
Hudson's Bay expedition ..					
Investigation into wrecks ..	603 21	643 49	850 81	351 15	483 98
Marine hospital, Quebec.....					
Marine hospitals.....	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96
Meteorological service ..	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29
Registration of Canadian shipping.....	462 59	1,476 19	394 00	207 40	517 60
Removal of obstructions.....	2,878 68	1,554 53	202 02	2,217 36	456 38
Rewards for saving life.....	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38
Signal service.....	5,014 42	5,040 58	4,668 93	5,311 74	5,338 76
Steamboat inspection ..	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27
Hydrographic surveys.....	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63
Water Police, Quebec.....	6,161 60	5,436 23			
Civil Government.....	43,195 31	56,477 23	54,988 88	71,373 82	
Repairs to wharfs.....		84 90	1,007 67	824 38	2,644 69
Purchase of steamer Minto.....					
Winter mail service, P. E. I.....	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69
Tidal observations.....	711 59	5,099 17	10,172 61	11,507 24	9,627 45
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	
Manning ships ..				500 00	746 89
Widow of late A. Warner.....				160 00	
Macdonald Bros.....				4,000 00	
Parliamentary returns.....					291 08
Investigat. effect of 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 Bayfield ..					
Observatory, Sulphur Mountain.....					
Charles Morrison.....					
W. H. Smith.....					
Montreal Pilotage Comr.....					
Wireless Telegraphy.....					
Purchase land for wharf at Halifax, N.S.					
" Charlottetown, P.E.I.....					
Maintenance and construction of Lurcher					
and Anticosti lightships.....					
Damages awarded merchants for losses					
re detention of <i>Minto</i> and <i>Stanley</i>					
	861,426 80	898,720 03	905,654 34	895,828 28	793,634 49

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from Confederation to June 30, 1904—*Concluded.*

1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
80,961 06	87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26
126,186 00	116,279 88	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10
124,671 19	126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92
56,771 02	67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50
16,429 23	18,112 93	20,589 81	42,878 40	28,031 85	24,223 73	25,757 33	25,603 09
25,679 52	26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34
					46 75		
9,527 84	6,867 69	3,729 62	7,094 64	12,499 99	158,714 09	399,487 73	540,675 07
296 26	3,649 90	37,838 80	40,319 03	17,060 03			
61 71	4,067 99	3,123 16	4,884 22	12,832 69			
1 60	1,423 34	91 49		266 34			
452 90	1,409 60	616 96	5,586 91	922 00			
569 99	6,414 19	19,305 60		4,160 74			
				660 03			
136,940 11	117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01
							6,106 54
3,536 29	3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17
19,091 32	27,050 66						178,638 94
565 25	312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28
37,984 71	38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78
67,397 71	64,135 71	73,148 05	67,692 42	74,082 76	80,147 46	87,293 00	90,306 99
531 55	818 33	966 48	266 43	546 62	607 23	417 25	1,203 56
631 86	704 17	745 49	252 19	1,000 00	1,325 25	682 98	752 60
5,955 19	5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12
5,986 12	4,993 88	6,067 49	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01
26,837 83	26,342 29	28,035 49	27,965 72	29,247 59	27,493 80	30,172 09	33,723 12
12,352 99	15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95
74,801 37	74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07
1,795 56	1,618 97		697 87	1,261 06	2,824 28	1,721 91	1,300 89
		141,365 26	41,951 88				
21,931 05	9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57
13,166 20	3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71
					136 85	1,050 00	1,210 00
	2,499 80	2,757 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43
							492 10
				133 32		95 10	
				1,659 14			
			3,452 21	2,630 62	3,490 29	4,822 78	3,977 63
		5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54
					1,780 52		
					2,967 35	6,945 96	11,448 10
					50,000 00		
					55 00	3,167 62	
					223 00		
					3,691 69		
						1,745 23	2,050 00
						3,528 25	18,847 31
							15,119 11
							13,000 00
							31,517 80
							9,401 70
867,772 90	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

APPENDIX No. 18.

STATEMENT of Steamboat Inspection Dues collected during the Fiscal Year ended
June 30, 1904.

<i>Ontario.</i>	\$ cts.	<i>Nova Scotia.</i>	\$ cts.
Bridgeburg.....	50 72	Annapolis.....	7 56
Brockville.....	17 92	Digby.....	17 36
Collingwood.....	8 92	Halifax.....	1,765 60
Cornwall.....	1 84	Kentville.....	540 24
Gananoque.....	4 20	North Sydney.....	100 80
Kingston.....	75 36	Sydney.....	7 04
Morrisburg.....	7 72	Weymouth.....	6 76
Niagara Falls.....	5 64	Windsor.....	18 96
Peterboro.....	40 12	Yarmouth.....	5 72
Port Arthur.....	91 28		
Prescott.....	107 12		2,470 04
St. Catharines.....	101 52	<i>British Columbia.</i>	
St. Thomas.....	182 84	Kaslo.....	
Sarnia.....	158 12	Nanaimo.....	
Sault Ste. Marie.....	144 88	Nelson.....	
Stratford.....	5 88	New Westminster.....	
Toronto.....	39 92	Vancouver.....	92 88
Wallaceburg.....	2 00	Victoria.....	1,869 12
Windsor.....	1,584 58		
	2,630 58	<i>North-west Territories.</i>	
<i>Quebec.</i>		Dawson.....	1,255 44
Montreal.....	226 68	White Horse.....	17 60
Quebec.....	93 84		
Three Rivers.....	29 24		1,273 04
	349 76	Total.....	9,741 34
<i>New Brunswick.</i>		Less refunds.....	42 56
Chatham.....	183 96		9,698 78
St. John.....	817 44	Inspection tow barges.....	30 00
St. Stephen.....	54 52	Fees for engineers' certificates.....	1,090 00
	1,055 92	Grand total.....	10,818 78

APPENDIX No. 19.

STATEMENT giving Names and Stations of Light-keepers, &c., in the Dominion.

ABOVE MONTREAL.

Name.	Station.	Appointed.	Salary.	
			\$	ct
Armstrong, John.	Kaministikwia River.	April 28, 1894..	250	00
Alexander, Andrew.	Lamb Island.	" 26, 1897..	400	00
Armstrong, Robt.	Richards Landing.	June 23, 1904..	40	00
Baechler, F.	South River.	July 2, 1903..	80	00
Baker, Henry F.	Clapperton Island.	Dec. 2, 1895..	350	00
Boyd, Robert P.	Cole Shoal.	April 9, 1884..	250	00
Boyd, Wm. S.	Griffith Island.	May 14, 1889..	350	00
Butler, Silas L.	Port Dover.	July 15, 1897..	300	00
Baxter, Wm. I.	Brebeuf Range.	Nov. 23, 1885..	375	00
Boucher, François.	Aylmer Island.	" 17, 1882..	175	00
Bamford, Robert.	Bamford Island.	June 21, 1888..	250	00
Bertrand, Félix.	Coulonge Lake.	April 2, 1892..	100	00
Boyd, Wm. M.	Kagawong.	" 13, 1893..	72	00
Boyter, A. B.	Narrow Island.	Jan. 3, 1898..	250	00
Boyter, David.	Little Current.	April 22, 1902..	350	00
Brown, Adam.	Red Rock, Parry Sound.	May 25, 1899..	450	00
Brown, James.	Southampton Harbour.	June 29, 1904..	150	00
Ball, J. H.	Mississagi Strait, Light and Fog Alarm.	May 7, 1900..	600	00
Black, W. H.	Kingsville Range.	July 27, 1902..	150	00
Borron, Mrs. E. B.	French river Range.	Jan. 30, 1903..	500	00
Burmister, John F.	Nottawasaga Island.	May 2, 1904..	500	00
Campbell, Thos.	Burlington Bay Lights.	April 1, 1875..	350	00
Collins, Allen.	Christian Island.	Mar. 25, 1891..	435	00
Cross, Manly R.	Gananoque Narrow and Jack Straw Shoal Light.	Aug. 23, 1896..	480	00
Campbell, Robert.	Goderich.	June 9, 1886..	400	00
Craig, Wm.	Thunder Cape.	May 17, 1892..	600	00
Cook, Seldon B.	Long Point Light and Fog Alarm.	June 9, 1897..	700	00
Campbell, John.	McTavish Point.	Nov. 18, 1896..	100	00
Crevier, Dolphis.	Pointe Claire.	May 11, 1888..	200	00
Cartier, H. J.	Thames River.	Oct. 19, 1884..	425	00
Cooper, John.	Port Arthur.	" 14, 1882..	300	00
Cosgrove, George.	Victoria Island, Lake Superior.	Nov. 14, 1889..	350	00
Columbus, Christopher.	Penetanguishene and Whiskey Island.	Mar. 18, 1893..	400	00
Conover, Forrest H. C.	Leamington.	April 21, 1883..	150	00
Cox, John.	Morrison or Hawley Island.	June 22, 1887..	100	00
Chabot, Joseph.	Papineauville Range.	" 17, 1897..	100	00
Connors, Frank.	Point Pleasant.	Oct. 13, 1898..	200	00
Chase, H. J.	Weller Bay.	Nov. 4, 1898..	150	00
Casgrain, Mrs. Kate.	Glengarry or Stonehouse Point Light.	May 29, 1903..	36	00
Currie, Archibald.	Tobermory.	Oct. 12, 1903..	250	00
Cowan, Thos. M.	Stag Island Shoal.	Nov. 3, 1903..	150	00
Chapman, Richard.	Cape Croker Lt and Fog Alarm.	" 13, 1902..	650	00
Clark, jr., H.	Port Colborne Light and Fog Alarm.	May 30, 1904..	600	00
Currie, Hector.	Flowerpot Island. ....	..... 1904..	300	00
Davieau, Joseph.	Corbay Point.	May 27, 1890..	350	00
Durnan, George.	Gibraltar Point Light and Fog Alarm.	" 31, 1854..	625	00
Davieau, Hyacinthe.	Michipicoten Island.	July 1, 1881..	400	00
Douast, Dosithée.	McKie Point.	Sept. 21, 1893..	175	00
Davis, John H.	Pigeon Island.	May 16, 1896..	350	00
Dick, Andrew.	Porphyry Point.	Aug. 10, 1880..	400	00
Dutcher, Samuel.	Meaford.	May 7, 1877..	150	00
Darling, Thomas.	Southeast Bay.	Jan. 31, 1891..	60	00
Dixon, Joseph G.	Rosseau.	July 21, 1890..	100	00

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*ABOVE MONTREAL—*Continued.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Deault, Alphonse.....	Beauharnois Lights.....	April 14, 1903..	*200 00
Demers, Wilbrod.....	Caribou Island Light and Fog Alarm.....	May 10, 1899..	1,000 00
Dulmage, Dorland.....	Outer Drake or False Ducks.....	" 19, 1903..	350 00
Ed, Mrs. C.....	Port Stanley.....	" 15, 1890..	300 00
Felan, Maurice.....	Oakville.....	April 28, 1894..	150 00
Fortier, David H. A.....	Port Colborne Range Lights and Fog Alarm.....	" 11, 1865..	550 00
Fellowes, W. R.....	Rondeau Harbour.....	Dec. 18, 1888..	*350 00
Filiatreault, Thomas.....	Coteau Landing.....	May 27, 1890..	140 00
Fjeldsted, T.....	Gull Harbour, Lake Winnipeg.....	" 6, 1904..	150 00
Gloude, Benjamin.....	Dorval.....	Sept. 7, 1872..	300 00
Gillespie, Wm.....	Wolfe Island.....	Mar. 16, 1885..	250 00
Gauthier, Charles.....	St. Placide.....	May 1, 1874..	140 00
Gordon, Robert.....	Cobourg.....	" 16, 1883..	180 00
Griffith, Alfred H.....	Giant Tomb.....	Sept. 17, 1898..	250 00
Gourley, John, jr.....	Manitowaning.....	July 3, 1900..	150 00
Gilbert, Philip.....	Warton Pole Light.....	Sept. 5, 1902..	75 00
Graham, W.....	Graham, Ottawa River, Que.....	" 5, 1904..	75 00
Hackett, Mrs. A.....	Bois Blanc.....	June 27, 1901..	435 00
Hill, Thomas H.....	Lancaster.....	Aug. 27, 1877..	325 00
Haitze, Jean.....	Lonely Island.....	May 11, 1885..	450 00
Hunter, David.....	Port Dalhousie.....	Oct. 29, 1879..	350 00
Hawkins, David B.....	Peninsula Harbour.....	Aug. 31, 1891..	500 00
Harvey, James.....	Thessalon.....	Nov. 22, 1897..	300 00
Hamilton, Thos.....	Pie Island.....	April 15, 1899..	75 00
Humes, David.....	Stribling Point Range.....	Aug. 27, 1902..	180 00
Hendrickson, Mrs.....	Sulphur Island.....	June 18, 1901..	325 00
Hughes, Wm.....	Red River, Man.....	Feb. 12, 1892..	350 00
Johnson, Isaac S.....	Cherry Island.....	Nov. 5, 1883..	300 00
Jeffrey, Carson.....	Nigger Island Shoal.....	April 28, 1894..	200 00
Kingston City Clock.....	Corporation of Kingston.....	—, 1844..	†100 00
King, Peter.....	Slate Island Light.....	Nov. 17, 1903..	400 00
Knapp, Charles.....	Lion's Head Whf. Lt.....	Oct. 28, 1903..	75 00
Lambert, Wm. McGregor.....	Chantry Island and Light on Breakwater at Southampton.....	Oct. 1, 1880..	500 00
Labelle, Louis.....	Deep River Islet.....	May 5, 1897..	100 00
Lamorandière, Pierre Régis de.....	Killarney Lights.....	Sept. 24, 1880..	400 00
Léger, Thomas.....	Lower End Lake St. Louis Lights and Lightships.....	—, 1904..	†150 00
Lamondin, Louis.....	Gereaux Island.....	July 30, 1901..	250 00
Lowe, Robert.....	Thornbury.....	April 12, 1897..	80 00
Lowry, Robert M.....	Port Elgin.....	Mar. 14, 1896..	80 00
Lumsden, A. C.....	Lake Timiskaming Lights.....	Oct. 6, 1899..	250 00
Lidwill, John R.....	Pelee Island.....	July 10, 1899..	300 00
Lawson, Frank.....	Middle Island.....	—, 1904..	240 00
Lacroix, H.....	Oka.....	Nov. —, 1898..	150 00
Labege, Albert.....	Green Shoal.....	May 20, 1902..	200 00
Leblanc, J. B.....	Lower Narrows.....	Jan. 4, 1904..	100 00
Lunan, J. W.....	Collingwood.....	" 2, 1904..	250 00
Langlois, L.....	Middle Ground, Pelee Passage.....	Feb. 25, 1904..	500 00
Manson, Wm. A.....	Pelee Passage, Lake Erie, Light and Steam Siren.....	Nov. 11, 1902..	600 00
Munroe, John Jacob.....	Lancaster Bar.....	June 8, 1892..	300 00
Masson, Lucas H.....	Point aux Anglais.....	Sept. 4, 1897..	300 00
Mongeon, Charles A.....	Way Shoal.....	May 23, 1887..	160 00
Matheson, Norman.....	Cape Robert, Algoma.....	Oct. 7, 1896..	350 00
Miller, John.....	Port Cr�dit.....	Dec. 16, 1897..	150 00
Morrisseau, Jonathan.....	Ferris Island.....	Mar. 24, 1898..	150 00

* An additional \$20 per month during winter when light in operation. † Allowance of \$3.50 per 1,000 ft. for gas. ‡ During season of navigation.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Matheson, Angus	Gore Bay	July 10, 1903.	350 00
Manson, John	Colchester Reef	May 1, 1880.	600 00
Martin, Wm. J.	Boyd Island	July 5, 1890.	250 00
Miron, Louis.	Gargantua	Oct. 26, 1899.	450 00
Murray William.	Barrified Range	May 17, 1900.	150 00
Montgomery, William	Toronto East Pier	Oct. 16, 1895.	300 00
Mason, F. E.	West End of Long Point	June 3, 1901.	400 00
Manders, Samuel.	Lower Allumette Lake.	July 26, 1901	100 00
Martin, Edward	Michael Point	June 3, 1902.	120 00
Michigan Land & Lumber Co.	Blind River	Sept. 8, 1900.	80 00
Masters, Fred	Niagara-on-the-Lake Fog Alarm	" 1904.	400 00
McKillop, John.	Campbell Island	April 2, 1892.	150 00
McIntosh, John	Arnprior Island	" 2, 1892	150 00
Matheson, Daniel	Black Bear Island, Lake Winnipeg	June 22, 1899.	200 00
McKenzie, John	Presqu'Isle, Owen Sound, Georgian Bay.	July 14, 1873.	100 00
McDonald, Murdock	Point Clark	Jan. 8, 1897	400 00
McDonald, Amos.	Salmon or Wrecked Point	July 12, 1897.	300 00
McKillop, Donald	St. Anicet.	June 8, 1892	230 00
McLaren, Allen J.	Brown or Knapp Point.	Feb. 11, 1896.	180 00
McKay, Chas. S.	Battle Island.	Aug. 27, 1877.	500 00
McKenzie, Wm	Strawberry Island	May 17, 1893.	300 00
McLeod, Mrs. E.	McQuestion Point.	Feb. 22, 1904.	100 00
McAnlay, Donald.	Saugeen.	Mar. 16, 1899.	120 00
McDonald, Lauchlin D.	Mississagi Island.	May 16, 1896.	450 00
McCool, James.	Fort William Beacon Light, Ottawa River	" 23, 1887.	90 00
McDevitt, Chas.	Point au Baril.	March 1, 1897.	300 00
McKay, John.	Lyal Island.	Oct. 27, 1884.	450 00
McLean, Arch	Owen Sound	Dec. 23, 1897.	126 00
McGaw, Thos.	Kincardine.	June 13, 1899.	400 00
McDougall, Neil.	Squaw Island	April 25, 1901.	200 00
McKinnon, A	Point aux Pins.	May 16, 1904.	400 00
McLeod, Kenneth	Cove Island	June 19, 1903.	750 00
McMenemy, Robt	Otter Island	Nov. 17, 1903.	400 00
McMaster, And.	Nine Mile Point Fog Alarm	April 1, 1900.	200 00
McPherson, Geo.	Bishops Bay	Mar. 28, 1904.	150 00
O'nelette, Godfrey.	Buckom Point	Feb. 23, 1884.	200 00
O'Connor, P.	Rainy River	June 23, 1904.	250 00
O'Brien, Wm.	Pickering.	April 14, 1904.	125 00
Ottawa Electric Light Co.	Britannia	" 1904.	150 00
Purvis, John.	Great Duck Island Light and Fog Alarm	March 9, 1898.	700 00
Pettypiece, Stephen.	Lime Kiln Crossing	May 11, 1888.	350 00
Prosser, John.	Fox Island	Sept. 14, 1896.	250 00
Proudfoot, Thos.	EastNeebish, Upper Range	Nov. 4, 1898.	100 00
Poirier, Siméon.	Point à Cadieux	May 4, 1904.	150 00
Port Darlington Co.	Darlington	"	100 00
Plunkett, H. E	Plunkett Island, Lake Winnipeg.	Oct. 12, 1884.	350 00
Rathbun Co.	Deseronto.	Oct. 14, 1884.	200 00
Root, Albert.	Grenadier Island.	Dec. 15, 1863.	250 00
Roddick, Robert	Peter Rock, or Gull Island	Mar. 23, 1872	500 00
Rowe, Geo. Albert	Telegraph Island	Oct. 25, 1895.	200 00
Robillard, Honoré	Isle Perrot	Jan. 25, 1897.	100 00
Redmond, William H.	Gravenhurst Narrows.	June 18, 1894.	100 00
Rains, Evan	Shoal Point, Algoma.	Nov. 24, 1884.	250 00
Rains, A. M.	Sailors' Encampment.	Aug. 1892.	64 00
Rains, W.W.	Rains Wharf Range	" 1892.	*7 00
Ritchie, John A.	South Bay Mouth	Sept. 10, 1903.	150 00
Rowan, James.	Morris or Victoria Island.	Dec. 3, 1898	120 00
Richardson, Wm. T.	Michipicoten Hr., Algoma.	Sept. 27, 1900.	200 00
Richardson, Thos. J	Western Islands Light and Fog Alarm	June 27, 1901.	800 00
Richmond, John A.	Snug Harbour Range.	Oct. 7, 1902.	350 00
Roussain, J. J.	Providence Bay	June 27, 1904.	250 00
Rogne, Frank	Killarney Lights.	May 14, 1904.	300 00

* Per month while light in operation.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*ABOVE MONTREAL.—*Concluded.*

Name.	Station.	Appointed.	Salary.
			§ cts.
Sommers, Napoleon.....	Midland Point Range.....	June 19, 1900..	150 00
Shannon, William.....	Grosse Point or Valleyfield.....	Sept. 27, 1866..	425 00
Shannon, George.....	" "	" 27, 1866..	175 00
Seguin, Grégoire.....	L'Orignal.....	May 8, 1894..	100 00
Shaw, Thos. K.....	Point Edward Range.....	Aug. 29, 1903..	150 00
Smethers, R. O.....	Mohawk Island.....	Mar. 31, 1896..	400 00
Sutherland, Jno.....	Port Burwell.....	June 18, 1894..	225 00
Schofield, Fergus.....	Port Maitland.....	April 10, 1871..	350 00
Simpson, Hedley V.....	Brighton Ranges.....	May 11, 1888..	540 00
Smith, H. E.....	Presqu'Isle.....	April 29, 1898..	350 00
Sullivan, Silas.....	Baskins Wharf.....	Dec. 22, 1896..	130 00
Sauvé, Honoré.....	Caron Point.....	Feb. 16, 1889..	60 00
Stoneburner, John A.....	Dickinson Landing.....	April 12, 1890..	100 00
Spencer, C. R.....	Scotch Bonnet.....	" 27, 1903..	350 00
Scott, Guy J.....	Point Peter, Light and Fog Alarm.....	June 6, 1901..	650 00
Scott, Wm. J.....	Corunna Range.....	April 23, 1901..	120 00
Stocker, Jos. L.....	Ste. Anne de Bellevue.....	May 20, 1902..	150 00
Sweeney, Thomas.....	Tomahawk Island.....	Sept. 19, 1902..	150 00
Taylor, Edward.....	Parry Sound Range Lights.....	June 3, 1901..	550 00
Tébo, Joseph.....	North Sister Rock.....	May 20, 1902..	350 00
Veech, Stannes.....	Nine Mile Point light.....	Mar. 7, 1894..	450 00
Vallée, Charles.....	Hope Island.....	April 20, 1899..	450 00
Vorce, Marcellus.....	South Bay point.....	Nov. 21, 1902..	200 00
Webster, Chas.....	Cabot Head, Light and Fog Alarm.....	May 10, 1898..	650 00
Whitmarsh, John.....	Snake Island.....	July 18, 1900..	350 00
Weir, John C.....	Belleville.....	April 4, 1901..	200 00
Wemp, Daniel.....	Centre Brother Island.....	Jan. 9, 1901..	200 00

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Abel, Philias.....	Barre à Boulard, Back Range.....	June 23, 1903..	75 00
Arcand, Elzéar.....	Cap de la Magdeleine.....	May 17, 1892..	80 00
Arcand, Alfred.....	Seven Islands, Light and Explosive Signal Station.....	" 20, 1898..	650 00
Ascah, James.....	Fame Point, Gaspé, Light and Fog Alarm.....	Sept. 2, 1880..	70 00
Arseneau, Nectaire.....	Etang du Nord.....	July 21, 1891..	350 00
Arpin, Joseph.....	Contrecoeur Course, Front Light.....	April 22, 1904..	100 00
Bertrand, Louis.....	Champlain, Back Pole Light.....	Sept. 12, 1902..	60 00
Beaudet, Mrs. Laurent.....	Lotbinière Front Light.....	" 3, 1903..	80 00
Beaudet, George.....	Lotbinière Back Light.....	Jan. 4, 1883..	80 00
Beaudet, Charles.....	Platon Range.....	Aug. 24, 1894..	120 00
Bourque, Peter.....	Bird Rocks, Light & Explosive Signal Station.....	Nov. 27, 1896..	1,200 00
Bouilliane, Pierre.....	Lark Islet Light and Fog Alarm.....	Sept. 1, 1872..	400 00
Bertrand, Auguste.....	Macquereau Point.....	Dec. 21, 1877..	*300 00
Banville, Joseph.....	Matane Lights.....	Feb. 1, 1897..	300 00
Bourget, F.....	Percé.....	Mar. 18, 1893..	200 00
Breton, Narcisse.....	Rich Point.....	May 16, 1896..	500 00
Bourget, Charles.....	Cape Despair.....	Nov. 1, 1897..	†400 00
Bisson, Wm.....	Grand River.....	Oct. 22, 1896..	‡150 00
Bouchard, Louis.....	Cape Salmon, Light and Fog Alarm.....	May 16, 1896..	600 00
Boucher, Louis.....	Isle aux Raisins.....	April 13, 1898..	240 00
Boulanger, H.....	St. Thomas Wharf and Back Range Light.....	" 4, 1898..	80 00
Bujold, Louis.....	Carleton.....	May 25, 1899..	300 00
Boisvert, Alcide.....	Cape Charles, Front Light.....	July 23, 1901..	150 00
Baron, Amédée.....	Cape Charles, Upper Back Light.....	June 26, 1901..	70 00
Bouchard, George.....	St. Irénée.....	Aug. 31, 1901..	††40 00
Bousquet, Felix.....	Verchères Village (Back).....	April 21, 1902..	70 00

*Allowance \$20 per annum for blowing fog horn: \$10 per annum for keeping road in repair.
†Allowance \$30 per annum for blowing fog horn. ‡Allowance \$20 per annum for blowing fog horn.
††Per season of navigation.

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STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name.	Station.	Appointed.	Salary.
			\$ cts.
Bilodeau, Joseph O.	Bellechasse.	June 15, 1903.	320 00
Bergeron, Nap.	St. Antoine, Lotbinière Front Light	Mar. 21, 1902.	80 00
Bordua, Phileas.	Ile Deslauriers, Front Light	April 21, 1902.	120 00
Bourdages, Pitre.	Point Eschourie.	July 25, 1903.	60 00
Boulliane, J. E.	Point Noire Range Lights	Jan. 18, 1904.	200 00
Blanchet, J. G.	Father Point, Fog Alarm	1904.	800 00
Brown, Charles.	Pointe à-la-garde, Lightship	1904.	300 00
Carignan, P. L.	Champlain Main Light.	Oct. 1, 1902.	80 00
Cornier, Wm.	Amherst Island.	April 26, 1871.	350 00
Colton, P. J.	Belle Isle, Light and Fog Alarm.	Jan. 30, 1902.	*1,100 00
Côté, Luc.	Cape Chat.	Dec. 3, 1901.	**500 00
Campbell, John W.	Cape Norman, Light and Fog Alarm	April 12, 1890.	720 00
Costin, Eugène.	Cape Rosier, Light and Fog Alarm	Nov. 4, 1890.	800 00
Chamberlain, H.	Oak Point, Range Lights.	April 19, 1900.	100 00
Collins, Geo. F.	Entry Island, Magdalen Islands.	Feb. 28, 1901.	250 00
Chenel, John A.	Grand Entry "	July 4, 1901.	50 00
Chiasson, Edward.	Etang du Nord.	Oct. 22, 1896.	350 00
Croteau, Téléphore.	Ste. Croix, Front Range.	Mar. 28, 1901.	70 00
Chicoine, Alphonse.	Ile Bouchard, Back Light	April 23, 1902.	80 00
Chicoine, F. Xav.	Verchères Traverse, Front Light	" 21, 1902.	80 00
Charbonneau, Phileas.	" Back Light.	" 21, 1802.	70 00
Charest, Xavier.	Flower Island.	Oct. 10, 1903.	600 00
Comtois, Joseph.	Isle Ste. Thérèse, Back Light.	Feb. 11, 1903.	80 00
Carrière, H.	Boucherville, Isle St. Joseph.	Aug. 26, 1903.	80 00
Caisse, Louis.	Petite Traverse, Contre-cœur, Front Light.	April 22, 1904.	100 00
Caron, Alphonse.	Lower Traverse, Light and Fog Alarm.	—, 1903.	4 00 p. diem
Coulombe, M.	Chlorydormes	—, 1904.	100 00
Chartier, Adolphe.	Hochelega Lights, Montreal Harbour	—, 1904.	300 00
Couillard, A.	East Point, Anticosti, Lightship	May 27, 1904.	||1,000 00
Chisholm, John.	New Carlisle, Wharf Light.	Aug. 1, 1903.	
Desmarais, Phileas.	River St. Francis.	July 2, 1897.	†20 00
Duperie, Alfred J.	Pointe aux Jones.	May —, 1873.	40 00
Demers, Antonio.	Pointe à Basile, Back Light.	—, 1904.	130 00
Donville, Elzéar.	" Front Light	Feb. 6, 1901.	130 00
Doré, François.	St. Antoine, Lotbinière, Back Lights.	Mar. 21, 1902.	130 00
Dubois, Louis.	Isle à la Bague.	April 14, 1903.	150 00
Dubois, Octave.	Greenly Island, Light and Fog Alarm.	Oct. 12, 1903.	800 00
Ducharme, Jos.	St. Ours, Traverse.	April 18, 1904.	100 00
Duval, Norbert.	Contre-cœur Course, Back Light.	" 22, 1904.	100 00
Daigle, Nap.	Barre à Boulard, Front Range.	May 28, 1904.	150 00
Electric Light Company of Roberval.	Roberval Beacon Lights.	June 21, 1898.	60 00
Fournier, Alfred.	Upper Traverse	April 14, 1900.	600 00
Fugère, Léandre.	Batiscan, Front Light	" 19, 1868.	80 00
Fugère, Napoléon.	" Back Light.	Jan. 10, 1887.	80 00
Fiset, Jean H.	Lake St. Peter, Lightship No. 2.	April 22, 1875.	500 00
Fontaine, Edouard.	Cape Bauld, Lighthouse and Fog Alarm.	Nov. 1, 1892.	‡800 00
Faffard, Victor.	Point de Monts, Light & Explosive Signal Sta.	Aug. 1, 1889.	†‡550 00
Fraser, Pierre T.	Red Islet	April 12, 1890.	‡450 00
Ferland, Nap.	Ste. Petronille.	Sept. 3, 1901.	150 00
Fletcher, James.	Longue Pointe, Traverse.	May 16, 1904.	125 00
Fournier, Arthur.	Grande Vallée.	—, 1904.	100 00
Geoffrion, Azarie.	Varennas.	May 1, 1903.	70 00
Giguère, Denis.	Lavaltrie	" 24, 1870.	300 00
Gauthier, François.	Poste St. Martin, Front Light.	" —, 1872.	40 00
Grenier, Solomon.	Newport Point.	June 3, 1897.	150 00
Guyon, Joseph.	Verchères Village, Front Light.	April 21, 1902.	80 00
Gilbert, F. E.	Rivière du Loup, Wharf Light	Sept. 22, 1902.	70 00

* Allowance \$100 per annum for horse keep. ** Allowance \$25 per annum for hauling supplies. ‡ With a crew for the vessel paid by Department. † Per month during season of navigation. ‡‡ Allowance of \$75 per annum for horse keep. †† Allowance of \$50 per annum for horse keep. § Allowance of \$50 per annum for water, &c.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name.	Station.	Appointed.	Salary.
			8 cts.
Gagné, François	L'Ange Gardien, Island Orleans. Front Light..	Nov. 10, 1902..	70 00
Granier, Henri.....	Bersimis, Range Lights	Aug. 8, 1903..	100 00
Goudreau, Wm.....	Isle au Belier, Lake St. John	Oct. 30, 1901..	75 00
Girard, Henry.....	Murray Bay	July 13, 1903..	50 00
Godbout, Joachim	St. Laurent, Island of Orleans.....	April 15, 1904..	300 00
Guyon, Ernest	Contrecoeur and Verchères Range, Back Light..	—, 1904..	125 00
Hébert, Moïse Manuel dit.	Cap de la Magdeleine.....	May 11, 1888..	80 00
Harvey, André	Chicoutimi Wharf.	" 30, 1889..	40 00
Houde, Emile.....	Grondines Point Range, Back Light.....	June 20, 1904..	100 00
Irvine, John T. A.....	Red Island Lightship and Fog Whistle.....	Mar. 2, 1900..	*500 00
Kennedy, Thomas.....	Sandy Beach.....	—, 1904..	300 00
Latfêche, Désiré.....	Lake St. Peter Lightship No. 1	April 12, 1887..	450 00
Lachapelle, Jean E.....	Repentigny, Front Light.....	Feb. 1, 1861..	75 00
Langlois, Antoine.....	River du Chêne	July 11, 1888..	125 00
Laliberté, Arthur.....	Ste. Emilie, Front Range.....	Sept. 24, 1880..	90 00
Lord, Joseph	North of Halfway Point Range.....	May 5, 1903..	170 00
Laporte, Ivon	Ile Marie, Isle Bouchard Front Range.....	April 21, 1902..	120 00
Lapointe, F.-X.....	Isle à l'Aigle, Front Range.....	May 1, 1903..	100 00
Leclerc, P. M.....	Ste. Emelie, Back Range.....	April 8, 1899..	80 00
Lavoie, M.....	Rivière Valin Range.....	—, 1893..	70 00
LeHugnet, François.....	Cape Gaspé Light and Explosive Signal Station	Oct. 22, 1896..	650 00
Lindsay, Wm.....	Gaspé Wharf Light	June 14, 1900..	42 00
Lindsay, Irénée.....	Green Island Light and Explosive Signal Station	Sept. 25, 1888..	650 00
Loisel, John	Paspébiac	Aug. 27, 1894..	+150 00
LeBlanc, Régis.....	White Island Reef Light-ship and Fog Whistle	Jan. 11, 1878..	*500 00
Lemieux, Z.....	South-west Point, Anticosti	July 10, 1900..	\$600 00
Lachance, Louis.....	St. John, Island of Orleans.....	Sept. 26, 1896..	300 00
Leclerc, Geo.....	Pillars and Algernon Rock Lights	July 30, 1901..	650 00
Lavoie, F.....	Anse St. Jean Wharf Light	Mar. 13, 1889..	40 00
Levesque, Arthur.....	Grosse Isle, Kamouraska.....	Feb. 19, 1901..	400 00
Leclerc, Auguste.....	Martin River	Sept. 3, 1902..	300 00
Lemieux, F. X.....	Barachois de Malbaie	Mar. 6, 1903..	60 00
Laprise, Emile.....	Anticosti South Point Light and Fog Alarm..	April 18, 1903..	800 00
Levesque, Dom.....	Pointe aux Origneaux	Oct. 5, 1903..	350 00
Lepage Joseph	St. Francis, Islands of Orleans, Front Light..	April 20, 1876..	75 00
Lacroix, Frs. Joseph.....	Contrecoeur Traverse, Front Light	April 14, 1904..	75 00
Lacroix, Alfred.....	" " Back Light.....	—, 1904..	100 00
Laporte, J. B.....	St. Ours Traverse Front Light	—, 1904..	125 00
Lefrançois, H.....	Ste. Anne des Monts.....	—, 1904..	100 00
Letourneau, Louis	Mont Louis	—, 1904..	100 00
Label, Esdras.....	Lower Traverse Lightship.....	April 21, 1900..	2,300 00
Manseau, François.....	Port St. Francis	Mar. 27, 1900..	240 00
Montplaisir, Dom.....	Cap de la Magdeleine	—, 1904..	175 00
Malo, Joseph.....	Isle Ste. Thérèse, Lower Range.....	Feb. 1, 1897..	130 00
Marchand, Ferdinand.....	Citrouille Point.....	April 27, 1896..	200 00
Martin, Paul.....	St. Valentine	April 28, 1873..	150 00
Molson, Mrs. Alexander.....	Molson's Island, Lake Memphremagog.....	From year to year	**2 50
Malouin, Alfred	Anticosti, West Point	July 1, 1877..	††750 00
Martin, Jules G.....	Little Metis	Dec. 23, 1879..	††300 00
Marceau, Louis.....	St. Francis, Island of Orleans, Back Light.....	April 1, 1884..	75 00
Maynard, Eugène.....	Grondines, Upper Range, Front Light.....	June 20, 1904..	125 00
Morin, Hypolite.....	Long Pilgrim	April 29, 1898..	§§340 00
Marcotte, Mrs. P. L.....	Point Blene, Lake St. John	Nov. 28, 1898..	40 00
Morin, Alex.....	Rivière à la Pipe	Oct. 3, 1901..	50 00
Morin, Alfred.....	Anse aux Griffons	—, 1904..	100 00

* Allowance of \$1,900 per annum for assistance of engineer and necessary crew. † Allowance, \$30 per annum for blowing foghorn. ‡ Allowance \$2,300 per annum for assistance of Engineer and necessary crew. § Allowance \$50 per annum for horse keep. ** Per week during season of navigation. †† Allowance of \$50 per annum for horse keep. ‡‡ Allowance of \$40 per annum for water. §§ Allowance of \$68 per annum for water, &c.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name.	Station.	Appointed.	Salary.	
			\$	cts.
McGee, Jas. A.	Ash and Bloody Island	May 26, 1903.	200	00
McWilliam, John J.	Father Point Light	June 1, 1876.	*450	00
McLaren, Donald.	River du Moulin	Sept. 19, 1889.	40	00
McInnis, George.	Port Daniel	Oct. 7, 1902.	60	00
Paré, Olivier	L'Ange Gardien, Island of Orleans, Back Light.	Nov. 10, 1902.	70	00
Pelletier, Tancrede.	Egg Island	July 1, 1901.	500	00
Paquin, Sylva	Pointe du Lac	May 2, 1900.	100	00
Paul, Edouard	Isle de Grâce	Sept. 7, 1871.	240	00
Pagé, Siméon	L'Islet Richelieu	1904.	150	00
Peters, D. E.	Witch Shoal, Lake Memphremagog.	Oct. 31, 1904.	†4	50
Peters, J. H.	Black Point	From year to year	†1	50
Patterson, J. A.	Wadleigh Point	" "	†1	50
Paquet, Pierre	Ste. Famille, Island of Orleans, Back Light	Oct. 19, 1885.	70	00
Pednault, Pierre	Isle aux Coudres, Wharf	April 14, 1896.	40	00
Poulin, Alfred	Ste. Famille, Island of Orleans, Front Light	April 26, 1898.	70	00
Pineault, Louis	Bicquette Island Light and Fog Alarm.	Oct. 6, 1900.	700	00
Perrault, Henri.	St. Pierre les Becquets	May 26, 1901.	70	00
Pilote, Auguste.	Poste St. Martin, Back Light		40	00
Quinn, Thos.	Georgeville wharf light.	May 23, 1902.	†1	50
Reeves, Samuel	Ile Ste. Thérèse, Upper Range	Oct. 12, 1870.	270	00
Richelien and Ontario Navigation Co.	Sorel wharf lights.		85	00
Rivet, Léon L.	Repentigny, Back Light	April 28, 1894.	75	00
Richard, Alphonse.	Brandy Pots	Oct. 7, 1878.	400	00
Rennie, E. H.	Cape Ray, Light and Fog Whistle	Oct. 19, 1884.	800	00
Roberge, C. Honoré.	St. Pierre, Island of Orleans, Back Light	Oct. 19, 1885.	70	00
Rodrique, Josephine.	Portneuf	May 16, 1903.	250	00
Racette, Widow of D.	Ste. Croix Back Range.	Dec. 1900.	70	00
Roy, Charles	Belleville Park Lights, Montreal Harbour	1904.	300	00
St. Laurent, E.	Petite Traverse Contrecoeur, Back Light	April 22, 1904.	100	00
Salvail, Omer	Isle à la Pierre	May 6, 1897.	220	00
Savaria, Eusébe.	Isle à l'Aigle, Back Range Light	" 1, 1903.	100	00
Savard, Dorilas	Savards Range.		70	00
Simard, Edouard.	Montée du Lac, and Cape Rouge Beacons.	Oct. 28, 1870.	400	00
Sasseville, F. J.	Cape Magdalen, Light and Fog Whistle.	June 9, 1886.	700	00
Ste. Croix, George.	Point Peter	Oct. 22, 1896.	450	00
Savard, Jno.	River Caribou Front Light.	Aug. 1898.	40	00
Simard, H.	" Back Light.		40	00
Sauvageau, Charles	Grondines Point Range, Front Light.	June 20, 1904.	250	00
Sauvageau, Jos.	Grondines Upper Range, Back Light	June 20, 1904.	100	00
Samuel, André	Fox River	1904.	100	00
Thurber, Mrs. Win.	Ste. Croix	March 28, 1901.	175	00
Tremblay, W. T.	Goose Cape	April 4, 1888.	250	00
Tremblay, Edmond.	Portneuf en bas.	May 16, 1903.	300	00
Tremblay, George	River du Moulin	Sept. 19, 1889.	40	00
Tremblay, Pitre	St. Alphonse Wharf Light.	June 19, 1895.	40	00
Tremblay, Henry.	Cap à l'Aigle Wharf Light	Feb. 6, 1896.	40	00
Tremblay, Thomas.	Bay St. Paul.	Oct. 25, 1898.	250	00
Tremblay, Alexis.	Heath or East Point, Anticosti, Light and Explosive Signal station.	July 25, 1900.	†600	00
Tremblay, Magloire.	Les Eboullements Wharf Light.	April 27, 1892.	40	00
Tétreault, Honoré.	Contrecoeur to Verchères Range, Front Light	1904.	125	00
Tessier, Armand.	Pointe Bleue	June 9, 1904.	40	00
Thomas, Paul.	Belle Isle, North End, Light and fog alarm.	1904.	1,100	00
Vigneau, Placide.	Perroquet Island.	Sept. 19, 1892.	600	00
Vézina, Oliver.	St. Pierre, Island Orleans, Front Light.	Oct. 28, 1897.	70	00
Vézina, Désiré	Crane Island	April 26, 1904.	320	00
Whitman, Wm. Gunn	Lacolle.	Jan. 18, 1904.	150	00

* Allowance of \$10 per annum for water. † Per week during season of navigation. ‡ Allowance \$59 per annum for horse keep.

4-5 EDWARD VII., A. 1905

STATEMENT giving the Names and Stations of Light-keepers, &c.—*Continued.*BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Concluded.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Wheeler, W.	Lead Mines, Lake Memphremagog.	From year to year	*1 50
Wyatt, Thomas M.	Amour Point, Forteau Bay, Light and Fog Alarm.	Oct. 18, 1889.	†800 00
Willett, B. V.	New Richmond, Duthie Point.	" 16, 1903.	60 00
Weaver, J. B.	Lake St. Peter Light ship No. 3.	May 7, 1904.	400 00

NEW BRUNSWICK,

Arseneau, James.	Dalhousie Harbour.	Jan. 18, 1894.	100 00
Allain, Joseph.	Hay Island Beacon Light.	May 21, 1895.	150 00
Balmer, Matthew.	Oak Point, St. John River.	April 27, 1900.	80 00
Barbour, Jas. G.	Cape Enrage Light and Fog Alarm.	May 11, 1888.	800 00
Bent, A. J. Percy.	Journmain.	Jan. 25, 1901.	300 00
Blacklock, Fred. G.	Cape Spencer.	Mar. 5, 1888.	400 00
Brown, Charles.	Quaco West Head Light.	Nov. 25, 1884.	400 00
Bradshaw, L. B.	Quaco West Head Fog Alarm.	Aug. 2, 1887.	400 00
Brune, John David.	Goose Lake.	May 11, 1888.	‡250 00
Boudreau, Jos. B.	Petit Rocher.	Feb. 26, 1896.	150 00
Blakley, Lawrence.	Harper Point.	Sept. 9, 1887.	75 00
Bellemore, Fredk.	Dipper Harbour.	Mar. 12, 1895.	100 00
Belliveau, Samuel Philip.	Fort Folly Point.	April 8, 1903.	175 00
Brennan, Robert.	Oromocto.	Mar. 18, 1903.	80 00
Belding, R. L.	Lepreau Fog alarm.	April 11, 1904.	450 00
Basque, F. D.	North Tracadie Range.	1904.	275 00
Cochran, Fredk. M.	Quaco Pier Light.	Mar. 25, 1892.	100 00
Cummings, Geo.	Campbellton Range Light.	Jan. 1, 1880.	100 00
Chapman, James.	Baie du Vin Island Range Light.	July 24, 1882.	200 00
Crandall, D. H.	Greys Point Pole Light.	April 13, 1900.	70 00
Carney, John W.	Perry Point.	Sept. 25, 1900.	80 00
Copp, A. B.	Anderson Hollow.	Mar. 30, 1903.	100 00
Cornier, Jodus P.	Buctouche Bar.	July 26, 1902.	200 00
Corey, Chas. A.	Head Harbour Fog alarm.	June 15, 1903.	500 00
Chaffey, Harry V.	Cherry Island Fog Bell.	Aug. 7, 1903.	150 00
Dickson, Elias C.	Pea Point.	Nov. 16, 1898.	250 00
Delaney, John.	Grant Beach Lights.	Oct. 7, 1880.	125 00
Drake, Jeremiah.	St. John Signal Station.	Mar. 24, 1881.	750 00
Dalzell, Geo. Y.	Swallow Tail.	" 18, 1893.	400 00
Dinsmore, Samuel G.	Big Duck Island Fog Alarm.	July 5, 1886.	550 00
DeGrace, John.	Indian Point.	June 4, 1889.	150 00
Day, W. A.	Belyea Point.	Sept. 20, 1899.	90 00
Daigle, U. D.	Black Lands Gully.	July 13, 1903.	100 00
Daigle, Victor.	Sapin Point.	May 28, 1903.	25 00
Doncett, Fred F.	Caraguet Front Range Light.	Oct. 14, 1903.	50 00
Dalzell, Coleman.	Gannet Rock and Explosive Signal Station.	July 4, 1904.	700 00
Dakin, Lloyd Chas.	Grand Harbour.	May 2, 1904.	400 00
Egan, Edward.	Belloni Point.	May 17, 1892.	100 00
Eldridge, John M.	Drews Head, Beaver Harbour.	" 2, 1904.	250 00
Frankland, Louis.	Gull Cove.	Nov. 14, 1902.	80 00
Frawley, Frank.	Tiner Point Fog Alarm.	1904.	550 00
Flewelling, M.	Flewelling Landing.	April 12, 1890.	80 00
Fanjoy, William.	Fanjoy Point.	Dec. 15, 1897.	80 00
Ferguson, W. G.	South Tracadie.	Mar. 23, 1898.	150 00
Fox, Fraser.	Gagetown.	April 22, 1904.	80 00
Fitzgerald, Warren.	Head Harbour Light.	June 29, 1904.	300 00
Gillard, John.	Shediac Harbour.	June 13, 1888.	40 00
Gould, Francis T.	Shediac North Channel Range.	Jan. 13, 1889.	70 00

* Per week during season of navigation.
 ‡ Allowance of \$12 per annum for supplying water.

† Allowance of \$75 per annum for horse keep.

‡ Allow-

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NEW BRUNSWICK—*Continued.*

Name.	Station.	Appointed.	Salary.
			8 cts.
Gregg, Wilson....	St. John Harbour Beacon.....	1901..	350 00
Henry, Mrs. A. M.....	Hendry Farm.....	April 28, 1899..	80 00
Hayden, Michael.....	Pokemouche.....	Oct. 17, 1888..	200 00
Henderson, Arthur.....	Midjie Bluff.....	" 4, 1894..	200 00
Hann, Chas. P.....	Musquash.....	Jan. 14, 1879..	300 00
Helms, Geo.....	Letite Passage Light and Fog Whistle.....	May 3, 1882..	*580 00
Hachey, Octave.....	Pokesudie Island.....	July 12, 1881..	180 00
Harvey, W. L.....	Machias Seal Island Light and Fog Alarm.....	" 1904..	1,000 00
Hannah, Mrs. B. G.....	Spruce Point.....	Sept. 15, 1892..	120 00
Ingalls Turner.....	Southwest Head, Grand Manan.....	Dec. 4, 1900..	500 00
Kilpatrick, Joseph.....	Passamaquoddy Bay.....	Feb. 3, 1898..	350 00
Lantaigne, Gervais.....	Caraget Island.....	June 16, 1888..	200 00
Leblanc, Charles P.....	Cassie Point.....	May 4, 1872..	250 00
Looney, Thos. E.....	Greenhead, St. John River.....	July 14, 1886..	200 00
Lord, Lindwood.....	Southwest Wolf Island.....	April 22, 1903..	500 00
Lockhart, Edwin.....	Ward Point.....	Oct. 20, 1903..	80 00
Legere, P. L.....	Caraget Back Range Light.....	" 14, 1903..	50 00
Mills, George.....	Fox Island, N. W. Point.....	June 23, 1897..	200 00
Morrison, Peter.....	Oak Point Lights, Miramichi River.....	July 24, 1882..	100 00
Morrison, Peter, jr.....	Portage Island.....	May 17, 1892..	300 00
Morrison, Duncan.....	Sheldrake Island Lights.....	Feb. 25, 1880..	300 00
Maillet, D. O.....	Buctouche Inner Range.....	July 7, 1883..	150 00
Matheson, R. B.....	Newcastle.....	April 18, 1898..	100 00
Murray, Michael.....	Middle Island.....	" 10, 1902..	200 00
Maloney, Wm.....	Marks Point.....	Nov. 7, 1903..	120 00
McLeod, J. H.....	Bliss Island.....	Oct. 17, 1900..	350 00
McLennan, Kenneth.....	Escuminac Light and Fog Alarm.....	Mar. 7, 1892..	750 00
McIntosh, Chas.....	Lower Neguac Wharf Lights.....	Dec. 19, 1892..	100 00
McBaine, Alex.....	Cox Point, Grand Lake.....	May 6, 1898..	80 00
MacDonald, R. P.....	Musquash Island.....	Jan. 28, 1901..	80 00
McMann, Robert Harvey.....	McMann Point.....	Nov. 2, 1901..	80 00
McNeil, Henry H.....	Dalhousie Beacon Lights and Douglas Island Lt.....	Jan. 1, 1880..	250 00
McConnell, Robert.....	Miscou Gully.....	Sept. 9, 1887..	100 00
McLean, R.....	Miramichi Bay Lt. Ship.....	April 12, 1902..	†400 00
Nevers, George F.....	Jemseg.....	Nov. 24, 1884..	80 00
Preston, S.....	Preston Beach Lights.....	July 11, 1889..	125 00
Pendlebury, Wm. J.....	St. Andrews.....	April 10, 1889..	250 00
Pickett, Robert E.....	Palmer's Landing Wharf Light.....	May 11, 1897..	80 00
Parker, Alvin.....	Mulholland Point.....	June 13, 1901..	200 00
Palmer, E. B.....	Hampstead Wharf.....	Nov. 6, 1900..	80 00
Russell, James R.....	Grindstone Island Light and Fog Alarm.....	Jan. 13, 1899..	700 00
Robichaud, Joseph L.....	Miscou Light and Fog Whistle.....	Nov. 11, 1902..	800 00
Robinson, John.....	Neguac Main Light.....	June 30, 1896..	150 00
Richard, Peter F.....	Richibuctou Head.....	May 30, 1895..	185 00
Robertson, Charles M.....	Robertson Point, Grand Lake.....	June 30, 1897..	80 00
Robertson, Meier.....	Shediac Island Range.....	Dec. 29, 1873..	250 00
Ross, Elijah.....	Negro Point.....	Mar. 5, 1878..	400 00
Robichaud, Jude.....	Richibuctou Channel Range.....	June 16, 1902..	200 00
Robichaud, Henri B.....	Buctouche Range.....	June 21, 1884..	150 00
Roherty, A.....	Little Belledune.....	Feb. 5, 1895..	100 00
Richards, D. L.....	Partridge Isd. Light and Fog Alarm.....	July 19, 1900..	800 00
Robertson, J. A. D.....	Heron Island.....	April 1, 1902..	200 00
Robichaud, Mrs. A.....	Big Shippegan.....	July 8, 1904..	280 00
Richard, Jos. F.....	Richibuctou Bar Outer Range.....	June 16, 1902..	150 00
Sutherland, Geo. C.....	Bathurst Harbour Range.....	Mar. 20, 1882..	200 00
Scott, Mrs. Ed.....	Stonehaven.....	" 1904..	100 00
Spragg, T. W.....	Hatfield Point.....	June 27, 1903..	80 00

* Allowance \$50 for keeping another light. † Allowance, \$300 for assistance.

4-5 EDWARD VII., A. 1905

STATEMENT giving Names and Stations of Light-keepers, &c. — *Continued.*NEW BRUNSWICK—*Concluded.*

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Thomas, Geo. H.	Lepreau Light	Aug. 29, 1884	400	00
Tatton, Geo. T.	Long Eddy Point Fog Whistle, Grand Manan.	Oct. 16, 1886	750	00
True, John Howard.	Wilnot Bluff	Sept. 12, 1899	80	00
Upton, Robert	Bridge Point	" 11, 1899	80	00
Williston, Seymour.	Swashway Range	June 4, 1902	300	00
Wagner, Richard	Sand Point	June 7, 1883	80	00
Williams, Forrest W.	Williams Landing	May 11, 1897	80	00

NOVA SCOTIA.

Amero, Chas. A.	Argyle	Nov. 9, 1897	400	00
Amero, Geo. D.	Pubnico	Feb. 6, 1893	240	00
Amirault, James	Sissiboo	July 11, 1899	200	00
Brown, T. J.	Little Dyke	" 1882	25	00
Beamau, Edwin	Digby Pier	May 29, 1897	100	00
Bonner, John Charles	Point Aconi	Nov. 6, 1903	200	00
Burgess, Watson	Port l'Hébert	July 26, 1892	150	00
Boutillier, R. J., supt.	Sable Island Humane Est.	Nov. 13, 1884	*700	00
Boutillier, Henry	Indian Harbour, Paddy's Head	June 6, 1901	100	00
Bollong, James	Port Harbour	Aug. 6, 1877	300	00
Bourgeois, Philip.	Cheticamp Range Lights.	May 23, 1898	150	00
Boudrot, B.	Poulamon, Hawk Islet	" 1904	250	00
Baker, Thomas	Peases Island	May 19, 1879	350	00
Brackett, Wm.	Herring Cove	Aug. 28, 1897	100	00
Belliveau, John H.	Belliveau Cove	Feb. 16, 1889	80	00
Brownell, Luther	Cold Spring Head	Mar. 27, 1901	120	00
Buchanan, Angus A.	Neil Harbour	Aug. 14, 1899	150	00
Buckman, Chas	Grand Passage	Jan. 7, 1901	250	00
Boudreau, W. C.	Port Felix	July 16, 1902	250	00
Burke, Henry	Country Harbour, Green Island.	June 11, 1902	400	00
Burke, Martin	Bourgeois Inlet.	Dec. 1, 1902	60	00
Burns, E. M.	Wedge Island	" 1904	400	00
Burgess, Lewis E.	Walton Harbour	July, 13, 1903	150	00
Breen, Michael	Flint Head	" 1904	450	00
Bishop, F. W.	Porters Point	April 29, 1904	100	00
Chiasson, Germain	Caveau Point Range Lights	Aug. 20, 1897	120	00
Chiasson, Joseph P.	Grand Etang, Inverness	May 21, 1901	60	00
Creighton, H. H.	Creighton Head	" 6, 1874	200	00
Connington, Thomas	Louisburg Range Lights	Oct. 26, 1897	200	00
Crowell, John	Seal Island Light and Fog alarm	" 14, 1899	800	00
Campbell, John	St. Paul Island Humane Establishment.	" 1904	700	00
Campbell, J. O.	Port Mouton	April 29, 1898	300	00
Comeau, Louis C.	Metegham River Wharf	Oct. 12, 1875	100	00
Campbell, John P.	Red Islands C. B.	Nov. 30, 1901	120	00
Croucher, George A.	Croucher Island	Jan. 31, 1883	300	00
Clough, Daniel	Grande Digue Pole Light	July 4, 1884	60	00
Clory, Abraham	Glasgow Point	" 25, 1894	150	00
Coolen, Albert S.	Hubbard Cove	Oct. 31, 1903	250	00
Cameron, L. G.	Beaver Harbour	Feb. 15, 1902	150	00
Christian, P. S.	Betty Island	June 29, 1904	500	00
Creelman, Samuel	Port au Pique	May 2, 1901	25	00
Campbell, D. A.	Louisburg Fog Alarm	Mar. 20, 1902	†500	00
Cunningham, A. H.	Cape Sable Light and Fog Alarm	July 16, 1902	800	00
Cohoon, Havelock	Cranberry Island Light and Fog Alarm	Sept. 7, 1903	800	00
Corbett, George	Port Williams	May 31, 1904	260	00
Clark, F. R.	Borden Wharf Light	April 29, 1904	100	00
Doody, James	McNab Island	July 8, 1903	360	00

* With board for self and family and assistants and allowance for salaries of staff.

† Allowance \$35 per month for assistance.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Doane, John H.	Yarmouth or Cape Fourchu Light & Fog Alarm	July 1, 1874..	800 00
Doyle, Edward.	Mabou Front Range Light.	June 14, 1897..	70 00
D'Entremont, W. H.	Abbot Harbour.	May 22, 1888..	90 00
Dewis, F. H. P.	Cap d'Or Fog Alarm.	April 13, 1898..	800 00
Duann, Wm. A.	Green Island, Richmond.	May 20, 1902..	500 00
Dunn, Miles A.	Margaree Harbour, Outer Range Light.	" 12, 1903..	50 00
Doane, F. H.	Bunker Island.	" 1904..	350 00
Ellis, Wm. E.	Point Prim or Digby Gut L. H. & F. W.	Mar. 8, 1875..	800 00
Early, John.	Margaretsville.	Feb. 19, 1887..	230 00
Fraser, Alexr.	Great Bras d'Or Range, Back Light.	Jan. 13, 1903..	100 00
Fowler, Ernest E.	Apple River Light and Fog Whistle.	Dec. 9, 1902..	700 00
Fisher, Joel W.	Baccaro or Barrington.	Aug. 8, 1893..	400 00
Fulker, Wm. G.	Devil Island.	May 3, 1886..	420 00
Firth, Charles M.	Coffin Island, Liverpool.	June 30, 1880..	400 00
Foster, Israel C.	Port Medway.	Oct. 13, 1892..	260 00
Foster, Samuel T.	Port Medway Breakwater.	Feb. 17, 1899..	100 00
Foster, Geo. M.	Port George.	Nov. 5, 1897..	100 00
Fraser, John A.	Dover.	Dec. 31, 1892..	200 00
Faulkner, W. Y.	Burnt Coat.	June 22, 1898..	250 00
Findlay, John H.	Bull Point, Sambro Harbour.	Dec 7, 1899..	100 00
Franklin, J. L.	Wolfville, N.S.	April 4, 1902..	100 00
Falconer, David.	Caribou Island.	Dec. 20, 1902..	300 00
Gilkie, Henry A.	Sambro Light & Explosive Light Sign'd Station	Jan. 8, 1867..	800 00
Giffin, Ira L.	Isaac Harbour.	April 28, 1894..	200 00
Gardner, Frederic T.	Brooklyn Pier.	Feb. 6, 1885..	100 00
Gallant, Patrick.	Little Loraine.	Jan. 16, 1900..	80 00
Goodwin, Jas. E.	Wood Harbour.	Aug. 27, 1900..	200 00
Garrison, S. H.	Peggy Point.	Dec. 22, 1902..	350 00
Gray, Peter Angus.	Pennant Harbour.	June 30, 1903..	100 00
Harpell, Jeremiah.	Jeddore Harbour Range.	Jan. 21, 1901..	200 00
Hopkins, Leslie.	Bon Portage Island.	Oct. 20, 1897..	350 00
Hutley, Charles H.	Kingsport.	June 30, 1890..	100 00
Hawley, Mathew.	South Bay, Ingonish.	May 13, 1897..	140 00
Hardy, John.	Gabarus.	Nov. 22, 1890..	200 00
Hardy, Joseph.	Guion Island.	Jan. 30, 1903..	400 00
Hinds, James.	Victoria Beach.	Mar. 7, 1901..	100 00
Hemlow, James S.	Liscomb.	Jan. 2, 1903..	300 00
Iceton, Wm.	Mauger Beach Light and Fog Alarm.	July 8, 1903..	800 00
Johnson, Edward.	Chebucto Head Light and Fog Whistle.	May 14, 1872..	800 00
Joyce, Simon.	Seal Island, Lennox Passage.	July 4, 1884..	100 00
Jamieson, Chas.	Cape St. Lawrence.	Sept. 21, 1893..	400 00
Jameson, Geo. C.	Cole Harbour Range.	Oct. 21, 1898..	150 00
Knowlan, Alfred.	Queensport.	Nov. 13, 1902..	300 00
Kent, J. H.	Musquodoboit Harbour Range Front Light.	April 29, 1904..	125 00
Kent, John.	Musquodoboit Harbour, Back Light.	April 29, 1904..	100 00
Long, Joseph.	Causo Harbour.	Dec. 31, 1896..	250 00
Long, Joseph.	False Passage Ledge.	Aug. 4, 1903..	*10 00
Leblanc, Severin.	Tusket River.	July 1, 1888..	250 00
Lowden, David.	Pictou Harbour Range Lights.	" 12, 1897..	150 00
LeVashe, Wm.	Arichat.	Oct. 17, 1898..	250 00
Lyons, John H.	Barrington East Bay Light-ship.	June 18, 1897..	600 00
Landry, Edward.	Petit de Grat.	Feb. 23, 1897..	200 00
Larkin, Ephraim.	Stoddart Island.	Mar 18, 1896..	200 00
Leblanc, Benjamin.	Candle Box Island.	Nov. 1, 1892..	300 00
Larkin, N. C.	Lurcher Shoal Light-ship.	" 1904..	+1,200 00
Morrell, B. H.	Brier Island, Fog Whistle.	June 6, 1901..	400 00

* For three of the winter months.

† Crew paid by Department.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*NOVA SCOTIA—*Continued.*

Name.	Station.	Appointed.	Salary.
			\$ cts.
Morrison, M. D.	Black Rock Point.	June 8, 1892.	250 00
Muise, Marcellin.	Cheticamp.	Nov 27, 1896.	300 00
Misner, John E.	Fort Point.	May 16, 1896.	150 00
Moser, Samuel.	Moser Island.	Nov. 6, 1885.	350 00
Mullins, James.	Mullins Point.	June 8, 1892.	250 00
Munro, William.	Pictou Bar.	Nov. 22, 1890.	460 00
Murphy, Michael.	Pomquet Island.	Dec. 18, 1890.	350 00
Mundell, Edward.	Eddy Point.	July 28, 1903.	400 00
Martell, John T.	Scatterie Light and Fog Whistle.	July 30, 1897.	800 00
Murray, John.	Cape George, Great Bras d'Or Lake.	Nov. 3, 1882.	200 00
Munroe, William L.	Three Top Island.	Oct. 28, 1879.	300 00
Mitchell, John W.	Jeddore Rock.	Sept. 29, 1882.	400 00
Mitchell, Wm. A.	Quaker Island.	Feb. 17, 1896.	300 00
Matheson, Murdoch.	Whycocomah Pole Light.	Sept. 11, 1884.	60 00
Morrison, Widow.	Freestone Islet Pole Light.	June 5, 1897.	150 00
Manger, John J.	Cape LaRonde.	Nov. 16, 1898.	300 00
Melanson, J. W.	Gilbert Point.	1904.	200 00
Morris, P. E.	Isle Haute.	1904.	500 00
Morris, John H.	Advocate Harbour.	1904.	250 00
Myrick, John.	Cape Race, Newfoundland, L. H. & F. W.	Nov. 1, 1897.	1,000 00
Mathews, Wm.	Canso Lights.	1904.	200 00
McDonald, Robert.	Carter Island.	Jan. — 1885.	275 00
McRae, Roderick.	Margaree or Sea Wolf Island.	Feb. 3, 1898.	400 00
McLellan, Rod'k.	Margaree Harbour, Inner Range.	June 8, 1901.	50 00
McKay, R.	North Canso.	Feb. 4, 1882.	350 00
McFarlane, Andrew.	Pictou Island.	June 8, 1892.	400 00
McDonald, John A.	Port Hood.	May 10, 1880.	280 00
McDonald, James.	Point Tupper.	Mar. 15, 1870.	300 00
McAskell, Donald.	St. Ann Harbour.	June 26, 1889.	140 00
McLean, H.	Gillis Point.	Dec. 18, 1897.	150 00
McRae, Hector.	McKenzie Point, Great Bras d'Or.	Aug. 20, 1890.	160 00
McLeod, Norman.	Cape North, Money Point.	Oct. 14, 1899.	400 00
McNeil, F. X. S.	Iona.	Nov. 16, 1901.	129 00
McRae, Donald.	Kidston Island.	May 17, 1892.	200 00
McLeod, Angus.	St. Esprit Island.	Oct. 27, 1880.	400 00
McDonald, Norman.	Gooseberry Island or Marjorie Isle.	July 4, 1884.	100 00
McAskill, Kenneth.	Jerome Point.	" 30, 1901.	250 00
McNeil, John C.	Piper Cove.	Dec. 18, 1897.	120 00
McNeil, Laughlin.	McNeil Beach, Great Bras d'Or.	Aug. 6, 1884.	60 00
McFadyen, Malcolm.	Mabou Back Range Light.	April 17, 1891.	50 00
McNeil, Daniel Y.	Campbell Island, Victoria Co.	July 30, 1903.	100 00
McEachern, A. L.	Cape George.	Sept. 8, 1898.	450 00
McLeod, Murdoch.	Pugwash.	Dec. 10, 1897.	300 00
McKenna, John L.	Cape Roseway, Light and Fog Alarm.	Mar. 31, 1899.	800 00
MacIntosh, James.	Egg Island.	July 28, 1899.	500 00
McDonald, Rod.	Clarke Cove.	April 22, 1904.	100 00
McLellan, Baxter.	Spencer Island.	1904.	100 00
McLellan, Ingersoll L.	Economy Pole Light.	May 16, 1899.	*6 00
McAdam, Hugh R.	Arisaig.	Nov. 14, 1898.	100 00
McKay, Hector G.	Bird Island.	May 21, 1901.	450 00
McLean, Malcolm.	Great Bras d'Or Range, Front Light.	Jan. 13, 1903.	100 00
McLennan, John Angus.	Henry Island.	July 21, 1903.	400 00
McKenzie, John.	South-west Point, St. Paul Island.	1904.	400 00
Nass, Henry.	Battery Point.	Mar. 12, 1897.	300 00
Nickerson, Byron.	Negro Island.	July 26, 1897.	300 00
Nunn, George.	Sydney South Bar.	June 20, 1872.	300 00
O'Leary, Wm. E.	Beaver Island.	Feb. 22, 1900.	350 00
O'Hara, Theodore.	Port Bickerton.	Jan. 26, 1901.	150 00
Orchard, L. D.	Ragged Island Harbour, Gull Rock.	" 1, 1877.	400 00
O'Neill, Thos.	Low Point Fog Alarm.	May 2, 1904.	500 00
Payzant, Jason.	Little Hope Island.	Oct. 22, 1901.	500 00
Pearl, Albert.	Green Island off Margaret's Bay.	Dec. 29, 1873.	500 00

* Per month during season of navigation.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—Continued.

NOVA SCOTIA—Concluded.

Name.	Station.	Appointed.	Salary.	
			\$	cts.
Price, Philip.....	Louisburg Light.....	Nov. 8, 1897..	350	00
Peters, John G.....	Low Point Light.....	Oct. 1, 1865..	460	00
Pettis, William.....	Parrsboro'. ..	Dec. 6, 1888..	340	00
Palmer, Howard W. . .	Wolf Point.	Oct. 14, 1899..	250	00
Palmer, H. W.....	Lahave, Fort Point.....	May 22, 1878..	200	00
Perry, John.....	Sheet Rock.....	Dec. 17, 1878..	500	00
Perry, Levi.....	North East Harbour Range.....	June 17, 1899..	200	00
Peters, John N.....	Brier Island Light.....	" 6, 1901..	400	00
Pope, John.....	Main-à-Dieu.....	Sept. 11, 1902..	300	00
Patterson, Wm.....	Dartmouth.....	June 3, 1903..	100	00
Robinson, Charles.....	Black Rock.....	Mar. 16, 1885..	330	00
Ruggles, Frank.....	Boars Head.....	May 24, 1901..	350	00
Robicheau, B. H.....	Cape St. Mary.....	July 5, 1886..	350	00
Rathburn, S. M.....	Horton Bluff.....	Sept. 3, 1879..	250	00
Ross, Robert.....	George Island.....	Jan. 18, 1876..	250	00
Roblee, Jacob V.....	Shafner Point.....	May 29, 1897..	150	00
Riley, Simon W.....	Annapolis Royal.....	Mar. 7, 1892..	100	00
Richards, Stephen C.....	Charlo Harbour Range.....	Nov. 4, 1901..	120	00
Ross, Alex. W.....	Little Narrows.....	May 23, 1902..	120	00
Rogers, Lloyd.....	Amet Island.....	Nov. 11, 1902..	450	00
Rose, John.....	N. E. Point St. Paul Island.....	July 17, 1897..	400	00
Roney, Henry.....	Gianville Centre.....	Feb. 24, 1904..	75	00
Smith, Eph.....	Sambro Inner Island Pole Light.....	Jan. 3, 1900..	100	00
Scott, M. C.....	Gnysborough Harbour.....	April 19, 1884..	220	00
Spencer, Robert A.....	Spencer Point.....	" 1, 1870..	125	00
Suthern, Edward W.....	Westport.....	" 12, 1890..	300	00
Saulnier, John H.....	Church Point, St. Mary Bay.....	Aug. 8, 1878..	200	00
Sampson, C.....	Ouetique Island.....	Dec. 1, 1874..	350	00
Strum, James A.....	Westhaver Island.....	Sept. 25, 1888..	200	00
Sollows, A. J.....	Port Maitland or Green Cove Pole Light.....	Oct. 28, 1900..	75	00
Sampson, Theodore.....	Beaver Island.....	Oct. 15, 1892..	80	00
Smith, Cal-b.....	Salter Head Beacon Light.....	June 21, 1888..	60	00
Smith, William B.....	Westhead, Cape Sable Island.....	April 12, 1890..	200	00
Simpson, John.....	Pictou Custom House Light.....	Dec. 10, 1901..	100	00
Smeltzer, John D.....	Hobson Island.....	April 10, 1900..	300	00
Smith, John Young.....	Page Island.....	Jan. 17, 1901..	150	00
Stevens, James Gordon.....	Sand Spit, Shelburne Harbour.....	Mar. 11, 1903..	280	00
Slaunwhite, S. P.....	Terence Bay.....	Oct. 13, 1903..	100	00
Vigneau, George.....	Jerseyman Island.....	Mar. 23, 1883..	300	00
Vance, Geo. W.....	Masstown or Debert.....	June 29, 1898..	25	00
Wolfe, Howard M.....	West Ironbound Island.....	June 22, 1895..	250	00
Wells, James.....	Whitehead Island.....	Oct. 20, 1897..	510	00
Wambold, James.....	Sheet Harbour Passage.....	May 11, 1887..	50	00
Webb, Patrick.....	Harbour au Bouche.....	Feb. 19, 1896..	250	00
Webber, James M.....	Torbay.....	May 10, 1898..	300	00
Wynacht, W. H.....	Cross Island Light and Fog Whistle.....	April 13, 1898..	800	00
Warren, R. V.....	Ingonish Island.....	Sept. 17, 1903..	360	00
Walsh, John.....	Lingan Head.....	— 1904..	200	00
Young, Uriah.....	Chester, or East Ironbound Island.....	Feb. 15, 1884..	400	00
Yorke, Freeman.....	Cape Sharpe.....	June 30, 1902..	750	00

PRINCE EDWARD ISLAND.

Anderson, Albert.....	St. Peters Range.....	July 25, 1900..	130	00
Allen, Joel S.....	Indian Point Pier.....	May 18, 1898..	375	00
Beaton, Angus F.....	Hazard Point Range, Back Light.....	Nov. 21, 1902..	60	00
Clark, Jesse George.....	Georgetown Range, Back Light.....	Aug. 14, 1901..	125	00
Champion, Wm.....	Northport Range.....	Oct. 23, 1897..	100	00

4-5 EDWARD VII., A. 1905

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*PRINCE EDWARD ISLAND—*Concluded.*

Name.	Station.	Appointed.	Salary.
			§ cts.
Costain, Frederick.....	Miminegash Range, Back Light.....	May 19, 1897..	40 00
Connors, George.....	Georgetown, St. Andrew's Point.....	June 3, 1901..	150 00
Fraser, John.....	Summerside Range Front Light.....	April 12, 1897..	100 00
Gaudet, Agape.....	Big Tignish Range.....	Aug. 30, 1897..	130 00
Gillis, Donald.....	Point Prim.....	Dec. 10, 1897..	300 00
Gallant, Jos. J. D.....	Cape Egmont.....	Oct. 21, 1902..	200 00
Hardy, Wm.....	Little Channel Range.....	July 26, 1875..	100 00
Howatt, Abner J.....	Leards Range, Outer Light, Crapaud.....	" 22, 1893..	100 00
Harris, Wm.....	Cape Bear.....	Nov. 11, 1896..	375 00
Inman, James.....	Leards Range, Inner Light, Crapaud.....	— — 1901..	100 00
Kielly, John Andrew.....	Cove Head Lights.....	Nov. 27, 1890..	90 00
Lewis, James.....	Brighton Beech Range.....	March 1, 1899..	100 00
Mum, Duncan.....	Little Sands.....	May 1, 1877..	30 00
Morrison, John D.....	Cardigan River.....	Aug. 15, 1901..	100 00
McDonald, John.....	Tracadie.....	May 24, 1901..	100 00
McRae, Daniel.....	Hazard Point Range, Front Light.....	April 6, 1900..	70 00
McDonald, Lauchlin.....	East Point Light and Fog Whistle.....	Jan. 18, 1901..	600 00
McDonald, John.....	Douse Point Range, Orwell.....	June 25, 1879..	70 00
McLeod, Jas. H.....	New London.....	Jan. 29, 1896..	125 00
McDonald, Wm.....	West Point.....	Aug. 22, 1876..	300 00
McKay, Rodk. W.....	Wood Island.....	April —, 1899..	250 00
McDonald, Angus.....	Souris East Lights.....	Nov. 13, 1880..	300 00
McDonald, Jas. A.....	Savage Harbour Range.....	July 11, 1889..	100 00
McLeod, Lemuel.....	Murray Harbour Front Light.....	Dec. 21, 1897..	50 00
McPherson, Daniel W.....	Brush Wharf Range, Orwell.....	Jan. 13, 1899..	60 00
McNeil, Alex. S.....	Block House Point, Charlottetown.....	March 25, 1901..	340 00
O'Brien, Patrick.....	Miminegash Range Front Light.....	May 14, 1897..	70 00
Phee, James.....	North Point.....	Sept. 4, 1897..	300 00
Penny, Robert.....	Murray Harbour, Back Light.....	Nov. 11, 1897..	50 00
Pino, Joseph N.....	North or Grand Range Rustico.....	Feb. 6, 1897..	125 00
Ranaghan, Peter.....	Sea Cow Head.....	April 21, 1873..	250 00
Robertson, Alfred.....	Annandale Range.....	Oct. 5, 1898..	100 00
Sinclair, Wm.....	Fish Island.....	March 8, 1897..	250 00
Stavart, Geo.....	Summerside Range, Back Light.....	Sept. 8, 1895..	80 00
Steele, Colin.....	Panmure Head.....	June 3, 1901..	250 00
Toplin, Jas. C.....	Sandy Island, Cascumpec.....	May 5, 1897..	300 00
Taylor, Chas.....	Darney Point Range Lights.....	June 14, 1897..	60 00
Taylor, James W.....	St. Peters Island.....	May 1, 1897..	200 00
Wiggins, G. W. J.....	Darney Point Range.....	Oct. 16, 1896..	100 00
Wright, Chas. L.....	Wright Range, Crapaud Harbour.....	June 14, 1894..	100 00
Young, James.....	Wood Island Harbour.....	Nov. 14, 1902..	80 00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Light-keepers, &c.—*Concluded.*

BRITISH COLUMBIA.

Name.	Station.	Appointed.	Salary.
Allison, Frank Fagan....	Portier Pass.	Nov. 12, 1902..	\$ cts. *30 00
Brown, Wm. Henry ..	Ballinac Islands	Oct. 3, 1901..	200 00
Black, George M.....	Fiddle Reef.	May 21, 1903..	400 00
B.C. Electric R.R.Co....	Brocthy Ledge.....	.... 1903..	200 00
Carpenter, C.....	Dryad Point.....	Nov. 7, 1899..	†240 00
Crozier, James.....	Bare Point, Chemainus.	June 12, 1897..	168 00
Clarke, M. G.....	Entrance Island Light and Fog Whistle.	Nov. 26, 1897..	900 00
Codville, James.....	Pointer Island.....	Dec. 26, 1899..	360 00
Croft, M. A.....	Discovery Island Light and Fog Whistle.	April 1, 1902..	900 00
Campbell, W.....	Gallows Point and Middle Ground Beacons.....	.... ..	180 00
Daykin, William P.....	Carmanah Point Light and Fog Whistle.	Nov. 4, 1890..	1,200 00
Davidson, John.....	Cape Mudge.....	June 27, 1898..	360 00
Eastwood, F. M.....	Race Rocks Light and Fog Whistle.	Jan. 31, 1891..	1,200 00
Erwin, Walter.....	Point Atkinson Light and Fog Whistle.....	Oct. 5, 1880..	1,000 00
Forsythe, James.....	Ivory Island.....	Sept. 5, 1900..	500 00
Franklin, Wm. Thos.....	Merry Island.....	Jan. 8, 1904..	360 00
Farnehough, W. C.....	The Sisters.....	May 31, 1904..	500 00
Georgeson, Henry.....	Active Pass Light and Fog Whistle.....	July 21, 1884..	900 00
Georgeson, James.....	Saturna Island, East Point.....	Oct. 26, 1889..	550 00
Grove, John.....	Prospect Point.....	June 27, 1898..	300 00
Gallup, J. W.....	Proctor.....	Jan. —, 1900..	240 00
Gordon, Walter.....	Yellow Island.....	Sept. 27, 1901..	500 00
Georgeson, John.....	Walker Rock.....	.... ..	240 00
Garrard, F. C.....	Lennard Island.....	.... 1904..	600 00
Harrap, R.....	Coffin Islet and Miami Reef.....	Apr. 15, 1903..	300 00
Harrison, S. G.....	Berens Island.....	Nov. 4, 1897..	†300 00
Harvey, Thos. W.....	Lawyer Islands.....	Oct. 22, 1901..	600 00
Jeffries, Alfred.....	Sister's Rock, Vancouver.....	April 30, 1901..	500 00
Jones, William D.....	Brocton Point, Burrard Inlet.....	Aug. 20, 1890..	300 00
Johnson, Capt. George.....	Fisgard.....	July 30, 1901..	500 00
Kootenay Electric Light Co.	Kaslo.....	Dec. 1, 1897..	240 00
Moore, Hugh.....	Dock Island.....	May 15, 1903..	*20 00
McColl, S. W.....	Garry Point.....	July 24, 1898..	*10 00
McColl, S. W.....	Mouth Fraser River Lights.....	March 1, 1903..	*25 00
O'Brien, Michael.....	Fraser River.....	.... 1904..	900 00
Patterson, Thomas.....	Cape Beale.....	March 2, 1895..	*1,200 00
Richardson, John.....	Portlock Point Light and Bell.....	Dec. 2, 1895..	460 00
Scarlet, Robert.....	Egg Island.....	Aug. 22, 1900..	600 00
Sparks, T.....	Shoal Point and Middle Rock.....	Jan. 29, 1903..	180 00

* Per month. † Allowance, \$60 per annum for mail service.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA.

APPENDIX No. 20.

STATEMENT relating to the Wharfs under the control of the Department, on
June 30, 1904.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Ontario.</i>				\$ cts.
Blind River.....	James Lachore.....	Sept. 17, 1903.	25 p.c. of collections....	
Bruce Mines.....	Wm. Fleming.....	April 15, 1902.	25 " " " " " " " "	60 15
Cockburn Island.....	G. McKenzie.....	May 19, 1903.	25 p.c. of collections....	
Goderich.....	W. Marlton.....	Feb. 14, 1894.	25 " " " " " " " "	469 95
Hilton, St. Joseph Id., Algoma	E. Stubbs.....	June 20, 1898.	50 " " " " " " " "	272 35
Kingsville.....	W. H. Black.....	Aug. 1, 1902.	25 " " " " " " " "	38 42
L'Orignal.....	E. A. Hall.....	Mar. 23, 1904.	25 " " " " " " " "	
Morpeth.....	C. Stammers.....	Aug. 1, 1892.	25 " " " " " " " "	
North Bay.....	W. McKenzie.....	Oct. 9, 1900.	25 " " " " " " " "	
Pelee Island.....	Wm. Rinkel.....	Sept. 1, 1903.	25 " " " " " " " "	204 95
Fort Finley.....	M. McLennan.....	May 10, 1902.	25 " " " " " " " "	
Port Rowan.....	John Collett.....	May 2, 1898.	25 " " " " " " " "	
Richard's Landing, Algoma	R. Armstrong.....	Mar. 11, 1899.	50 " " " " " " " "	56 30
Rondeau.....	W. R. Fellowes.....	Dec. 17, 1883.	25 " " " " " " " "	30 42
Sault Ste. Marie.....	Geo. A. Boyd.....	April 9, 1897.	\$142 per month during season of navigation....	250 01
Sheguindah.....	John Hastie.....	June 11, 1902.	25 p.c. of collections....	54 38
Southampton.....	Geo. McVittie.....	Aug. 16, 1895.	25 p.c. " " " " " " " "	150 20
Summerstown.....	Under lease.....			
Thessalon, Algoma.....	D. J. Sandie.....	April 22, 1902.	25 p.c. of collections....	94 06
Warton.....	Philip Gilbert.....	" 22, 1902.	25 " " " " " " " "	81 75
Total.....				1,762 94
<i>Quebec.</i>				
Agnes, Lake Megantic.....	L. A. Roy.....	Nov. 27, 1891.	25 p.c. of collections....	
Anse St. Jean.....	F. Lavoie.....	Mar. 13, 1895.	25 " " " " " " " "	
Baie St. Paul.....	Vacant.....			
Baie St. Paul, Isolated Block.	H. Tremblay.....	Sept. 4, 1894.	25 " " " " " " " "	
Beauport.....	D. Giroux.....	Nov. 11, 1896.	25 " " " " " " " "	
Berthier.....	E. Gaumond.....	July 5, 1897.	50 " " " " " " " "	111 00
Cap-à-Aigle.....	Jos. Guay.....	Oct. 7, 1896.	25 " " " " " " " "	
Carleton.....	Chas. Bernier.....	April 15, 1902.	\$50 per annum.....	8 28
Cascades.....	Moise Leroux.....	Oct. 20, 1897.	25 p.c. of collections....	
Cedars.....	J. Reay.....	April 29, 1895.	25 " " " " " " " "	
Chicoutimi.....	Thomas Tremblay.....	May 23, 1901.	25 " " " " " " " "	
Côteau du Lac.....	M. St. Amour.....	Sept. 21, 1896.	50 " " " " " " " "	24 30
Côteau Landing.....	J. A. Pricur.....	May 25, 1897.	25 " " " " " " " "	
Echo Vale, Lake Megantic.....	D. P. Matheson.....	" 16, 1894.	25 " " " " " " " "	
Esquimaux Point.....	Vacant.....			
Grand River.....	Geo. Beaudin.....	Nov. 16, 1896.	25 " " " " " " " "	243 34
Greece's Point.....	T. Ranger.....	July 16, 1902.	25 " " " " " " " "	45 71
Isle aux Grues.....	Désiré Vezina.....	June 13, 1904.	25 " " " " " " " "	
Isle Perrot.....	Roger Leduc.....	Oct. 20, 1897.	25 " " " " " " " "	
Knowlton's Landing.....	L. Knowlton.....	Nov. 26, 1897.	25 " " " " " " " "	
Lacolle.....	R. J. Robinson.....	Mar. 8, 1894.	25 " " " " " " " "	6 56
Les Eboulements.....	M. Tremblay.....	Sypt. 4, 1894.	25 " " " " " " " "	
L'Islet.....	Octave Morin.....	Feb. 8, 1893.	25 " " " " " " " "	
Longueuil.....	Eusebe Denicourt.....	May 15, 1901.	25 " " " " " " " "	53 60
Magog.....	Edward Addy.....	June 20, 1898.	25 " " " " " " " "	
Matane.....	Louis Durette.....	Aug. 25, 1900.	25 " " " " " " " "	216 72
Murray Bay.....	Elie Maltais.....	" 15, 1893.	25 " " " " " " " "	
New Carlisle.....	John Chisholm.....	April 22, 1902.	50 " " " " " " " "	123 71
Perceé.....	E. Bourget.....	Mar. 11, 1903.	25 " " " " " " " "	41 86
Port Daniel.....	Geo. McInnis.....	April 30, 1903.	\$50 per annum.....	81 34

SESSIONAL PAPER No. 21

STATEMENT relating to the Wharfs, &c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Quebec—Con.</i>				\$ cts.
Port Lewis.....	Sam. Carson.....	Sept. 21, 1899.	25 p. c. of collections....	
Rimouski.....	Chas. Lepage.....	July 24, 1894.	25 "	
Rivière Ouelle.....	J. Hudon dit Beau- heu	Nov. 28, 1892.	25 "	
Rivière du Loup.....	F. E. Gilbert.....	Aug. 15, 1902.	\$146 per annum....	155 66
St. Anicet.....	S. Dupuis.....	Sept. 14, 1896.	25 p. c. of collections	
St. Alphonse de Bagotville...	Abel Tremblay	July 7, 1891.	25 "	65 45
St. Irénée.....	Geo. Bouchard	Feb. 10, 1903.	25 "	
St. Jean d'Orléans.....	L. Lachance.....	Sept. 26, 1896.	25 "	132 44
St. Jean Port Joli.....	J. Pelletier.....	" 14, 1896.	25 "	
Ste. Cécile du Bic.....	Olivier Ouellette	Aug. 24, 1900.	25 "	85 46
St. Laurent d'Orléans.....	Joachim Godbout.....	May 11, 1904.	25 "	37 96
St. Nicholas.....	Under lease.....	"	25 "	37 50
St. Thomas de Montmagny ..	L. L. Dionne.....	Oct. 22, 1896.	25 "	1 12
St. Zotique.....	J. M. Leroux.....	Sept. 14, 1896.	25 "	
Tadoussac.....	A. Christiansen.....	Oct. 20, 1897.	25 "	
Trois Pistoles.....	D. Damour.....	May 10, 1895.	25 "	
Valois Point.....	L. Castonguay.....	Oct. 20, 1897.	25 "	
Ville Marie.....	Jules Maillard.....	Feb. 2, 1899.	25 "	
			Total	1,472 01
<i>Nova Scotia.</i>				
Arisaig.....	H. R. McAdam.....	Dec. 30, 1898.	25 p. c. of collections....	39 34
Avonport.....	L. F. Fuller.....	Aug. 15, 1902.	25 "	26 08
Rabin's Cove.....	Alex. Thomas.....	Oct. 20, 1897.	25 "	6 51
Barrington.....	J. H. Christie.....	Aug. 31, 1896.	25 "	123 70
Bass River.....	Jotham Fulton.....	Jan. 6, 1898.	25 "	
Bayfield.....	Roderick Grant.....	April 23, 1902.	25 "	36 19
Bear Point.....	E. R. Smith.....	Feb. 19, 1902.	"	2 74
Belliveau Cove.....	St. Clair Thérieau.....	Nov. 24, 1892.	25 "	77 02
Black Point.....	J. P. Littlewood.....	Jan. 8, 1904.	25 "	
Broad Cove.....	John Teal.....	June 12, 1893.	25 "	
Broad Cove March.....	Hugh McDonald.....	Oct. 19, 1892.	25 "	
Canada Creek.....	Henry Dickey.....	Aug. 12, 1899.	25 "	
Cape Cove.....	J. A. Ellis.....	May 14, 1897.	25 "	
Centreville.....	Alfred Ward.....	" 28, 1897.	25 "	106 42
Chipman's Brook.....	Abner Barkhouse.....	Dec. 21, 1903.	25 "	2 48
Church Point.....	Chas. F. Belliveau.....	Aug. 20, 1892.	25 "	80 65
Cranberry Head.....	A. Shaw.....	May 26, 1903.	25 "	
Cribbens Pier, Antigonish Hr.	A. R. Boyd.....	Oct. 2, 1895.	25 "	
Delap's Cove.....	R. W. McCaul.....	Nov. 28, 1889.	25 "	7 78
Descoasse.....	Thos. Boudrot.....	Feb. 22, 1902.	25 "	40 58
Descoasse (New).....	J. Gruchy.....	Jan. 27, 1904.	25 "	7 55
Digby.....	W. W. Hayden.....	April 20, 1897.	25 "	2,438 01
Eagle Head.....	Nathan Leslie.....	Jan. 9, 1889.	25 "	
East Bay.....	Alex. McGillivray	Aug. 3, 1903.	25 "	
East River, Sheet Harbour...	Malcolm McFarlane.....	May 20, 1890.	25 "	
Grand Narrows, Victoria Co.	F. X. McNeil.....	Nov. 11, 1896.	25 "	
Grand Narrows, Cape Breton Co.....	Neil McNeil.....	Aug. 6, 1898.	25 "	
Great Village.....	Vacant.....	"	"	
Granville Centre.....	Henry Roney.....	July 6, 1903.	25 p. c. of collections....	65 67
Hall's Harbour.....	T. A. Neville.....	Jan. 8, 1897.	25 "	28 77
Hampton.....	E. B. Foster.....	May 23, 1904.	25 "	19 01
Hantsport.....	Vacant.....	"	"	
Harbourville.....	Isaac Cook.....	May 28, 1897.	25 "	15 61
Horton Landing.....	F. G. Curry.....	April 30, 1898.	25 "	2 00
Iona, Grand Narrows.....	F. S. X. McNeil.....	June 8, 1901.	25 "	
Irish Cove.....	Malcolm McNeil.....	" 6, 1902.	25 "	
Isaac's Harbour.....	T. D. Cook.....	Jan. 30, 1902.	25 "	28 43
Jordan Bay.....	John Fredericks.....	Feb. 20, 1900.	25 "	89 10
Kelly Cove.....	Jos. B. Huskins.....	April 11, 1899.	25 "	
Little Narrows.....	Vacant.....	"	"	
Lismore.....	D. A. McKinnon	July 5, 1895.	25 p. c. of collections....	
Maitland, Hants Co.....	Vacant.....	"	"	

4-5 EDWARD VII., A. 1905

STATEMENT relating to the Wharfs, &c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>Nova Scotia.</i>				\$ cts.
Margaretsville	C. S. McLean.	May 7, 1897. 25	p.c. of collections.	111 71
Meteghan Cove	H. F. Robicheau.	" 28, 1897. 25	"	29 00
Meteghan River	D. D'Entremont.	" 14, 1897. 25	"	16 94
Militia Point	D. McIntosh.	Aug. 20, 1892. 25	"	
Morden	John Redgate.	Nov. 16, 1893. 25	"	31 28
Noel	Vacant.			
Northside Boularderie.	"			
Oak Point (Kings port)	Rent from Railway Company			200 00
Ogilvie	R. S. Armstrong.	May 13, 1901. 25	p.c. of collections.	14 16
Parrsboro'	Thompson Tipping.	Nov. 26, 1888. 25	"	
Parker's Cove.	S. Anderson.	July 21, 1903. 25	"	57 79
Pickett's Wharf.	Freeman A. Eaton.	Aug. 2, 1899. 25	"	34 02
Pictou Island	Vacant.			
Plymouth	James B. Purdy.	Feb. 22, 1902. 25	"	
Plympton	Wm. K. Smith.	Aug. 8, 1890. 25	"	
Port Dufferin, Halifax Co.	H. J. Balcom.	Feb. 17, 1899. 25	"	50 37
Point Brulé	Alex. Craig.	Dec. 26, 1898. 25	"	
Port George.	Outhit Douglas.	June 26, 1900. 25	"	73 83
Port Greville	Vacant.			
Port Hood	Albert Macdonell.	May 22, 1900. 25	"	
Port Joli	Jos. S. McAdams.	Feb. 5, 1900. 25	"	
Port La Tour.	David Sholds.	" 1, 1900. 25	"	19 97
Port Lorne	Freeman Beardsley.	June 22, 1897. 25	"	37 45
Port Maitland, Yarmouth Co.	J. Ellis.	Dec. 10, 1896. 25	"	20 05
Port Morien	John McAulay.	" 10, 1896. 7½	"	458 49
Riverside	Geo. W. Hawes.	Mar. 11, 1902. 25	"	15 76
Salmon River, Digby Co.	J. M. Deveau.	Nov. 29, 1890. 25	"	
Saulniersville	John T. Saulnier.	Aug. 25, 1888. 25	"	6 54
Swims Point	John F. Duncan.	Jan. 23, 1902. 25	"	46 25
Tancook Island	Amos H. Stevens.	Mar. 11, 1898. 25	"	
Tidnish	R. A. Smith.	Sept. 27, 1901. 25	"	
Tracadie.	J. M. Hall.	Nov. 6, 1888. 25	"	
Tusket Wedge.	Vacant.			
Town Point.	J. A. Haley.	Aug. 16, 1901. 25	"	
Victoria	Amos West.	Dec. 4, 1900. 25	p.c. of collections.	1 97
Wallace	Vacant.			
Wallace Harbour, South side.	"			
West Pubnico	Chas. C. D'Entremont.	Mar. 28, 1898. 25	p.c. of collections.	29 06
West River, Sheet Harbour.	Malcolm McFarlane.	Sept. 3, 1889. 25	"	
White Point	Elisha West.	Jan. 9, 1889. 25	"	
White Waters.	Jos. Irvine.	Sept. 27, 1901. 25	"	2 51
Whycocomagh	D. S. Carmichael.	Oct. 31, 1903.	"	52 79
Wolfville	J. L. Franklin.	" 22, 1901.	"	
<i>New Brunswick.</i>			Total	4,513 48
Anderson's Hollow	W. C. Anderson.	Feb. 13, 1899. 25	p.c. of collections.	87 21
Bathurst	Thomas F. Leahy.	Sept. 4, 1903. 25	"	15 75
Black River	J. F. McGourty.	Oct. 31, 1902. 25	"	20 06
Buctouche	J. J. Leblanc.	May 2, 1892. 25	"	65 55
Burnt Church.	James Anderson.	Feb. 26, 1904. 25	"	2 50
Campbellton	G. E. Asker.	May 11, 1904. 25	"	525 18
Cape Tormentine	E. T. Allen.	Oct. 20, 1897. 25	"	354 88
Clifton, Stonehaven.	S. Payne.	Nov. 9, 1894. 25	"	
Cocagne	H. Bourgeois.	Aug. 9, 1900. 25	"	1 91
Cole's Point, Dorchester.	Edward Cole.	" 29, 1903. 25	"	
Dalhousie	W. J. Smith.	June 27, 1891. 25	"	75 06
Egdetts Landing	Thos. Barnett.	July 5, 1895. 25	"	29 53
Gardner's Creek	Robert Wallace.	Dec. 11, 1899. 25	"	
Hopewell Cape	Geo. D. Wilson.	April 10, 1899. 25	"	107 00
Kingston	P. Thibodeau.	Jan. 31, 1901. 25	"	
Main River, Richibucto.	A. J. Currau.	Aug. 30, 1902. 26	"	
Neguac	B. Poirier.	June 17, 1897. 25	"	

SESSIONAL PAPER No. 21

STATEMENT relating to the Wharfs, &c.—*Concluded.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
<i>New Brunswick—Con.</i>				\$ cts.
Quaco	Wellington Vale....	Dec. 19, 1899.	25 p.c. of collections....	4 60
St. Louis.....	C. Frigand	Oct. 29, 1885.	25 "	
St. Mary's.....	M. J. S. Leblanc....	Mar. 1, 1897.	25 "	
St. Nicholas River, S. Welford	John Grant	Sept. 27, 1901.	25 "	
Tracadie.....	Prosper Savoy	" 23, 1899.	25 "	
Two Rivers.....	Wesley Wilbur	Jan. 8, 1904.	25 "	
			Total	1,289 2
<i>Prince Edward Island.</i>				
Annandale	W. C. Jenkins.....	May 4, 1897.	25 p.c. of collections....	60 91
Bay View.....	Joseph Harrington..	Oct. 2, 1885.	25 "	13 21
Belfast.....	Jas. F. Halliday....	May 1, 1901.	25 "	94 90
Brush Wharf, Port Selkirk...	Levi R. Ings	Sept. 18, 1885.	25 "	102 33
Campbell's Cove.....	Angus McIntyre	Oct. 17, 1888.	25 "	
Chapel Point.....	Roland McCormack.	Sept. 18, 1885.	25 "	16 33
China Point.....	W. S. N. Crane.	" 18, 1885.	25 "	21 63
Clifton.....	John Gunn.	May 24, 1900.	25 "	
Cranberry, East River.....	James Hughes	Mar. 11, 1898.	25 "	
Crapaud, Victoria Pier.....	E. McKinnon.....	July 7, 1897.	25 "	204 88
Georgetown.....	R. R. Jenkins.....	Oct. 14, 1892.	25 "	25 33
Haggerty's Wharf, E. River.	M. Burnett.....	Feb. 14, 1898.	25 "	
Hickey's Wharf.....	Mark Webster.....	Oct. 22, 1896.	25 "	30 75
Higgin's Shore.....	G. G. Henry.....	Nov. 9, 1891.	25 "	
Hurd's Point.....	Thos. Montgomery..	Aug. 16, 1901.	25 "	37 38
Kier's Shore.....	W. Hodgson.....	June 10, 1895.	25 "	121 00
Lambert.....	Wellington Johnston	May 3, 1900.	25 "	
Lewis Point.....	J. G. Scrimigeour...	Oct. 14, 1896.	25 "	
McGee's Wharf, Abram's Vill.	Norman Gallant	Nov. 9, 1891.	25 "	
Mink River or Murray Har-				
bour, North.....	James P. Clow.....	Aug. 25, 1900.	25 "	
Murray Harbour, South	J. McKinnon.....	Jan. 27, 1896.	25 "	
Nine Mile Creek.....	Edward Harrington.	Oct. 29, 1885.	25 "	
North Cardigan.....	Rodk. J. Steele.....	May 1, 1901.	25 "	42 27
Pinette.....	Malcolm McLeod....	Jan. 3, 1901.	25 "	
Pownal.....	M. M. Haley.....	Oct. 13, 1896.	25 "	43 69
Red Point.....	Arch. Smith.....	April 3, 1900.	25 "	18 43
St. Mary's Bay.....	John Dickson.....	Dec. 10, 1896.	25 "	12 24
Souris.....	Angus McDonald,			
South Rustico, Oyster Bed	caretaker.....	Sept. 27, 1894.	25 "	
Bridge.....	D. Gallant.....	Feb. 23, 1895.	25 "	
Stevens and Montague.....	Well'n A. Johnston	May 3, 1900.	25 "	
Sturgeon River.....	Bernard Kearney....	Sept. 18, 1885.	25 "	31 98
Tignish.....	A. J. Gaudet.....	Aug. 23, 1898.	25 "	4 88
Vernon River.....	W. M. Forbes.....	April 22, 1902.	25 "	76 99
Wood Island.....	James Young.....	" 10, 1899.	25 "	19 97
			Total.....	979 10

RECAPITULATION.

Ontario.....	\$	1,762	94
Quebec.....		1,472	01
Nova Scotia.....		4,513	48
New Brunswick.....		1,289	23
Prince Edward Island.....		979	10
<hr/>			
Total wharfage dues collected and placed to credit of Receiver General.....	\$	10,016	76
ADD—Fees received by undermentioned harbour masters in excess of remuneration allowed :—			
Harbour Master—Fort William, Ont.....	\$	332	50
“ Midland, Ont.....		16	50
“ St. Johns, Que.....		188	00
“ Sorel, Que.....		47	50
“ Canso, N.S.....		42	50
“ International Pier, N.S.....		214	50
“ Hillsboro, N.B.....		19	50
“ Chemainus, B.C.....		54	00
“ Victoria, B.C.....		96	00
<hr/>			
	\$	1,011	00
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Total Revenue from Wharfs and Harbours.....	\$	11,027	76

SESSIONAL PAPER No. 21

APPENDIX No. 2I.

STATEMENT *Re* SHIPMENT OF LIVE STOCK.

RECORD of Live Stock Shipped from Port of Montreal during the following months of the Year 1904.

MAY.

No.	Date.	Steamer.	Destination.	Sheep.	Total Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number of men.
	1904.						Lbs.	Lbs.	
1	May 11..	Corinthian.....	Glasgow.....		685	11			24
2	" 12..	Sardinian.....	".....		492				20
3	" 13..	Iona.....	London.....		556				22
4	" 14..	Salacia.....	Liverpool.....		704	1			27
5	" 15..	Englishman.....	Bristol.....	183	330				11
6	" 15..	Hibernian.....	London.....		603				24
7	" 16..	Montcalm.....	Liverpool.....		525				21
8	" 17..	Montreal.....	London.....		476	5			19
9	" 17..	Fremona.....	".....		553				22
10	" 17..	Maur City.....	Manchester.....		560	2			17
11	" 18..	Marina.....	Glasgow.....		804	32			31
12	" 19..	Buenos Ayrean...	Liverpool.....		575				22
13	" 19..	Mexican.....	London.....		364				14
14	" 20..	Escalona.....	New Castle.....		214				9
15	" 20..	Monteagle.....	Liverpool.....		415				30
			Bristol.....		350				
16	" 21..	Pretorian.....	Liverpool.....		294				9
17	" 22..	Devona.....	London.....		553				22
18	" 23..	Milwaukee.....	Liverpool.....		648				25
19	" 25..	Assyrian.....	Glasgow.....		707				24
20	" 25..	Parthenia*.....	".....	115	785	14			29
21	" 27..	Manr. Commerce..	Manchester.....	147	540				18
22	" 28..	Hungarian.....	London.....	32	558				23
23	" 28..	Virginian.....	".....		612				25
24	" 28..	Kildona.....	".....	108	290				12
25	" 29..	Turcoman.....	Liverpool.....		292				21
			Bristol.....		350				
		Total for month..		585	†13,835	65	3,699,080	1,104,135	521

* Will take 100 more cattle at Quebec. † 4,056 United States cattle included in the total shipments.

TOTAL Live Stock Shipments from year 1904, were as follows:—

No.		Sheep.	Cattle.	Cattle Lost.
34	Same date 1903.....	2,290	22,778	92
29	" 1902.....	536	10,090	158
36	" 1901.....	8,454	11,332	292
31	" 1900.....	2,314	11,426	727
36	" 1899.....	3,365	12,983	674

POPE & DELORME,
Inspectors.

MONTREAL, May 31, 1904.

4-5 EDWARD VII., A. 1905

RECORD of Live Stock shipped from Port of Montreal, &c.—*Continued.*

JUNE.

No.	Date.	Steamer.	Destination.	Sheep.	Total Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number Men.
	1904.						Lbs.	Bush.	
26	June 1.	Lord Lansdowne..	Cardiff.....	155	200	.....	.....	.....	9
27	" 1.	Lakonia.....	Glasgow.....	.....	807	.....	.....	.....	32
28	" 2.	Monte Videan....	Liverpool.....	.....	672	.....	.....	.....	19
29	" 3.	Montfort.....	Liv'pol-Bristol	.....	*797	.....	.....	.....	30
30	" 4.	Montezuma.....	London.....	75	650	.....	.....	.....	30
31	" 4.	Hurona.....	".....	288	531	.....	.....	.....	22
32	" 5.	Bellona.....	Newcastle.....	.....	271	.....	.....	.....	11
33	" 5.	Tampican.....	London.....	.....	573	.....	.....	.....	23
34	" 5.	Man. Corporation.	Manchester.....	.....	517	.....	.....	.....	16
35	" 7.	Monmouth.....	Liverpool.....	215	561	.....	.....	.....	24
36	" 8.	Pomeranian.....	Glasgow.....	.....	579	.....	.....	.....	23
37	" 8.	Athenia.....	Liverpool.....	215	1,121	37	.....	.....	36
38	" 11.	Ontarian.....	London.....	160	565	.....	.....	.....	16
39	" 12.	Manxman.....	Liv'pol-Bristol	.....	†520	.....	.....	.....	22
40	" 12.	Cervona.....	London.....	480	502	.....	.....	.....	28
41	" 12.	Mount Temple....	".....	.....	704	.....	.....	.....	23
42	" 15.	Kastalia.....	Glasgow.....	.....	709	.....	.....	.....	28
43	" 15.	Corinthian.....	Liverpool.....	.....	700	.....	.....	.....	23
44	" 16.	Man. Trader.....	Manchester.....	420	261	.....	.....	.....	12
45	" 16.	Mount Royal.....	Liverpool.....	.....	616	.....	.....	.....	25
46	" 18.	Iona.....	London.....	.....	557	.....	.....	.....	22
47	" 19.	Montcalm.....	Liv'pol-Bristol	.....	†774	.....	.....	.....	31
48	" 22.	Sardinian.....	Glasgow.....	.....	476	16	.....	.....	20
49	" 22.	Salacia.....	Liverpool.....	340	627	.....	.....	.....	27
50	" 22.	Montrose.....	London.....	.....	353	.....	.....	.....	14
51	" 25.	Fremona.....	".....	338	532	.....	.....	.....	23
52	" 26.	Englishman.....	Bristol.....	600	330	.....	.....	.....	12
53	" 26.	Man. City.....	Manchester.....	399	595	.....	.....	.....	21
54	" 29.	Sicilian.....	Liverpool.....	241	659	14	.....	.....	28
55	" 29.	Alcides.....	Glasgow.....	.....	504	.....	.....	.....	24
		Total for June..	.....	3,916	17,153	67	4,592,460	1,414,135	674
		Previously rep'd.	.....	585	13,835	65	3,699,080	1,104,135	521
		Total to date....	.....	4,501	30,988	132	8,291,540	2,518,270	1,195
72	Same date 1903.....			6,777	44,595	144			
59	" 1902.....			8,277	20,243	237			
67	" 1901.....			16,465	22,395	486			
67	" 1900.....			7,131	25,377	1,399			
75	" 1899.....			11,835	28,837	1,553			

*Liverpool 447, Bristol 350. †Liverpool 320, Bristol 200. ‡Liverpool 425, Bristol 349. Horses and sheep to Glasgow.

POPE & DELORME,
Inspectors.

MONTREAL, June 30, 1904.

SESSIONAL PAPER No. 21

RECORD of Live Stock shipped from Port of Montreal during the year ending June 30, 1904.

No. Ships.	Date.	Sheep Shipped.	Total Cattle.	Horses Shipped.	Number Men.
184	July 1, 1903, to Nov. 30, 1903	53,240	102,606	229	4,358
55	May 1, 1904, to June 30, 1904	4,501	30,988	132	1,195
239	Total for the year ending 30th June	57,741	133,594	361	5,553
	Totals for the year 1902-3.	44,330	101,508	458	
	" " 1901-2.	46,350	71,639	1,059	
	" " 1900-1.	44,172	86,978	1,505	

The shipments are larger than usual owing in part to the ports of Portland and Boston being closed on account of foot and mouth disease until the 1st of September, 1903, when the embargo was removed. So far this year the numbers have been above the ordinary and present indications are that it will so continue through the season. The change from two to three feet in the width of the alleyways has worked to the satisfaction of all concerned and from reports the losses at sea have been slight, considering the large number of distillery cattle that have gone forward.

POPE & DELORME,
Inspectors.

MONTREAL, July 1, 1904.

4-5 EDWARD VII., A. 1905

RETURN of Live Stock shipped from Port of Montreal, &c.—*Continued.*

JULY.

No.	Date.	Steamer.	Destination.	Sheep.	Fat Cattle.	Total Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number of Men.
1904.										
56	July 1.	Monteagle.....	Liverpool... Bristol.....	682	336 350	686	...	...	...	28
57	" 2.	Montreal.....	London.....	870	...	307	...	...	...	17
58	" 2.	Devona.....	".....	115	...	428	...	...	...	21
59	" 6.	Parthenia.....	Liverpool.....	...	...	847	...	...	...	32
60	" 6.	Pretorian.....	Glasgow.....	...	...	381	...	...	...	15
61	" 7.	Hungarian.....	London.....	139	...	562	...	...	...	23
62	" 8.	Escalona.....	Newcastle.....	...	...	157	...	...	...	6
63	" 9.	Man. Commerce	Manchester.....	886	...	530	...	...	...	21
64	" 9.	Kildona.....	London.....	...	...	304	...	...	...	12
65	" 10.	Turcoman.....	Liverpool... Bristol.....	...	295 348	643	...	...	...	21
66	" 12.	Mexican.....	London.....	...	...	388	...	...	...	16
67	" 12.	Monmouth.....	Liverpool.....	...	...	596	...	...	...	22
68	" 13.	Pomeranian.....	Liverpool... Glasgow.....	...	335 248	583	...	...	...	24
69	" 14.	Lakonia.....	Glasgow.....	...	...	817	...	...	...	33
70	" 15.	Montford.....	Liverpool... Bristol.....	...	382 350	732	...	...	...	28
71	" 15.	Jacona.....	Newcastle.....	...	...	242	...	...	...	10
72	" 16.	Hurona.....	London.....	719	...	488	...	...	...	23
73	" 20.	Corinthian.....	Glasgow.....	...	...	695	...	...	...	25
74	" 21.	Athenia.....	Liverpool.....	368	...	1,114	14	...	...	38
75	" 21.	Oxonian.....	London.....	600	...	689	...	...	...	28
76	" 21.	Ontarian.....	Glasgow.....	403	...	557	...	...	...	24
77	" 22.	Mount Royal.....	Liverpool.....	...	...	793	...	...	...	32
78	" 23.	Manxman.....	Liverpool... Bristol.....	...	290 320	520	...	...	...	21
79	" 23.	Cervona.....	London.....	524	...	506	...	...	...	23
80	" 23.	Monarch.....	South Africa	12	...	66	5	...	...	4
81	" 24.	Man. Trader.....	Manchester.....	166	...	362	...	...	...	15
82	" 25.	Montezuma.....	London.....	1,138	...	538	...	...	...	27
83	" 26.	Virginian.....	".....	75	...	594	...	...	...	24
84	" 27.	Sardinian.....	Liverpool.....	...	...	497	...	...	...	20
85	" 28.	Ka talia.....	Glasgow.....	...	...	700	...	...	...	28
86	" 29.	Montreal.....	Liverpool... Bristol.....	...	467 349	816	...	...	...	32
87	" 30.	Iona.....	London.....	...	...	557	...	...	...	22
Total for July.....				6,697	...	17,695	19	5,040,190	1,327,760	715
Previously reported.....				4,501	...	30,988	132	8,291,540	2,518,270	1,195
Total to date.....				11,198	...	48,683	151	13,331,730	3,846,030	1,910
112	Same date	1903.....	...	21,088	...	70,498	189	...	...	...
90	"	1902.....	...	16,723	...	30,532	313	...	...	...
98	"	1901.....	...	25,981	...	32,742	718	...	...	...
103	"	1900.....	...	13,259	...	39,812	1651	...	...	...

POPE & DELORME,

Montreal, July 31, 1904.

Inspectors.

SESSIONAL PAPER No. 21

RECORD of Live Stock shipped from Port of Montreal, &c.—*Continued.*

AUGUST.

No.	Date.	Steamer.	Destination.	Sheep.	Total Cattle.	Horses	Hay for Feed.	Grain for Feed.	Number Men.
	1904.						Lbs.	Bush.	
88	Aug. 2.	Lord Lansdowne.	Cardiff.....		217				9
89	" 3.	Mount Temple...	London.....		769				31
90	" 3.	Sicilian.....	Glasgow.....		712				23
91	" 4.	Salacia.....	Liverpool.....		700				28
92	" 4.	Livonian.....	London.....	153	637				26
93	" 6.	*Fremona.....	".....		568				23
94	" 6.	Manchester City..	Manchester...	594	597				26
95	" 7.	Englishman.....	Bristol.....		330				10
96	" 10.	Pretorian.....	Liverpool.....		381				15
97	" 11.	Tampican.....	London.....		665				26
98	" 11.	Marina.....	Glasgow.....		824	15			31
99	" 11.	Milwaukee.....	Liverpool.....	461	1,099				46
100	" 12.	Monteagle.....	Livrpl-Bristol.		740				30
101	" 13.	Montrose.....	London.....		604				24
102	" 13.	Devona.....	".....	612	486				22
103	" 17.	Pomeranian.....	Glasgow.....		589				23
104	" 18.	Hungarian.....	London.....		581				23
105	" 18.	Parthenia.....	Liverpool.....		885				31
106	" 18.	Kingstonian.....	London.....		606				25
107	" 18.	Toronto.....	Liverpool.....		594				20
108	" 20.	Man. Commerce..	Manchester...	637	530				22
109	" 20.	Kildona.....	London.....	387	254				12
110	" 21.	Turcoman.....	Livrpl-Bristol.		760				20
111	" 24.	Montreal.....	London.....		470				19
112	" 24.	Corinthian.....	Liverpool.....		700				25
113	" 25.	Lakonia.....	Glasgow.....		803	11			33
114	" 25.	Bellona.....	Liverpool.....		515				21
115	" 26.	Mount Royal.....	".....	183	879				33
116	" 26.	Montfort.....	Livrpl-Bristol.		834				34
117	" 27.	Hurona.....	London.....	621	492				22
118	" 31.	Sardinian.....	Glasgow.....		498				21
		Total for August Previously rep'd.	.....	3,648	19,099	27	5,555,049	1,003,195	714
			.....	11,198	48,683	151	13,331,730	3,816,030	1,910
		Total to date ...	.....	14,846	67,782	178	18,886,779	4,849,225	2,624
151	Same date 1903.			28,609	94,151	223			
123	" 1902.....			21,256	43,340	354			
131	" 1901.....			31,387	45,239	848			
147	" 1900.....			16,395	56,498	2,242			
152	" 1899.....			30,810	56,240	3,143			

* SS. Southwark 1 horse. † Bristol 350, Liverpool 390. ‡ Bristol 348, Liverpool 292. • Bristol 351, Liverpool, 483.

POPE & DELORME,

Inspectors.

MONTREAL, August 31, 1904.

4-5 EDWARD VII., A. 1905

RECORD of Live Stock shipped from Port of Montreal, &c.—*Continued.*

SEPTEMBER.

No.	Date.	Steamer.	Destination.	Sheep.	Total Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number Men.
	1904.						Lbs.	Bush.	
119	Sept. 1.	Lake Erie ..	Liverpool....			28			2
120	" 1.	Ontarian ..	London.....		600				24
121	" 1.	Athenia ..	Liverpool....	431	1,136				42
122	" 3.	Lake Michigan...	London.....	691	457				21
123	" 3.	Cervona ..	"	370	522				22
124	" 3.	Mexican ..	"		388				15
125	" 3.	Man. Trader ..	Manchester...	299	377				15
126	" 4.	Manxman ..	Liv'po'l-Brist'l		*521				16
127	" 8.	Kastalia ..	Glasgow ..	81	615				25
128	" 8.	Sicilian ..	Liverpool ..		712				25
129	" 9.	Montcalm ..	Liv'po'l-Brist'l		†815				33
130	" 10.	Iona ..	London.....	280	523				22
131	" 15.	Pretorian ..	Glasgow ..		356	17			14
132	" 15.	Oxonian ..	London.....	600	689				28
133	" 15.	Salacia ..	Liverpool....	74	672				27
134	" 15.	Livonian ..	London.....	847	560				25
135	" 15.	Montezuma ..	"		409				16
136	" 16.	Milwaukee ..	Liverpool....	855	580				27
137	" 17.	Fremona ..	London.....	669	485				22
138	" 18.	Man. City ..	Manchester...	360	519				18
139	" 18.	Englishman ..	Bristol.....	658	329				12
140	" 22.	Oreana ..	South Africa..		46				2
141	" 22.	Pomeranian ..	Liverpool....		517				21
142	" 22.	Marina ..	Glasgow ..		688				25
143	" 22.	Virginian ..	London.....	265	593				25
144	" 23.	Monteagle ..	Liv'po'l-Brist'l	1,182	‡573				28
145	" 24.	Man. Importer...	Manchester...		240				8
146	" 24.	Devoia ..	London.....	1,368	400				22
147	" 25.	Mount Temple...	"	800	721				32
148	" 29.	Parthenia ..	Liverpool....		604				20
149	" 29.	Corinthian ..	Glasgow ..	49	520				21
150	" 29.	Hungarian ..	London.....		579				23
151	" 30.	Mount Royal ..	Liverpool....	112	726				30
Total for September....				9,991	17,471	45	5,295,041	1,083,059	708
Previously reported.....				14,846	67,782	178	18,886,779	4,849,225	2,624
Total to date.....				24,837	85,253	223	24,181,820	5,932,284	3,332

* Bristol 192, Liverpool 329. † Bristol 200, Liverpool 615. ‡ Bristol 149 sheep, 200 cattle; Liverpool 1,033 sheep, 373 cattle.

No.		Sheep.	Cattle.	Horses.
226	Same date 1903	48,418	134,662	341
181	" 1902	38,561	64,808	458
190	" 1901	41,415	67,704	1,160
217	" 1900	29,411	87,976	2,710

POPE & DELORME,
Inspectors.

MONTREAL, Oct. 1, 1904.

SESSIONAL PAPER No. 21

RECORD of Live Stock Shipped from Port of Montreal, &c.—*Continued.*

OCTOBER.

No.	Date.	Steamer.	Destination.	Sheep.	Total Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number of Men.
	1904						Lbs.	Bush.	
152	Oct. 1	Man. Commerce.	Manchester	37	243				9
153	.....	Kildona.	London	504	237				12
154	Oct. 3	Turcoman	Liverpool		* 447				18
155	" 5	Montrose	Bristol	687					
156	" 6	Sardinian	London	1,238	290				18
157	.....	Lakonia	Liverpool		439				18
158	Oct. 7	Montfort	Glasgow	39	544	14			23
159	.....	Tampican	Liverpool	150	+	780			32
160	Oct. 8	Ontarian	Bristol		666				26
161	" 9	Man. Trader	London		373				21
162	" 13	Sicilian	"	1,632	361				18
163	.....	Athenia	"	999	+	263			10
164	.....	Kingstonian	Glasgow		529	6			17
165	.....	Manxman	Liverpool	1,076	946				33
166	Oct. 14	Cervona	London		613				18
167	" 15	Pretorian	Liverpool		520				16
168	" 20	Salacian	Bristol	760	474				22
169	.....	Montcalm	Liverpool		367	17			17
170	Oct. 21	Milwaukee	Glasgow	77	679				27
171	" 22	Lona	Bristol	1,150	\$ 638				32
172	" 23	Pomeranian	Liverpool		993				42
173	" 27	Livonian	London	722	469				22
174	.....	Marina	Glasgow		484				19
175	Oct. 27	Wyandotte	London		659				26
176	" 28	Lake Michigan	Liverpool	306	836	1			33
177	" 30	Man. City	South Africa		75	1			3
178	" 31	Bellona	London	749	314				17
179	.....		Manchester	261	594				25
			Liverpool		456				18
		Total for October		11,190	14,289	39	4,539,470	860,802	592
		Previously reported		24,837	85,253	223	24,181,820	5,934,282	3,332
		Total to date		36,027	99,542	262	28,721,290	6,793,086	3,924

* Liverpool 298, Bristol 149. + Liverpool 630, Bristol 150. † Taking 1,150 sheep and 28 cattle at Charlottetown, P.E.I. || Liverpool 370, Bristol 150. § Bristol 150, Liverpool 488.

No.		Sheep.	Cattle.	Horses.
226	Same date 1903	48,480	134,665	341
181	" 1902	38,561	64,808	458
190	" 1901	41,415	67,704	1,160
217	" 1900	29,411	81,976	2,710

POPE & DELORME,

MONTREAL, October 31, 1904.

Inspectors.

4-5 EDWARD VII., A. 1905

RECORD of Live Stock shipped from Port of Montreal, &c.—*Continued.*

NOVEMBER.

No.	Date.	Steamer	Destination.	Sheep.	Total Cattle.	Horses.	Hay for feed.	Grain for Feed.	Number of Men.
	1904.						Libs.	Bush.	
180	Nov. 1.	Fremona .	London.	1,050	441				22
181	" 3.	Corinthian.....	Liverpool.....		698				27
182	" 3.	Parthenia.....	Glasgow.....	104	799	14			29
183	" 5.	Mexican.....	Liverpool.....		388				16
184	" 7.	Mount Royal.	".....	838	926				41
185	" 7.	Oxonian.....	London.....	607	650				29
186	" 7.	Devona.....	".....	161	537	4			22
187	" 8.	Manr. Commerce.....	Manchester.....		248				10
188	" 10.	Lakonia.....	Liverpool.....		800				32
189	" 10.	Sardinian.....	Glasgow.....		398				16
190	" 10.	Hungarian.....	London.....	483	515	8			23
191	" 11.	Turcoman.....	(Bristol.....		90	1			
			(Liverpool.....		552	1			20
192	" 11.	Virginian.....	London.....	303	594				25
193	" 13.	Hurona.....	".....	928	457				22
194	" 16.	Manr. Importer.....	Manchester.....	490	281				13
195	" 17.	Sicilian.....	Liverpool.....		629	16			26
196	" 17.	Athenia.....	Glasgow.....	1,247	797				32
197	" 18.	Mount Temple.....	London.....	857	471	1			24
198	" 19.	Montfort.....	(Bristol.....	300	166	1			
			(Liverpool.....	1,161	395	1			29
199	" 19.	Mauxman.....	".....		516				20
200	" 20.	Kildona.....	London.....	675	229				12
201	" 20.	Melville.....	South Africa.....		45	5			3
202	" 22.	Pretorian.....	Liverpool.....	713	241				13
203	" 22.	Salacia.....	".....	1,499	599				27
204	" 23.	Ontarian.....	Glasgow.....	135	670	6			24
205	" 26.	Manr. Trader.....	Manchester.....	* 500	136				8
Total for November.....				12,048	13,069	53	4,176,299	753,038	536
Previously reported.....				36,027	99,542	262	28,721,290	6,793,086	3,924
Total for season.....				48,075	112,611	315	32,897,499	7,546,124	4,460

* Taking 2,000 sheep and 40 cattle at Charlottetown.

Total Live Stock Shipments from the year 1899 were as follows:—

No.	—	Sheep.	Cattle.	Horses.
265	Season of 1903.....	60,017	147,201	373
214	" 1902.....	45,830	77,516	549
214	" 1901.....	54,538	73,791	1,338
248	" 1900.....	34,838	92,180	2,833
239	" 1899.....	58,277	81,804	4,739

POPE & DFLORME,
Inspectors.

MONTREAL, November, 1904.

SESSIONAL PAPER No. 21

RECORD of Live Stock shipped from Port of Halifax, N.S.

Number.	Date.	Steamer.	Destination.	SHEEP.		CATTLE.		Horses Shipped	Hay for Feed.	Grain for Feed.	Num-ber Men.	Remark.
				Shipped	Lost.	Pat.	Total.						Lost.
1904.												
1	Jan. 7	Lakonia.....	Liverpool	148		540	540	1	145,650	45,138	22	540 U. S. Cattle.
2	" 11	Laurentian	"			112	112		29,700	9,000	5	
3	" 25	Montebello	London	688		218	218		73,790	27,000	12	
4	" 26	Stellian	Liverpool			284	284		465,150	24,492	12	284 U. S. Cattle
5	" 29	Salacia.....	" and Glasgow.	220		625	625	15	164,100	43,000	28	446 U. S. Cattle.
6	Feb. 6	Lake Michigan	London			447	447	5	118,800	35,800	18	340 were U. S. Cattle.
7	" 13	Pretorian	Liverpool			340	340	2	76,497	27,200	14	
8	" 21	Lakonia.....	" and Glasgow.	388	14	308	308	1	90,450	30,718	14	
9	" 23	Montrose.....	London			36	36		8,460	2,600	2	
10	" 24	Florence	"					1	300	162	1	
11	Mar. 11	Almora.....	Liverpool and Glasgow.			354	354		90,240	28,500	15	232 were U. S. Cattle.
12	" 14	Pretorian	"			68	68		15,300	5,400	3	
13	" 31	Lakonia.....	" and Glasgow.	31		772	772	14	219,230	64,650	28	290 were U. S. Cattle.
14	April 18	Pretorian.....	"			384	384		86,400	30,700	13	367 were U. S. Cattle.
15	" 20	Austrian.....	"			294	294		55,080	16,500	8	68 were U. S. Cattle.
16	June 6	Tritonia.....	"			764	764		170,000	50,000	25	526 were U. S. Cattle.
Total for year				1,475	14	5,456	5,456	30	1,410,147	440,860	222	3,093 U. S. Cattle.

DAVID HUNTER,
Port Warden.

4-5 EDWARD VII., A. 1905

RECORD of Live Stock Shipments from the Port of St. John, N.B., during the year 1904.

Date.	SHEEP.		CATTLE.				HORSES.		Hay for Feed.	Grain for Feed.	Num- ber Men.
	Shipped	Lost.	Fat.	Stock- ers.	Total.	Lost.	Ship- ped.	Lost.			
1904.											
January.....	4,048	87	5,553	100	5,653	29			1,957,420	655,000	262
February.....	4,413	58	4,581	221	4,802	13			1,495,455	493,460	219
March.....	3,863	26	4,140	265	4,405	14			1,321,310	423,200	194
April.....	2,706	22	4,746	500	5,246	34	31		1,508,805	475,670	204
May.....			544		544	1			165,100	40,300	20
August.....			929		929	1			260,620	37,000	31
September.....			598		598				180,070		24
October.....	1,000	4	1,411		1,411	7			447,180	24,500	56
November.....	3,156	44	1,142		1,142	2			423,160	112,400	56
December.....	4,242		1,125		1,125	13			388,785	137,240	70
	23,428	241	24,769	1,086	25,855	114	31		8,147,905	2,398,710	1,136

F. J. HARDING,
Agent.

RECORD of Live Stock shipped from Port of Charlottetown during the following Months, 1904.

Date.	Steamer.	Destination.	Sheep.	Cattle Fat.	Hay for Feed.	Grain for Feed.	Turnips.	Num- ber of Men.
1904.					Tons.	Bush.	Bush.	
Oct.....	Manchester Trader.....	Manchester.....	1,722	16	12	150 Oats	60	8
Dec.....	" ".....	" ".....	2,049	17	30	530 "	500	9
Total.	" ".....	" ".....	3,771	33	42	680 "	560	17

H. P. WELSH,
Inspector.

Mr. W. Simons, Port Warden, Quebec, reports that the shipment of Live Stock from Quebec during the season of 1904 was 100 cattle by the steamer *Parthenia* on the 26th May.

SESSIONAL PAPER No. 34

APPENDIX No. 22.

REWARDS FOR SAVING LIFE.

LIST of persons to whom rewards have been granted by the Government of Canada for gallant and humane services rendered in life-saving from shipwrecked vessels, or by British and Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and Foreign vessels.

Names and Designations of Persons.	Nature of Services Rendered.	Date of Services Rendered.	Description of Reward.
Howard I. Atkinson, Moses Atkinson, Horatio H. Brannen and Harry Ross; fishing boat's crew from Stoney Island, N.S.	Gallant services in assisting to rescue the shipwrecked crew of the British ship <i>Drunalis</i> , of Liverpool, England	Aug. —, 1902.	A silver watch to the first, and \$10 to each of the others.
W. A. B. Smith, coxswain; and Thomas Marsden, W. C. Myrick, R. A. Smith, W. E. Lyle, Jas. Obed and H. S. Lyle, crew of lifeboat at Blanche, N.S.; and Stewart Swaim and Samuel Swaim.	Services in rescue of captain and crew of schooner <i>Empress</i> , of Charlottetown, P.E.I.	April 2, 1903.	\$1.50 to each man. \$13.50 in all.
Captain Alexander Brown, owner of tug <i>Gordon Brown</i> ; J. R. Moore, coxswain; Wm. Hough, Henry Cherry, Frank Eveland, Alonso Taylor, Frederick Pollock and Thos. Buff, Port Stanley, Ont.	Heroic conduct and valuable service in rescuing the crew of the American schooner <i>Mineral State</i> .	Oct. 30, 1902.	A gold watch to Captain Brown; a gold watch and chain to the coxswain of the lifeboat, and a gold medal to each of the others. Awarded by the President of the United States.
Arthur Pike, Five Finger Rapids, Yukon Territory.	Bravery in rescuing three men from drowning.	July —, 1901.	A binocular glass.
Alfred H. Griffith, Lighthouse keeper, "Giants Tomb," Midland, Ont.	Bravery in rescue of Wm. Gerow and his son, George Gerow, from drowning during a heavy gale and snow storm in Georgian Bay.	Nov. 9, 1901.	A binocular glass.
J. G. Kell, master; J. Hughes, chief officer; André Arias and Frank Engel, seamen, of the British steamship <i>Beacon Light</i> , of Liverpool, England.	Humane conduct in assisting to rescue the crew of the barque <i>Ossuna</i> , of Richibucto, N.B., at sea.	June 18, 1902.	A binocular glass to master and chief officer, and \$10 to each of the seamen.
Officers and crew of Belgian steamer <i>Noordland</i> .	Rescue of passengers of steamer <i>Prctoria</i> , of Southampton, England, which vessel was on fire in the North Atlantic.	Mar. 30, 1902.	£25 to master, £5 to 2nd officer, £5 to 3rd officer, £4 to 4th officer, £4 to boatswain, £3 to each of the two quartermasters, and £2 to each of the 18 seamen.
W. Swaktman, master; H. Wall, 1st officer; Thomas Upsall, boatswain; John McCambie, 3rd engineer; W. Kelly, John Ross and J. Andrews, able seamen, of British SS. <i>Mira</i> , of Newcastle, England.	Humane services and bravery in the rescue of the shipwrecked crew of schooner <i>J. N. Wilde</i> , of Port Medway, N.S. Vessel dismantled and foundering at sea.	Dec. 15, 1902.	A binocular glass to master, a gold medal to 1st officer, a silver medal to boatswain and to 3rd engineer, and \$10 to each of the seamen.
Alfred Abbott, master; Michael Cummins, 2nd officer; M. Matheson, boatswain; C. Grandy and J. Owens, seamen, of British steamship <i>Mystic</i> , of London, England.	Humane services in assisting in rescue of the crew of the wrecked schooner <i>Griqueland</i> , of Parsboro', N.S., at sea, off the coast of Nova Scotia.	Jan. 22, 1903.	A binocular glass to master, a gold medal to 2nd officer, \$15 to boatswain, and \$10 to each of the seamen.
Lemuel Wynacht and Israel Wynacht, of Black Rocks, N.S.	Bravery in rescuing a young man from drowning.	Mar. 20, 1903.	A silver watch to the first, and a gold medal to the latter.



IRON LANTERN UNDER CONSTRUCTION, FOR LENNARD ISLAND LIGHTHOUSE, B. C.
21—14



LOUISBURG FOG ALARM, N. S.



MICHIPICOTEN HARBOUR LIGHTHOUSE, ONT.



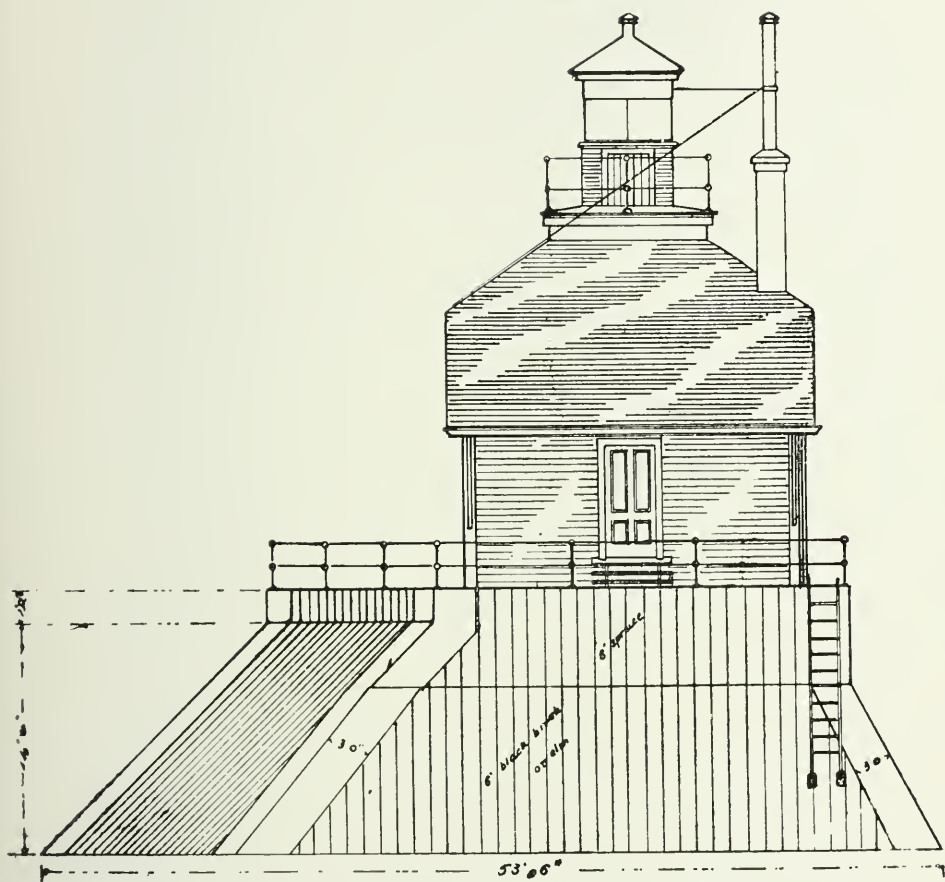
NIAGARA FRONT RANGE LIGHTHOUSE, ONT.



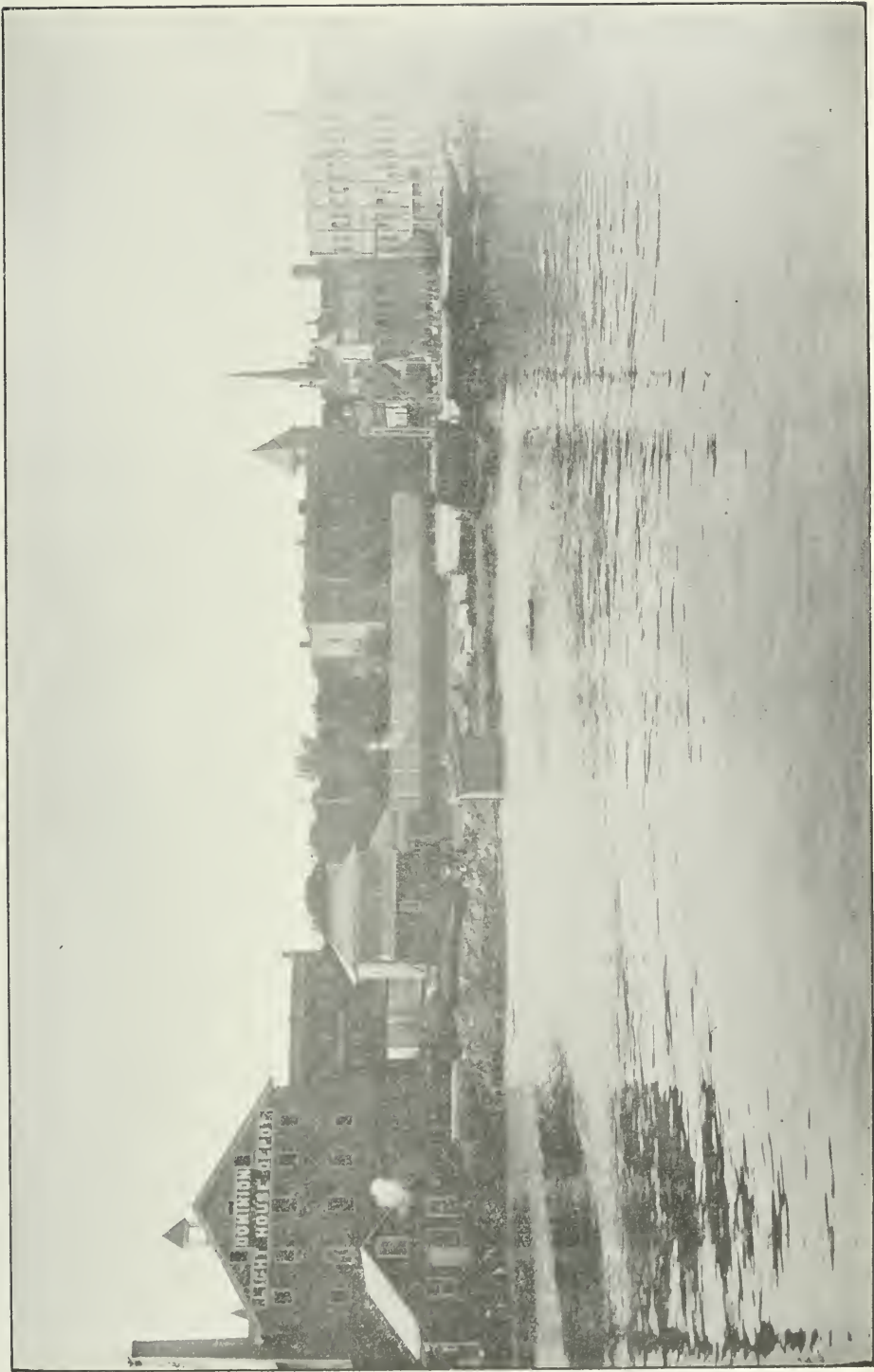
PORT COLBORNE BREAKWATER LIGHTHOUSE, ONT.



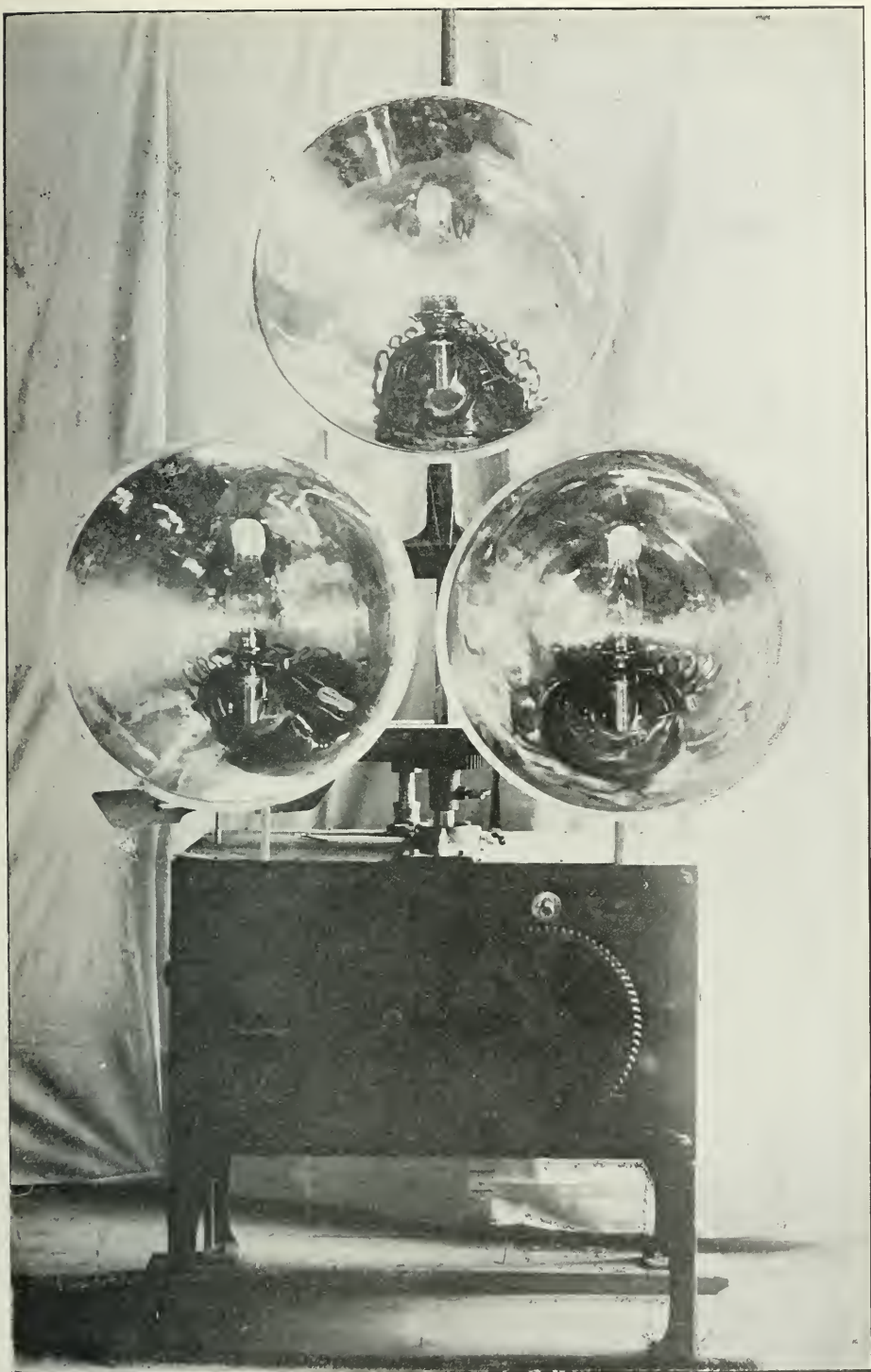
PORT COLBORNE BREAKWATER LIGHTHOUSE, UNDER CONSTRUCTION.



SANDY BEACH POINT LIGHTHOUSE AND PIER, QUEBEC.

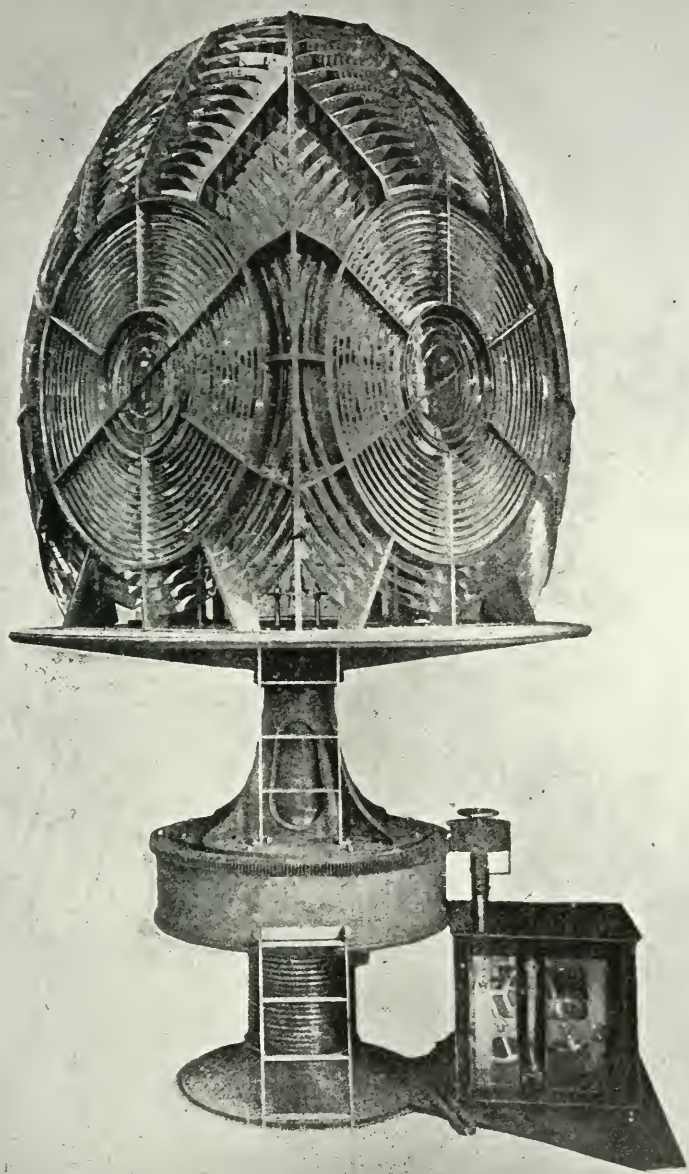


DOMINION LIGHTHOUSE DEPOT, PRESCOTT, ONT.

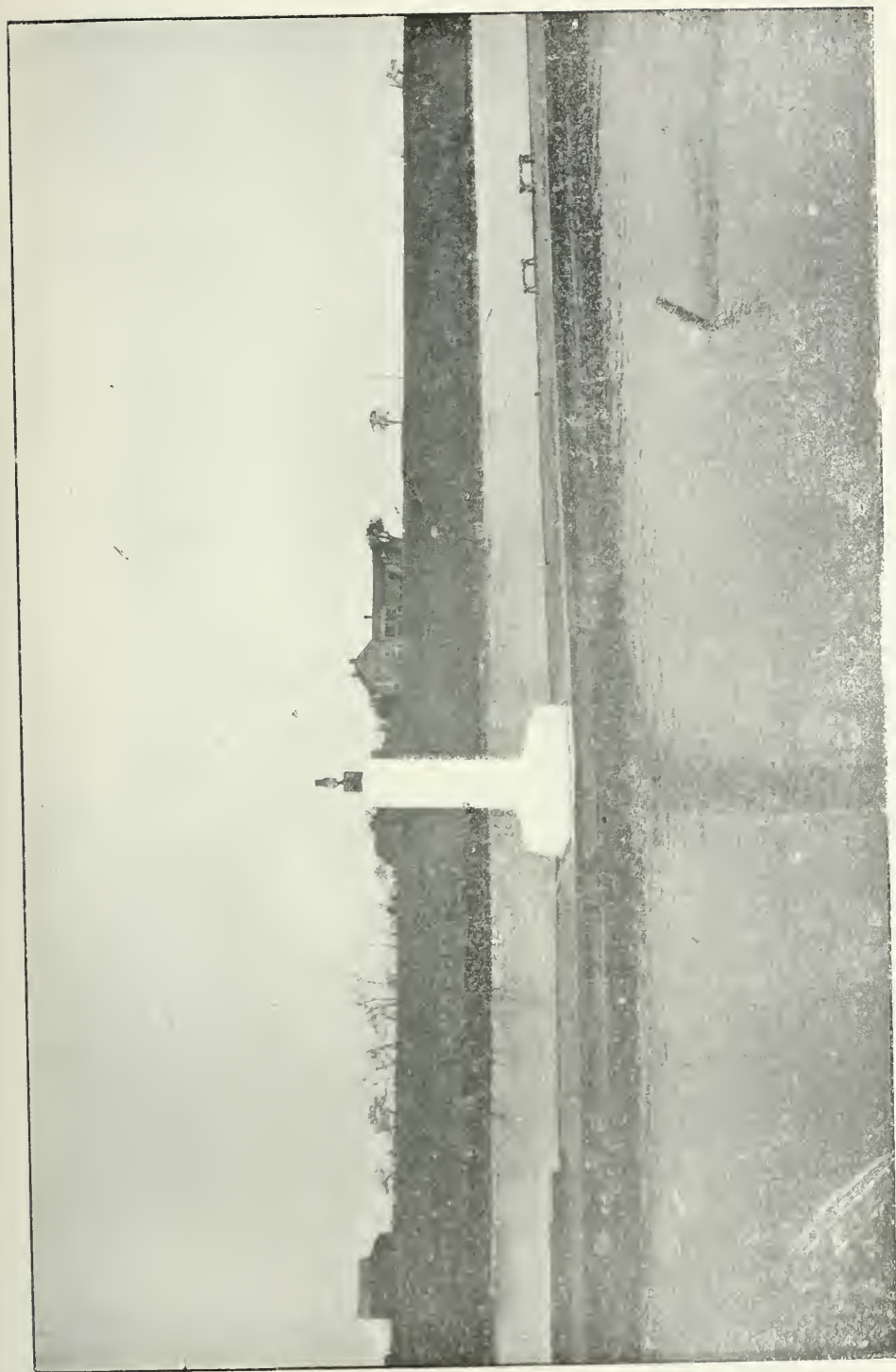


CATOPTRIC REVOLVING LIGHT.

Type of apparatus much used in Canadian lighthouse service and to be replaced by modern quick flashing lights.



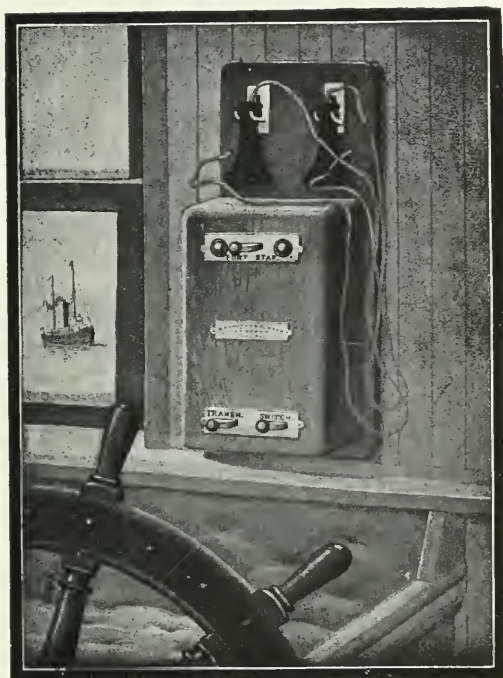
1ST ORDER QUICK FLASHING LIGHT ILLUSTRATING TYPE OF MODERN LIGHTHOUSE APPARATUS.



NORTH CHANNEL DYKE LIGHT.
Type of permanent steel and concrete gas light, Montreal-Kingston Division.

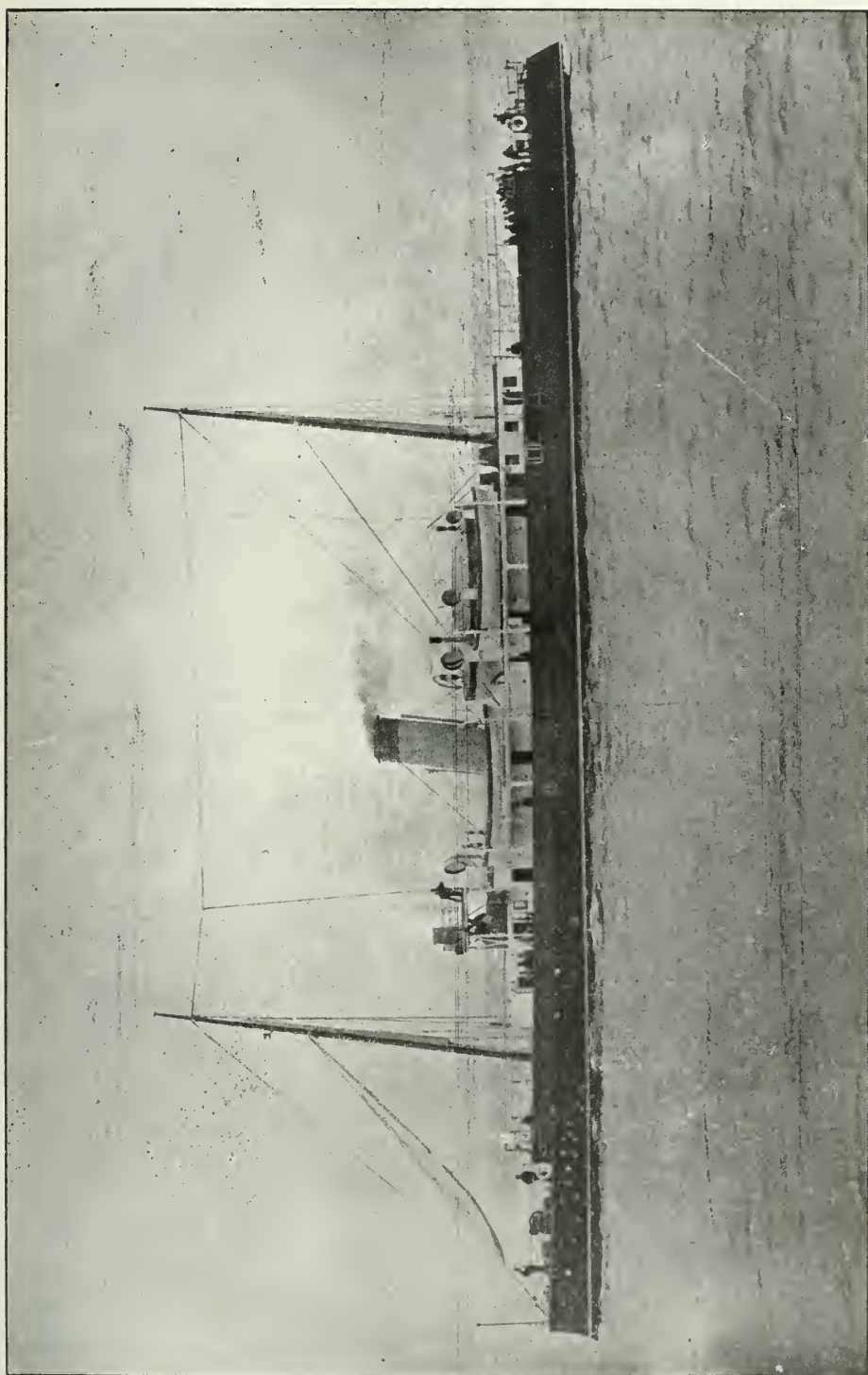


D. G. S. "SCOUT" LIGHTHOUSE & BUOY TENDER, MONTREAL-KINGSTON DIVISION



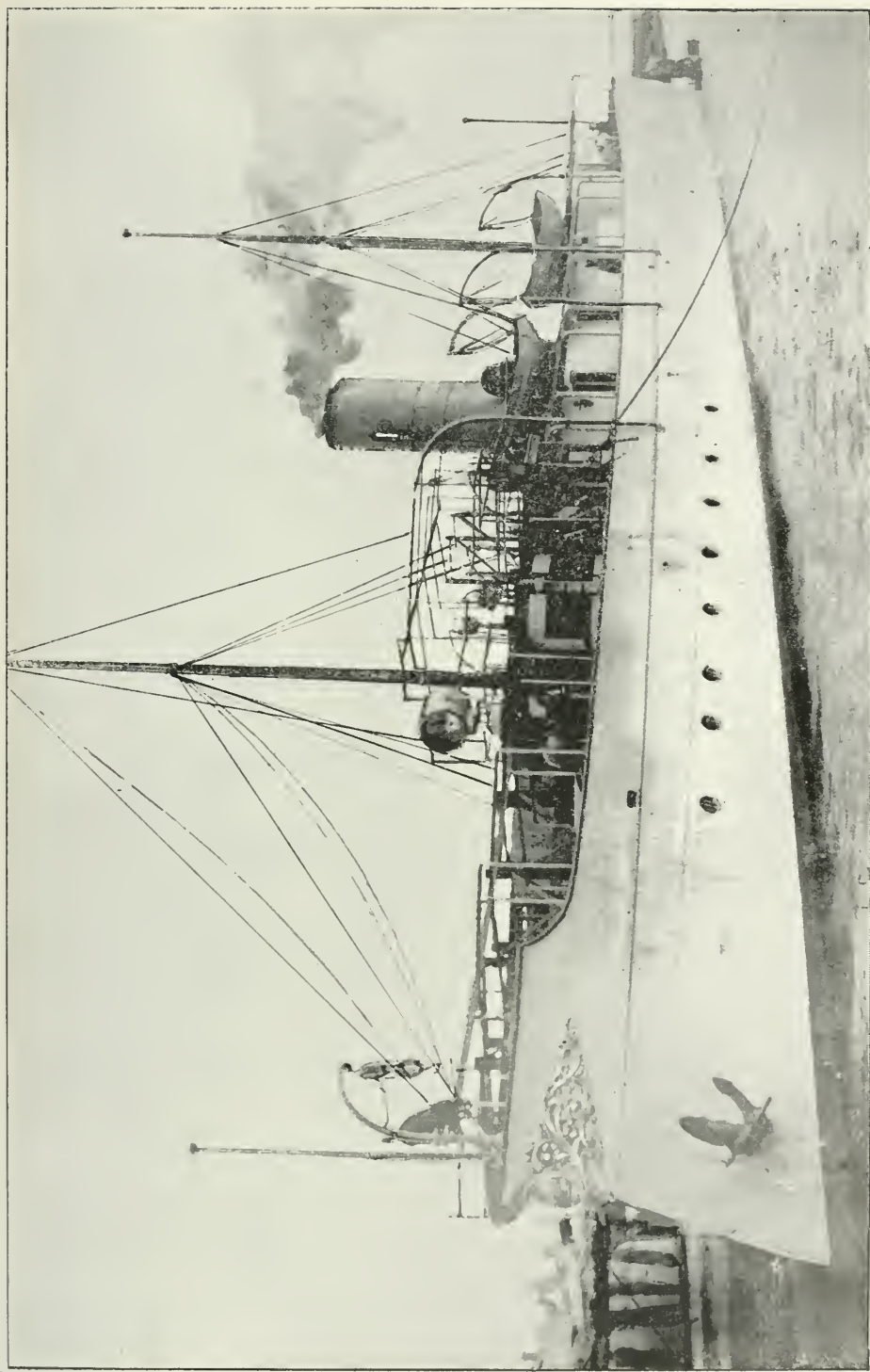
SUBMARINE SIGNAL.

Receiving apparatus in pilot house of vessel.



CANADIAN ARMED CRUISER "CANADA."

Speed 22 miles an hour. Armament 4 automatic Q. F. guns. Built by Vickers-Maxim, England.



CANADIAN ARMED CRUISER 'VIGILANT.'

Speed 22 miles an hour. Armament 4 automatic Q. F. guns. Built by Polson's, Toronto.

Supplement to the Thirty--seventh Annual Report of the Department of Marine and Fisheries
MARINE

FIFTH REPORT

OF THE

GEOGRAPHIC BOARD OF CANADA

CONTAINING ALL DECISIONS TO JUNE 30

1904

PRINTED BY ORDER OF PARLIAMENT



O T T A W A

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

1905

To the Hon. R. PRÉFONTAINE,
Minister of Marine and Fisheries,

The undersigned has the honour to submit the fifth report of the Geographic Board of Canada, containing the decisions of the Board from its creation to date hereof, with an index under provinces and territories.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Chairman of the Board.

June 30, 1904.

ORDER IN COUNCIL.

THE CANADA GAZETTE.

OTTAWA, Saturday, June 25, 1898.

[3324]

AT THE GOVERNMENT HOUSE, AT OTTAWA,

SATURDAY, DECEMBER, 18, 1897.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, by and with the advice of the Queen's Privy Council for Canada is pleased to create a 'Geographic Board' to consist of one member for each of the Departments of the Geological Survey, Railways and Canals, Post Office, and Marine and Fisheries, such member, being appointed by the Minister of the department ; of the Surveyor General of Dominion Lands, of such other members as may from time to time be appointed by Order in Council, and of an officer of the Department of the Interior, designated by the Minister of the Interior, who shall act as secretary of the Board ; and to authorize the Board to elect its chairman and to make such rules and regulations for the transaction of its business as may be requisite.

His Excellency is further pleased to order and direct, that all questions concerning geographic names in the Dominion which arise in the departments of the public service shall be referred to the Board, and that all departments shall accept and use in their publications the names and orthography adopted by the Board.

JOHN J. MCGEE,
Clerk of the Privy Council.

Extract from O. in C. dated Dec. 14, 1899.

'That the Order in Council constituting the Board be amended by giving to the government of the North-west Territories and to each Province the right to nominate one of their officials as a member of the Board who shall advise the Board with reference to names in his Province, provided that the several governments undertake to be guided by the decisions of the Board.'

MEMBERS OF THE GEOGRAPHIC BOARD OF CANADA.

GOURDEAU, F.,	DEPUTY MINISTER OF MARINE AND FISHERIES, <i>Chairman</i> .
ANDERSON, W. P.,	CHIEF ENGINEER, Department of Marine and Fisheries.
BELL, DR. ROBERT,	ACTING DIRECTOR, AND GEOLOGIST, Geological Survey Department.
DAWSON, DR. S. E.	KING'S PRINTER AND CONTROLLER OF STATIONERY.
DEVILLE, E.,	SURVEYOR-GENERAL OF DOMINION LANDS.
DOWLING, D. B.,	ASSISTANT GEOLOGIST, Geological Survey Department.
JOHNSON, E. V.	INSPECTING ENGINEER, Department of Railways and Canals.
SENÉCAL, C. O.,	GEOGRAPHER AND CHIEF DRAUGHTSMAN, Geological Survey Department.
SMITH, W.,	SECRETARY, Post Office Department.
WHITE, JAMES,	GEOGRAPHER, Department of the Interior.
WHITCHER, A. H.,	Department of the Interior, <i>Secretary</i> .

EXECUTIVE COMMITTEE.

W. P. ANDERSON, J. WHITE, A. H. WHITCHER.

PROVINCIAL REPRESENTATIVE MEMBERS.

(*Order in Council, Dec. 14, 1899.*)

NEW BRUNSWICK,	DR. J. R. INCH, CHIEF SUPERINTENDENT OF EDUCATION, Fredericton, N.B.
NOVA SCOTIA,	DR. A. H. MACKAY, SUPERINTENDENT OF EDUCATION, Halifax, N.S.
PRINCE EDWARD ISLAND,	THE PROVINCIAL SECRETARY, (ex-officio), Charlottetown, P.E.I.
BRITISH COLUMBIA,	W. F. ROBERTSON, PROVINCIAL MINERALOGIST, Victoria, B.C.

GEOGRAPHIC BOARD OF CANADA

BY-LAWS.

I—OFFICERS OF THE BOARD.

The officers shall consist of a chairman (who shall be elected by ballot), of an executive committee of three to be nominated by the chair and approved by the Board, all of whom shall serve for one year or until their successors shall be chosen, and of the secretary.

II—DUTIES OF OFFICERS.

(a.) The chairman shall preside at the meetings and shall certify to the decisions of the Board. He shall appoint all committees not specially named by the Board. In his absence the Board shall have power to elect a temporary chairman.

(b.) The secretary shall keep minutes of the proceedings of the Board and shall record the decisions rendered, or other action of the Board upon cases submitted to it, with reference to the papers filed in each case. He shall maintain files of the original papers, or copies of them, that may be presented in each case, conveniently arranged for reference. He shall, under the instructions of the Board, conduct the general correspondence and shall receive communications presented for the consideration of the Board, transmitting them to the executive committee as their character may require or as may be hereafter provided.

(c.) The executive committee shall receive through the secretary all communications requiring decision by the Board, shall investigate the questions presented and, after securing information from all available sources, shall report to the Board with recommendations regarding them.

(d.) Before dealing with any name within a province represented upon the Board, such name shall be submitted to the representative of said province for examination and report.

III—MEETINGS.

The Board shall hold regular meetings on the first Monday in each month. Special meetings may be called by the chairman or by the executive committee. A majority of the Board shall constitute a quorum. The affirmative vote of a majority of all the members of the Board shall be required for the final decision in any case. All motions presented for the consideration of the Board shall be submitted in writing.

IV—REPORTS.

The Board shall submit an annual report of its work and decisions which shall be printed and communicated to all persons or bodies interested.

V—AMENDMENTS.

These by-laws may be amended at any regular or special meeting, by a majority vote of all the members of the Board, provided that copies of the proposed amendment have been sent by the secretary to the members of the Board at least twenty days previous to the time the vote is taken.

RULES OF NOMENCLATURE.

1. When the priority of a name has been established by publication, particularly when such publication has occurred in any standard or authoritative work or works, that name should, if possible, be retained.
2. When names have been changed or corrupted, if not too firmly established by local usage or otherwise, the original forms should be restored.
3. In cases where what was evidently originally the same word, appears with various spellings sanctioned by local usage or otherwise, these various spellings when applied to different features should be regarded as in effect different names, and as a rule it is inadvisable to attempt to produce uniformity.
4. As a rule the first published name should be retained, but where a choice is offered between two or more names for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.
5. The possessive form should be avoided whenever it can be done without destroying the euphony of the name or changing its descriptive application. Where the possessive form is retained, the apostrophe should be dropped.
6. It is desirable to avoid the use of hyphens to connect parts of Indian names.
7. Names consisting of more than one word may be connected by hyphens or combined in one word as may be advisable.
8. It is desirable to avoid the use of the words city and town as parts of names.
9. The form 'canyon' may be used instead of 'cañon'.
10. The term 'brook' is considered preferable to 'creek' for designating small streams, and will be adopted in cases where the latter has not become too firmly fixed.
11. The Board suggests that the initial letters of generic or descriptive parts of geographical names, when used in reports or other documents, should not be capitals.
12. The use of alternative names should be discontinued where possible or not inconvenient.
13. Geographical names in foreign countries should be rendered in the form adopted by that country, except where there are English equivalents already fixed by usage.
14. French names in Canada are to be spelt according to the rules of the French language.
15. The spelling of native geographical names should represent, approximately, the true sounds of the words as pronounced in the native tongue.
16. The Board adopts the rules of the Royal Geographical Society for the orthography of geographical names, of which the broad features are as follows :—
 - (a) The vowels are to be pronounced as in Italian and the consonants as in English.
 - (b) Every letter is pronounced, and no redundant letters are introduced. When two vowels come together each one is sounded, though the result, when spoken quickly, is sometimes scarcely to be distinguished from a single sound, as in *ai, au, ei*.
 - (c) One accent only is used, the acute, to denote the syllable on which stress is laid. This is very important, as the sounds of many names are entirely altered by the misplacement of this 'stress'.

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The following amplification of these rules explains their application :—

Letters.	Pronunciation and Remarks.	Examples.
a	<i>ah</i> , <i>a</i> as in <i>father</i>	Java, Banana, Somli, Bari.
e	<i>eh</i> , <i>a</i> as in <i>fate</i>	Tel el Kebir, Oleleh, Yezo, Medina, Levuka, Peru.
i	English <i>e</i> ; <i>i</i> as in <i>ravine</i> ; the sound of <i>ee</i> in <i>beet</i> . Thus, not <i>Fecjec</i> but	Fiji, Hindi.
o	<i>o</i> as in <i>mote</i>	Tokyo.
u	long <i>u</i> as in <i>flute</i> ; the sound of <i>oo</i> in <i>boot</i> . <i>oo</i> or <i>ou</i> should never be employed for this sound..... Thus, not <i>Zooloo</i> , but	Zulu, Sumatra.
	<i>All vowels are shortened in sound by doubling the following consonant</i> Doubling of a vowel is only necessary where there is a distinct repe- tition of the single sound.	Yarra, Tanna, Mecca, Jidda.
ai	as in <i>aisle</i> , or English <i>i</i> as in <i>ice</i>	Nunlua, Oosima.
au	<i>ow</i> as in <i>how</i> Thus, not <i>Foohow</i> , but	Shanghai.
ao	is slightly different from above	Fuchau.
aw	when followed by a consonant or at the end of a word, as in <i>law</i> ...	Macao.
ei	is the sound of the two Italian vowels, but is frequently slurred over, when it is scarcely to be distinguished from <i>ei</i> in the Eng- lish <i>eight</i> or <i>ey</i> in the English <i>they</i> .	Cawnpore.
b	English <i>b</i> .	Beirut, Beilul.
c	is always soft, but is so nearly the sound of <i>s</i> that it should be sel- dom used.	Celebes.
ch	If <i>Celebes</i> were not already recognized it would be written <i>Selches</i> .	Chingchin.
d	is always soft as in <i>church</i>	
f	English <i>d</i> .	
	English <i>f</i> . <i>ph</i> should not be used for the sound of <i>f</i> . Thus, not <i>Haiphong</i> , but	Haifong, Nafa.
g	is always hard. (Soft <i>g</i> is given by <i>j</i>).....	Galapagos.
h	is always pronounced when inserted.	
hw	as in <i>what</i> : better rendered by <i>hw</i> than by <i>wh</i> , or <i>h</i> followed by a vowel, thus <i>Hwang ho</i> , not <i>Whang ho</i> , or <i>Hoang ho</i> .	Hwang ho, Ngan hwei.
j	English <i>j</i> . <i>Dj</i> should never be put for this sound.....	Japan, Jinchuen.
k	English <i>k</i> . It should always be put for the hard <i>c</i> . Thus, not <i>Corea</i> , but	Korea.
kh	The Oriental guttural.....	Khan.
gh	is another guttural, as in the Turkish.....	Dagh, Ghazi.
l	} As in English.	
m		
n	} As in English.	
ng		
	has two separate sounds, the one hard as in the English word <i>finger</i> , the other as in <i>singer</i> . As these two sounds are rarely employed in the same locality, no attempt is made to distinguish between them.	
p	As in English.	
ph	As in <i>loophole</i>	Chemulpho, Mokpho.
th	stands both for its sound in <i>thing</i> , and as in <i>this</i> . The former is most common.	Bethlehem.
q	should never be employed; <i>qu</i> (in <i>quiver</i>) is given as <i>kw</i> When <i>qu</i> has the sound of <i>k</i> as in <i>quoit</i> , it should be given by <i>k</i> .	Kwangtung.
r	} As in English.	
s		
sh		
t		
v		
w		Sawakin.
x		
y	is always a consonant, as in <i>yard</i> , and therefore should never be used as a terminal, <i>i</i> or <i>e</i> being substituted as the sound may require..... Thus, not <i>Mikindany</i> , but	Kikuyu.
	not <i>Kwaly</i> , but	Mikindani.
z	English <i>z</i> .	Kwale.
zh	The French <i>j</i> , or as <i>s</i> in <i>treasure</i>	Zulu.
	Accents should not generally be used, but where there is a very de- cided emphatic syllable or stress, which affects the sound of the word, it should be marked by an <i>acute</i> accent.	Muzhdaha.
		Tongatúbu, Paláwan, Sará- wak.

DECISIONS.

In the following list of names, those approved by the Board are printed in small capitals. Names, and different forms of the same name, which have been discarded are also given; the former being printed in *italics* and alphabetically arranged with the adopted names, but the latter, when nearly like the adopted forms, are not repeated.

A

- ABATAGUSH; bay, at the south end of lake Mistassini, Que.
- ABERDEEN; mountain, northeast of mount Lefroy, Alta. (Not Hazel peak.)
- Abbika. See Apika.
- ABBOT; pass, near mount Lefroy, Alta. and B.C.
- ABBOTT; mountain, south of Glacier station, C.P.R., B.C.
- ABITIBI; lake and river, south of James bay: The boundary line between Ontario and Quebec passes through the lake. (Not Abitibi, Abittibi, nor Abittibi.)
- ABLOVIAK; bay, east shore of Ungava bay, Ungava. (Not Ablorialik.)
- Achigo. See Sachigo.
- ACTIVE; pass, between Galiano and Mayne islands, in southern part of the strait of Georgia, B.C. (Not Plumper's.)
- ACTONVALE; town, Bagot county, Que. (Not Acton Vale.)
- ADAMS; creek, branch of Bonanza creek, Klondike river, Yukon.
- ADVANCE; reef, off Michael point, Manitoulin island, lake Huron, Ont.
- AFTON; mountain, south of mount Abbott, Selkirk mountains, B.C.
- AGAWA; bay, islands, point, and river, east end of lake Superior, Ont. (Not Aguawa.)
- AGNES; lake, west of lake Louise, Alta. (Not The Goat's Looking Glass.)
- AGOTAWEKAMI; lake, southeast of Abitibi lake, Abitibi district, Que.
- Aguawa. See Agawa.
- AIABEWATIK; lake, east of Anzhekumming lake, Rainy River district, Ont.
- AINSLIE; shoal, Manitoulin island, south of Ginoard point, lake Huron, Ont.
- AIRY; mountain, east of mount Stanley, W. Kootenay, B.C.
- AISHIHIK; lake, and river tributary to the Deza-deash, southwestern Yukon.
- AKOLKOLEX; river, tributary to Columbia river, between Revelstoke and Arrowhead, B.C. (Not Akotkolex.)
- AKOS; lake, at the head of Kamachigama river, Montcalm county, Que. (Not Akonse nor Akoney.)
- Akotkolex. (See Akolkolex.)
- AKPATOK; island, Ungava bay, Ungava.
- Akpatok. See Aukpatuk.
- AKULING; inlet, north shore of Hudson strait, Franklin. (Not A-ku-ling.)
- AKWATUK; bay and river, south of Big river, Ungava. (Not Aquatuk.)
- ALBERT; port, Huron county, N.B.
- ALBERT; town, Albert county, N.B. (Not Hope-well Corner.)
- Albert. See Anderson.
- ALBURY; post village, Ameliasburg township, Prince Edward county, Ont.
- ALKI; creek, tributary to Klondike river, Yukon.
- ALLEN; island, west of Beekman peninsula, Franklin
- ALLGOLD; creek, tributary to Klondike river, Yukon.
- ALMA; creek, tributary to Klondike river, Yukon.
- ALSEK; river, formed by the junction of the Deza-deash and Kaskawulsh, B.C. and Yukon. (Not Alseck nor Altsek.)
- ALUKPALUK; bay, southeast shore of Ungava bay, Ungava.
- AMELIASBURG; township, Prince Edward county, Ont. (Not Ameliasburgh.)
- AMISKWI; river, tributary to Kicking Horse river, B.C. (Not Beavertail nor North Branch of Kicking Horse river)
- AMY; point, at north end of Gribbell island, Pacific coast, B.C.
- ANDERSON; channel, east of Beekman peninsula, Franklin.
- ANDERSON; point, at northeast entrance to Washow bay, lake Winnipeg, Man. (Not Albert.)
- Angle Peak. See The Vice-President.
- Anesty. See Anstey.

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- ANN ; point, Upper Arrow lake, W. Kootenay, B.C. (Not Lone Tree.)
- ANNE ; point, opposite Massasanga point, Hastings county, Ont.
- ANNETTE ; lake, north of mount Temple, Alta.
- ANSE AU VALLON ; village, Gaspé county, Que. (Not L'Anse-à-Valleau.)
- ANSTAY ; arm, creek, lake, and river, Shuswap lake, B.C. (Not Anesty.)
- ANSTRUTHER ; lake and township, Peterborough county, Ont. (Not Eagle.)
- ANTONIO ; point, southerly extremity of Maurelle island, Pacific coast, B.C.
- ANUX ; river, tributary to Stikine river, Cassiar, B.C.
- ANVIL ; mountain, between Cottonwood and Dease rivers, B.C.
- ANWATAN ; lake, east of Grand lake Victoria, Pontiac county, Que.
- ANZHEKUMMING ; lake, northeast of Manitou lake, Rainy River district, Ont. (Not Upper Manitou.)
- APIKA ; brook, flows into the head of lake Timiskaming, Pontiac county, Que. (Not Abbika.)
- Aquatuk.* See Akwatuk.
- ARBUTUS ; rock, south of cape Hurd, east coast of lake Huron, Ont.
- ARCHIBALD ; bay, north shore of Hudson strait, Franklin.
- Ardoise.* See l'Ardoise.
- ARGYLE ; creek, tributary to St. Mary river, E. Kootenay, B.C.
- ARGYLE ; islands, northwest of Burke island, Bruce county, Ont.
- Arignole.* See Orignal.
- ARKANSAS ; creek, tributary to Dominion creek, Indian river, Yukon.
- Ark-e-teenik.* See Thelon.
- Arkell.* See Kusawa.
- ARMSTRONG ; village, northeastern Assiniboia. (Not Armstrong Lake.)
- AROSTOOK ; river, tributary to St. John river, Victoria county, N.B. (Not Arostook.)
- Arrowwood.* See Rosebud.
- Arthur Land.* See Ellesmere.
- ARTHUR SEAT ; mountain near Nahlin river, Cassiar, B.C. (Not Arthur's.)
- ASCOT ; P.O., in the township of Ascot, Sherbrooke county, Que. (Not Ascot Corner.)
- ASH ; brook, northeast of Nozheiatik lake, Rainy River district, Ont.
- ASHBY ; lake and township, Addington county, Ont. (Not Island.)
- ASHE ; inlet, south shore of Big island, Hudson strait, Franklin.
- ASHEIGAMO ; lake, south of lake Hill, Rainy River district, Ont. (Not Tasheiguna nor Bass.)
- ASHEWEIG ; river, tributary to Winisk river, southeastern Keewatin. (Not West Winisk.)
- ASHUAPMUCHUAN ; lake, and river emptying into lake St. John, Que.
- ASHTON ; point, Douglas channel, opposite Maitland island, B.C.
- ASINITCHIBASTAT ; lake, west of Chibougamau lake, Abitibi district, Que. (Not Asinitebastat.)
- ASPEY ; bay and river, Victoria county, N.S. (Not Aspee.)
- ASKITICHI ; lake, headwaters of Ashwamuchuan river, Chicoutimi county, Que.
- Askow.* See Bow.
- Askwahani.* See Eskwahani.
- ASSINKEPATAKISO ; lake, near Atikwa lake, Rainy River district, Ont.
- ASSIWANAN ; lake, at headwaters of St. Maurice river, Champlain county, Que. (Not Asiwananan.)
- ASULKAN ; brook, falls, glacier, pass, and ridge, Selkirk mountains, B.C.
- Atem.* See Atim.
- ATHABASKA ; lake, river, territory, and Athabaska Landing, northwest Canada. (Not Athabasca.)
- ATHAPUSKOW ; lake, west of Cranberry lake, Sask. (Not Athapuscow.)
- Atic-a-make.* See Atikameg.
- ATIK ; river, tributary to Migiskan river, below Millie lake, Abitibi district, Que. (Not Atikosipi.)
- ATIKAMEG ; lake, north of The Pas, Sask. (Not Atic-a-make.)
- ATIKMAHIK ; lake, northeast of lake Timiskaming, Pontiac county, Que.
- Atikosipi.* See Atik.
- ATIKWA ; lake, southeast of Dryberry lake, Rainy River district, Ont. (Not Deer.)
- ATIM ; river, flows into Manuan lake, upper St. Maurice river, Champlain county, Que. (Not Ateni.)
- ATLIN ; lake, Cassiar, B. C., and Yukon, also mining division and mountain, Cassiar, B.C.
- ATTAWAPISKAT ; lake and river, emptying into James bay, Keewatin. (Not At-tah-wha-pis-kat nor Attawapiscat.)
- AUKPATUK ; fishing station, west coast of Ungava bay, Ungava. (Not Akpatok.)
- AULAC ; river, empties into Cumberland bay, Westmorland county, N.B. (Not Au Lac nor Oulac.)
- AUSABLE ; river, emptying into lake Huron, south of Goderich, Ont. (Not aux Sables nor Sable.)
- AUSTRALIA ; creek, tributary to Indian river, Yukon.
- AVA ; inlet, north shore of Hudson strait, Franklin.

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AVALANCHE; creek, glacier, and mountain, Selkirk mountains, B.C.

AYLEN; lake, Dickens township, Nipissing district, Ont. (Not Little Opeongo.)

AYLMER; canyon and mountain, north of lake Minnewanka, Rocky Mountains park, Alta.

B

BACH; mountain, southwest part of Yukon, near Hutshi lakes.

Bachewanaung. See Batchawana.

BACKS; river, flowing northeasterly through Keewatin and Mackenzie districts, into the Arctic ocean. (Not Thleweechodezeth nor Great Fish.)

Back's Western. See Western.

Bad. See Bull.

BAD NEIGHBOUR; rock, in main channel at entrance to Georgian bay, Ont.

Bad Rice. See Kaiashkemin.

Bad Throat. See Manigotagan.

BAFFIN LAND; eastern part of the provisional district of Franklin.

Bagutchuan. See Pagwachuan.

Baie des Chaleurs. See Chaleur bay.

BAIE VERTE; bay and village, Westmorland county, N.B. (Not Bay Verte.)

BAIN; brook, tributary to Incomapleux river, B.C.

BAIN; rock, in middle of channel between Great and Outer Duck islands, lake Huron, Ont.

BAKER; creek, tributary to Yukon river, south of Klondike river, Yukon.

BAKER; island, between Nigger island and Trenton bay of Quinte, Ont.

BAKER; mountain, south of Howse pass, Rocky mountains, B.C.

BALD; creek, headwaters of Klondike river, Yukon.

BALD; island, in Weller bay, Ameliasburg township, Prince Edward county, Ont.

BALDUR; mountain, west of Upper Arrow lake, W. Kootenay, B.C.

BALFOUR; glacier, mountain, and pass, Rocky mountains, Alta. and B.C.

BANNOCK; burn, tributary to Little Slokan river, W. Kootenay, B.C. (Not Bannock creek.)

BANNOCK; point, at north end of Upper Arrow lake, B.C.

BAPTIST; harbour, lake, and rock, southeast of cape Hurd, Bruce county, Ont.

BAPTISTE; lake, Herschel township, Hastings county, Ont. (Not Kaijick Manito.)

BARCLAY; railway sta., Rainy River district, Ont.

Barclay. See Barkley.

BARHAM; mountain, west of Surprise lake, Cassiar, B.C.

BARK; lake, Jones township, Renfrew county, Ont.

BARKLEY; sound, on the southwest coast of Vancouver island, B.C. (Not Barclay.)

BARNABY; railway station, river, and village, Northumberland county, N.B. (Not Barnaby River P.O.)

BARNES; bay, north shore of Okisollo channel, Pacific coast, B.C.

BARNES; creek, tributary to Whatshan river, W. Kootenay, B.C.

BARNEY; river, Pictou county, N.S. (Not Barney's.)

BARNEY RIVER; P.O., Pictou county, N.S. (Not Barney's River.)

BARREN; brook, south of Eagle lake, Rainy River district, Ont.

BARRETTE; reef, southeast of Milton bank, Bruce county, Ont.

BARRETTE; lake, Methuen township, Peterborough county, Ont.

BARRIÈRE; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

BARTBOG; P.O., river, and railway station, Gloucester county, N.B. (Not Bartibogue.)

Bason. See Bouleau.

Basquia. See Pasquia.

Bass. See Asheigamo.

BASTION; island, in southern part of Atlin lake, B.C.

BATCHAWANA; bay, island, river, and village, Algoma district, Ont. (not Bachewanaung nor Batchewana).

BATH; creek and glacier, near Stephen station, C.P.R., Alta. (Not Noores).

BATTLE; brook, tributary to Incomapleux river, B.C.

BATTLE; lake, on Battle river, Alta. (Not Battle River lake.)

BAXTER; river, flows into Waswanipi lake, Abitibi district, Que.

BAYFIELD; river and town, Huron county, Ont.

BAY ST. PAUL; town, Charlevoix county, Que. (Not St. Paul's Bay.)

BAYS; lake of, Ridout township, Muskoka district, Ont.

BAYSIDE; post village, Sidney township, Hastings county, Ont.

Bay Verte. See Baie Verte.

Beacon. See Inukshuktuyuk.

BEADY; creek, near outlet of Dease lake, Cassiar, B.C.

BEAMENT; island, southeast of Cavalier island, Bruce county, Ont.

BEAR; creek, tributary to Klondike river, B.C.

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- Bear.* See Great Bear.
- Bear.* See Mistaya.
- BEARDWOOD**; lake, Brudenell township, Renfrew county, Ont.
- BEAR-GREASE**; river, upper Ottawa river, near O'Sullivan lake, Montcalm county, Que.
- BEATRICE**; cape, east side of Lower Arrow lake, W. Kootenay, B.C. (Not Horn.)
- BEATRICE**; lake, west of Slocan lake, W. Kootenay, B.C.
- BEAUMONT**; harbour, north shore of Hudson strait, Franklin.
- BEAVER**; lake, south of Atlin lake, Cassiar, B.C.
- Beaver.* See McFarlane.
- BEAVERFOOT**; range of mountains and river, near Leanehoil sta., C.P.R., B.C. (Not Brisco range.)
- BEAVERHILL**; creek and lake, east of Edmonton, Alta. (Not Beaver.)
- BEAVERHOUSE**; lake, southwest of Eagle lake, Rainy River district, Ont.
- BEAVERLODGE**; river, tributary to Wapiti river, west of Grande Prairie, Atha. (Not Beaver lodge.)
- Beavertail.* See Amiskwi.
- BECAQUIMEC**; lake and river, Carleton and York counties, N.B. (Not Beccaquimec nor Peckagomique.)
- BEDFORD**; harbour, north shore of Hudson strait, Franklin.
- BEDLINGTON**; custom house, international boundary, W. Kootenay, B.C. (Not Rykerts.)
- BEDROCK**; creek, tributary to Sixtymile river, Yukon.
- BEE**; peak, east of Taku arm, Cassiar, B.C.
- BEECH**; point, Fitzwilliam island, lake Huron, Ont.
- BEECHRIDGE**; post village, Argenteuil county, Que. (Not Beech Ridge.)
- BEECHWOOD**; village and railway station, Carleton county, N.B. (Not Bumfrau.)
- Beeghados.* See Pachena.
- BEEKMAN**; peninsula, south of entrance to Cumberland sound, Franklin.
- BEGBIE**; mountain, southwest of Revelstoke, W. Kootenay, B.C.
- BELANGER**; bay and point, Manitoulin island, near Girouard point, lake Huron, Ont. (Not West Belanger.)
- BELANGER**; river, empties into lake Winnipeg, Keewatin. (Not Black nor Little Black.)
- Belas.* See Lepreau.
- BELCHER**; reef, extending north from MacGregor point, Bruce county, Ont.
- BELL**; river, flows from the height of land near Grand lake Victoria, and empties into Mattagami lake, Que.
- BELLEVILLE**; city, Hastings county, Ont.
- BELLIVEAU**; cove and village, Digby county, N.S. (Not Belliveau Cove nor Belliveaux Cove.)
- BENDING**; lake, at head of Big Turtle river, Rainy River district, Ont.
- BENNETT**; lake, B.C. and Yukon.
- BENNETT**; mountain, northwest of Stupart bay, Hudson strait, Ungava.
- BENSON**; creek, tributary to the north fork of Klondike river, Yukon.
- BENSON**; point, South bay, Manitoulin island, L. Huron, Ont.
- BERENS**; H.B. Co's post, island, and river, east side of lake Winnipeg, Man. (Not Beren's.)
- BERNARD**; lake, south of lake Bennett, Cassiar, B.C.
- BERRY**; lake, north of Lobstick bay, Rainy River district, Ont.
- BERRYS MILLS**; post village and railway station, Westmorland county, N.B. (Not Berry's Mills.)
- BERSIMIS**; point, river, and village, Saguenay county, Que. (Not Betsiamits.)
- Best.* See Hatton.
- Betsiamits.* See Bersimis.
- BIDDLE**; mountain, south of mount Lefroy, Rocky mountains, Alberta.
- BIDENT**; mountain, east of mount Fay, Rocky mountains, Alberta.
- BIG**; bay, an expansion of the bay of Quinte, lake Ontario.
- BIG**; island, in the bay of Quinte, Ont. Big Island P.O. is on north side of the island.
- Big.* See Black.
- Big.* See Dumoine.
- Big.* See Hecla.
- Big.* See Koksoak.
- Big.* See Merigomish.
- Big Black.* See Hecla.
- Big Cutarm.* See Cutarm.
- Big Obashing.* See Obashing.
- Big Port l'Hebert.* See Port Hebert.
- Big Reed.* See Kiskittogisu.
- Big Rock.* See Inukshilgaluk.
- BIG SALMON**; river, tributary to Lewes river, Yukon.
- Big Sturgeon.* See Torch.
- BIRCH**; point, east of Walker point, Manitoulin island, lake Huron, Ont.
- Birch.* See Evelyn.
- BIRD**; creek, branch of Ophir creek, Indian river, Yukon.

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- Bird.* See Oiseau.
- BIRDS HILL**; post village and railway station, northeast of Winnipeg, Man. (Not Bird's Hill.)
- BISEL**; mountain, west of Nordenskiöld river, Yukon.
- BISHOP**; cove, Boxer reach, Pacific coast, B.C.
- BISHOP**; island, at head of Frobisher bay, Franklin.
- Bishop Roggan.* See Roggan.
- BIERRE**; rock, in Okisollo channel, north of Lake point, Pacific coast, B.C.
- BLACK**; creek, tributary to Sloko river, Cassiar, B.C.
- BLACK**; island, northeast of Hecla island, lake Winnipeg, Man. (Not Big nor Grand.)
- Black.* See Belanger.
- Black.* See Lynn.
- Black Bird.* See Seggemak.
- BLACKFISH**; bay, Radcliffe township, Renfrew county, Ont.
- BLACKFOX**; bend, Pelly river, near Ketzá river, Yukon.
- BLACKS**; point, south of Goderich, Huron county, Ont.
- Black Sawbill.* See Kinnickoneship.
- BLAEBERRY**; river, tributary to Columbia river, between Donald and Moberly stations C.P.R., B.C.
- BLAKE**; point, southeastern end of Western Duck island, lake Huron, Ont. (Not Stony.)
- BLANCHE**; river, empties into the head of lake Timiskaming, Nipissing district, Ont.
- BLANFORD**; bay, north shore of Hudson strait, Franklin.
- BLAKISTON**; brook, tributary to Waterton river, southwestern Alberta. (Not Kootanie nor Pass creek.)
- BLANSHARD**; mountain, in southern British Columbia, southeast of Pitt lake. (Not Blanchard nor The Golden Ears.)
- Blind.* See Coldwater.
- BLOODVEIN**; river, empties into the east side of lake Winnipeg, Man. (Not Blood-vein.)
- BUCE**; river, tributary to Dease river, Cassiar, B.C.
- Blue.* See Harris.
- Blueberry.* See Mennin.
- BLUE GROUSE**; creek, tributary to Caribou creek, W. Kootenay, B.C.
- BLUE JAY**; creek, empties into Michael bay, Manitoulin island, lake Huron, Ont.
- BLUNT**; peninsula, at entrance to Frobisher bay, Franklin. (Not Blunt's.)
- BODEGA**; point, south of Granite point, Quadra island, Pacific coast, B.C.
- BOLGER**; lake, Barleigh township, Peterborough county, Ont. (Not Bolger's.)
- BONALD**; lake, on Churchill river, Atha. (Not Moose.)
- BONANZA**; creek, tributary to Klondike river, Yukon.
- BONNEY**; island, north shore of Hudson strait, Franklin.
- BONNEY**; glacier, mountain, and névé, Selkirk mountains, B.C.
- BONNET**; island, off northwest side of Flatland island, at entrance to Thunder bay, L. Superior, Ont. (Not Reef.)
- BOOFUS**; mountain, north of Gladys lake, Cassiar, B.C.
- BOOM**; point, southern point of Cockburn island, lake Huron, Ont.
- BOOTH**; creek, tributary to St. Mary river, E. Kootenay, B.C.
- BOR**; a peak of the Valhalla mountains, W. Kootenay, B.C.
- BOSANQUET**; harbour, Big island, Hudson strait, Franklin.
- BOSHUNG**; lake, Stanhope township, Haliburton county, Ont.
- BOSWELL**; mountain and river, Teslin river, Yukon.
- BOSWORTH**; mountain, northwest of Stephen sta., C.P.R., B.C.
- BOUCHETTE**; lake, an expansion of the upper Ottawa river, Montcalm county, Que.
- BOULARDERIE**; island, Victoria county, N.S. (Not Boulardrie nor Boulardarie.)
- BOULDER**; creek, tributary to Kicking Horse river, B.C.
- BOULDER**; creek, branch of Bonanza creek, Klondike river, Yukon.
- Boulder.* See Osipasinii.
- BOULEAU**; river, Saguenay county, Que. (Not Bason.)
- BOULTER**; lake, McClure township, Hastings county, Ont.
- BOUNDARY**; creek, flows into Yukon river at the crossing of the international boundary.
- Bow**; glacier, lake, pass, peak, and river, western Alberta, and range of mountains in the Rockies, Alta. and B.C. (Not Coldwater lake, Upper Bow lake, Goat mountain, nor Askow river.)
- BOWMAN** creek; west of Lower Arrow lake, W. Kootenay, B.C.
- BOXER**; reach, east of Gribbell island, Pacific coast, B.C.
- BOYER**; reef, east of Belcher reef, Bruce county, Ont.
- Boyer.* See Paddle.
- BRANTNOBER**; mountain, in southwestern Yukon.
- BRAS D'OR**; lake, Richmond county, N.S. (Not Great Bras d'Or.)

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- BRÉBEUF**; island, in the southern part of Georgian bay, Ont. (Not Brébeuf.)
- BRETT**; mountain, northwest of mount Bourgeau, Alta.
- BREVOORT**; island, east of Beckman peninsula, Franklin.
- BREWER**; creek, tributary to Stewart river, above Scroggie creek, Yukon.
- BREVERY**; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- BREWSTER**; creek and glacier, southwest of Banff, B.C.
- BRIER**; island, at entrance to St. Mary bay, Digby county, N.S. (Not Bryer.)
- BRIGHT**; lake, McClintock township, Haliburton county, Ont.
- BRIGHTON**; township, in Northumberland county, Ont.
- Brisco.* See Beaverfoot.
- Bristol.* See Shemogue.
- BROADBACK**; river, flows westward into Rupert bay, north of Nottaway river, Abitibi district, Que. (Not Little Nottaway.)
- Brown Dome.* See Marble Dome.
- BROWNS**; creek, tributary to Fortymile river, near international boundary, Yukon. (Not Brown, nor Brown's.)
- Brownwater.* See Coffee.
- BRUCE**; harbour, north shore of Hudson strait, Franklin.
- BRULE**; point, Athabaska river, opposite the mouth of Little Buffalo river, Atha. (Not Point Brûlée.)
- Brûlé.* See Grand.
- BRUSHY**; creek, flows into Christopherson lake, Abitibi district, Que.
- BRYANT** creek; tributary to Yukon river, south of Klondike river.
- Bryer.* See Brier.
- BUCKEYE**; shoal, south of Jenkins point, Manitoulin island, L. Huron, Ont.
- BUCKMILL**; river, tributary to Nipukatasi river, Abitibi district, Que.
- BUFFALO**; lake, south of Battle river, Alta. (Not Bull.)
- BUFFALO POUND**; lake, north of Moosejaw, Assa. (Not Highpound.)
- BULL**; river, tributary to Kootenay river, north of Wardner, B.C. (Not Bad.)
- Bull.* See Buffalo.
- BULLER**; reef, south shore Manitoulin island, lake Huron, Ont.
- Bumfrau.* See Beechwood.
- BURGESS**; mountain and pass, southwest of mount Field, B.C.
- BURGOYNE**; bay, south shore of Hudson strait, Ungava.
- BURKE**; island, south of Reid point, Bruce county, Ont.
- BURNET**; lake, west of Kennabutch lake, Rainy River district, Ont.
- BURNHAM**; creek, tributary to Dominion creek, Indian river, Yukon.
- BURNS**; creek, tributary to Indian river, Yukon.
- BURNT BAY**; lake, south of Grand lake Victoria, Pontiac county, Que.
- BURNT**; island, northerly from Inner Duck island, and separated from Manitoulin island by a very narrow channel, lake Huron, Ont. The south end of this island was called "Peninsular point" by Admiral Bayfield.
- BURNT**; river, Haliburton and Victoria counties, Ont.
- BURNT ISLAND**; harbour, south shore of Manitoulin island, L. Huron, Ont.
- BURNTWOOD**; lake, and river tributary to Nelson river, Athabaska and Keewatin. (Not Wepiskow.)
- BURTON**; creek, tributary to Klondike river, Yukon.
- BURTON**; island, west of Berens island, L. Winnipeg, Man. Not Little Black.)
- BURTON**; town, on Columbia river, near north end of Lower Arrow lake, W. Kootenay, B.C. (Not Burton city.)
- BURWELL**; port, east shore of Ungava bay, Ungava.
- BUTLER**; bay, north of Cyrus Field bay, Franklin.
- BUTLER**; lake, south of Wabigoon lake, Rainy River district, Ont. (Not Kabitustigweiak.)
- BUTTON**; islands, on south side of entrance to Hudson strait, Ungava.
- BUZZARD**; lake, Burleigh township, Peterborough county, Ont.

C

- Cabistachuan.* See Kabistachuan.
- CACHE**; lake, in Algonquin National park, Ont.
- CAHILL**; lake, west of Slocan lake, W. Kootenay B. C.
- Cahnish.* See Kanish.
- CAIN**; river, tributary to Miramichi river, Northumberland county, N.B. (Not Cain's nor Kains.)
- CAIN RIVER**; post village, Northumberland county, N.B. (Not Cain's River.)
- CAIRN**; island and mountain, Richmond gulf, Ungava.
- CALDER**; creek; branch of Quartz creek, Indian river, Yukon.
- CALDER**; lake, west of Manitou lake, Rainy River district, Ont.
- CALDWELL**; island and point, southwest of Thunder bay, Ont. (Not Crystal island nor Grassy point.)
- CALEDONIA**; village, Gnyaborough county, N.S. (Not Middle Caledonia.)

- CALF; creek headwaters of Klondike river, Yukon.
- CALF PASTURE; point and shoal, Brighton township, Northumberland county, Ont.
- CAMERON; lake, northwest of Kakagi lake, Rainy River district, Ont.
- CAMERON; mountains, south of Taku arm, Cassiar, B.C.
- CAMP; lake, Finlayson township, Nipissing district, Ont.
- CAMPBELL; creek, tributary to Pelly river, Yukon. At the mouth of this stream is the site of Pelly Banks Post, abandoned in 1850.
- CAMPBELL; island, east of Flatland island, at the entrance to Thunder bay, Ont. (Not Little Flatland.)
- CAMPBELL; mountain, northwest of Dawson, Yukon.
- CAMPBELL; mountains, at upper waters of Liard river, Yukon.
- CAMPBELL; reef, southwest of Dorcas bay, Bruce county, Ont.
- CAMPBELL; valley, west of Ice river, Rocky mountains, B.C.
- CAMPBELLTON; town, Restigouche county, N.B. (Not Campbell-town.)
- CAMPOBELLO; island, northwest of Grand Manan island, Charlotte county, N.B. (Not Campo Bello.)
- CANNING; lake, Minden township, Haliburton county, Ont. (Not Canning's.)
- Canoe. See Kamongus.
- CANOE; lake, in Algonquin National park, Ont.
- Canonse. See Kanus.
- CANTIN; shoal, southwest of St. Joseph, Huron county, Ont.
- CANYON; creek, tributary to Dease river, Cassiar, B.C.
- CANYON; creek, branch of Quartz creek, Indian river, Yukon.
- CANYON; hill, Lewes river, between lakes Laberge and Marsh, Yukon.
- CANYON; lake, south of lake Lindeman, Cassiar, B.C. (Not Deep.)
- Canyon. See Aishihik.
- Cape Horn. See Pilot.
- Captain John's. See Foresters.
- CARAQUET; bay, parish, river, and village, Gloucester county, N.B. (Not Caraqueette.)
- CARCAJOU; river, tributary to Kinojevis river, Pontiac county, Que.
- CARIBOO; district, lake, and mining division, in central British Columbia. (Not Caribou.)
- Cariboo. See Stevens.
- CARIBOU; creek, tributary to Indian river, Yukon.
- CARIBOU; creek and point, east of Columbia river, between the Arrow lakes, B.C.
- Caribou. See Keshkahuon.
- Caribou. See Meacham.
- Caribou. See Mudjatik.
- CARIBOU MINES; post office, Halifax county, N.S. (Not Caribou Gold Mines.)
- CARLETON; lake, west of Manitou lake, Rainy River district, Ont.
- CARMACK; a fork of Bonanza creek, Yukon.
- Carp. See Lomond.
- Carroll. See Macdonald.
- CARROLL WOOD; bay, south shore Manitoulin island, lake Huron, Ont. (Not Woods.)
- CARROT; river, empties into Saskatchewan river near The Pas, Sask. (Not Root.)
- CARRYING PLACE; village, on the road of that name, Northumberland and Prince Edward counties, Ont.
- CARSON; lake, Jones township, Renfrew county, Ont.
- CARTER; bay, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- CARTER; mountain, east of Atlin lake, B.C.
- CARTER; rock, west of Greene island, and south of the west end of Manitoulin island, lake Huron, Ont.
- CARTIER; mountain, east of Columbia river, south of C.P.R., W. Kootenay, B.C.
- CARYS SWAN NEST; cape, Coats island, Hudson bay, Keewatin. (Not Cary's Swan Nest.)
- Cascade. See Coast.
- Cascade. See O'Hara.
- CASCUMPEQUE; bay, Prince county, P.E.I. (Not Cascumpec nor Holland.)
- CASSIAR; bar, Lewes river, south of Big Salmon river, Yukon.
- CASSIAR; creek, tributary to Yukon river, above Fortymile, Yukon.
- CASSIAR; district, a subdivision of British Columbia.
- CASSIAR; mountains, near upper waters of Liard river, B.C. and Yukon.
- CASTOR AND POLLUX; peaks, northeast of mount Bonney, Selkirk mountains, B.C.
- CASTILLAN; shoal, southeast of Cockburn island, near entrance to Mississagi strait, Ont.
- CAT; lake and river, tributary to lake St. Joseph, Keewatin. (Not Cat Lake river.)
- CATARACT; brook, tributary to Kicking Horse river, near Hector station, C. P. R., B. C. (Not Wapta creek.)
- CATARACT; rock, southwest of Porcupine point, Bruce county, Ont.
- CATCHACOMA; lake, Cavendish township, Peterborough county, Ont. (Not Ketchacum.)
- Cathawachaga. See Kathawachaga.

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- CATHEDRAL; mountain, east of mount Stephen, B.C. (Not Pinnacle.)
- CAUSAPSICAL; river and village, Matane county, Que. (Not Casupscull nor Cosupscout.)
- CAVALIER; island, southwest of Ghegheto island, Bruce county, Ont. (Not Gull.)
- CAVE; rock, in Yukon river, east of international boundary, Yukon.
- Cay-ke-quah-be-kung.* See Kekkekewabi.
- CEDAR; island, west of Massasauga point, bay of Quinte, Ont.
- CHABATOK; Indian village, Kabistachuan bay, lake Mistassini, Que.
- CHAKWA; lake, at headwaters of St. Maurice river, Champlain county, Que.
- CHALEUR; bay, an inlet of the gulf of St. Lawrence, between Quebec and New Brunswick. (Not Bay of Chaleur nor Baie des Chaleurs, &c.) If the French form is used it is to be "Baie de Chaleur."
- Chaloupe.* See Shallop.
- CHAMBERLAIN; island, north shore of Hudson strait, Franklin. (Not Crete.)
- CHANCELLOR; peak, east of Leancoil sta., C.P.R., B.C.
- CHANDINDU; river, tributary to Yukon river, between Dawson and Cudahy, Yukon.
- CHANNEL; point, northeast side of Cockburn island, lake Huron, Ont.
- CHANNEL; rock, off northwest side Fitzwilliam island, lake Huron, Ont.
- CHANTRY; island, southwest of Saugeen river, Bruce county, Ont. The surrounding shoal bank is named after the island.
- CHARLES; island, in Hudson strait, Ungava. (Not Katutok.)
- CHARLO; village, Guysborough county, N.S. (Not Charlo Cove nor Charlo's Cove.)
- CHARLOTTE; lake, Brudenell township, Renfrew county, Ont.
- CHARLTON; bay, northeast of Leask point, Manitoulin island, lake Huron, Ont.
- CHASE; island, Frobisher bay, Franklin.
- CHAT; cape and river, Gaspé county, Que. (Not Chatte.)
- CHEBISTUANONEKAR; river, upper waters of Waswanipi river, Abitibi district, Que.
- CHEHALIS; creek, flows into Gladys lake, Cassiar, B.C. (Not Che-halis.)
- CHEMUNG; lake and P. O., Peterborough county, Ont. (Not Chemong nor Shemong.)
- CHESSAGI; river, empties into Gull lake, Abitibi district, Que. (Not Tshensagi.)
- CHEOPS; mountain, Selkirk mountains, B.C.
- CHETICAMP; island, river, and town, Inverness county, N.S. (Not Chetican.)
- CHIBOUGAMAR; lake and river, south of lake Mistassini, Abitibi district, Que. (Not Chibougamon nor Chibongamoo.)
- CHIDLEY; cape, at entrance to Hudson strait, Ungava. (Not Chudleigh.)
- CHIEF; island, near north end of lake Timiskaming, Que.
- Chief Mountain.* See Waterton.
- CHIEFS; point, Amabel township, Bruce county, Ont.
- CHIGNECTO; bay, between Nova Scotia and New Brunswick. (Not Chignecto channel.)
- CHILAKO; river, tributary to Neehaco river, Cariboo, B.C. (Not Chilacco nor Mud.)
- CHILCOTIN; lake, river, and village, Cariboo and Lillooet, B.C.
- CHIKOIDA; mountain and river, Nakina river, Cassiar, B.C.
- CHIMO; post, Koksoak river, Ungava. (Not Fort Chimo.)
- China Hat.* See Klemtu.
- Chisaonataisi.* See Sassawatisi.
- CHINA; cove and reef, near Wreck point, at entrance to Georgian bay, Ont.
- CHIP; lake, west of St. Ann, northern Alberta. (Not Dirt nor Lobstick.)
- CHYPEWYAN; H. B. Co's post, and Mission station, near outlet of Athabaska lake, also lake to southwest of Athabaska lake, Atha. (Not Chippawyan nor Chippewyan.)
- Chippewa.* See Harmony.
- Chippewa.* See Welland.
- CHIPUTNETICOOK; lakes, headwaters of St. Croix river, on western boundary of New Brunswick. (Not Chiputneticook nor Chiputnaticook.)
- CHISHOLM; shoal, in Michael bay, south shore of Manitoulin island, lake Huron, Ont.
- CHISMAINA; lake, southeast of Teslin lake, Cassiar, B.C.
- CHONAT; bay and point, south shore of Okisollo channel, Pacific coast, B.C. (Not Lake.)
- CHOQUETTE; bar, in Stikine river, north of Iskut river, Cassiar, B.C. (Not Choquette's.)
- CHORKBAK; inlet, north shore of Hudson strait, Franklin. (Not Tchork-back.)
- CHRISTINA; bay, south shore of Manitoulin island, east of Burnt island, lake Huron, Ont.
- CHRISTOPHERSON; lake, north of Grand lake Victoria, Abitibi district, Que.
- CHRISTY; creek, east of Whatshan lake, W. Kootenay, B.C.
- CHUDLIASI; bay, north shore of Hudson strait, Franklin. (Not Chudli-a-si.)
- CHURCH; point, Markham bay, Hudson strait, Franklin.
- CHURCHILL; river, empties into Hudson bay, Atha. and Keewatin. (Not Missimipi or English.)

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- CHUTE COVE; village, Annapolis county, N.S. (Not Chute's Cove.)
- CIGAR; island, north of Chiefs point, Bruce county, Ont.
- CINDER; point, eastern side of Cockburn island, lake Huron, Ont.
- CINNAMON; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- CLARK; harbour, Cornell Grinnell bay, Franklin. (Not Frank Clark.)
- CLARK; lake, Dunganon township, Hastings county, Ont. (Not Clark's.)
- CLARK; point and reef, Bruce county, Ont. (Not Pine Point nor Clark Point reef.)
- CLAY; brook and lake, Villeneuve township, Ottawa county, Que. (Not Clay Brook lake.)
- CLAY; river, tributary to Bell river, Abitibi district, Que.
- CLEAR; creek, tributary to Stewart river, Yukon.
- Clear.* See Smooth Rock.
- Clearwater.* See Teggau.
- CLEARWATER; river, tributary to Stikine river, Cassiar, B.C.
- CLEFT ROCK; lake, west of Manitou lake, Rainy River district, Ont.
- CLEMENTS LAND; in eastern part of the district of Franklin.
- CLINTON; creek, near Cudahy, Yukon.
- CLIO; bay and point, Kitimat arm, B.C.
- Coac.* See Koak.
- COAL; creek, tributary to Yukon river, below Fortymile, Yukon.
- COAST; range of mountains, in western part of British Columbia and Yukon. (Not Cascade.)
- COBAN; river, tributary to Waswanipi river, below Otechisk river, Abitibi district, Que. (Not Cubane.)
- COCAGNE; harbour, island, river, and town, Kent county, N.B. (Not Cocaigne.)
- COCKBURN; island, west of Manitoulin island, lake Huron, Ont.
- COEHILL; P. O. and railway station, Hastings county, Ont. (Not Coe Hill nor Coe Hill Mines.)
- COFFEE; river, tributary to Bell river, Abitibi district, Que. (Not Brownwater.)
- COGLE; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- COLD; brook, tributary to Gizzard river, Abitibi district, Que.
- Cold.* See Kississing.
- COLDWATER; river, empties into east end of L. Superior, Ont. (Not Blind.)
- Coldwater.* See Bow.
- COLE; point, northwest point of Big island, bay of Quinte, Ont. (Not Cole's.)
- COLLIE; mountain, northwest of mount Balfour, Rocky mountains, B.C.
- Collie.* See Yoho.
- COLMER; cape, at entrance to Crooks inlet, Hudson strait, Franklin.
- COLUMBIA; river, Kootenay district, B.C.
- COMB; islands and river, east side of Hudson bay, Ungava. (Not Comb Hills I. and R.)
- Commandant.* See Papineau.
- COMMISSIONERS; lake, Lake St. John county, Que. (Not Commissioner.)
- COMPASS; lake, Burleigh township, Peterborough county, Ont.
- CONE; hill, near mouth of Clinton creek, Yukon.
- CONE; mountain, near Stikine river, north of Sead river, Cassiar, B.C.
- CONE; point, on the west side of lake Evans, Abitibi district, Que.
- CONN MILLS; village, Cumberland county, N.S. (Not Conn's Mills.)
- CONSOLATION; creek, flows into Gladys lake, Cassiar, B.C.
- CONSOLATION; valley, east of Moraine lake, Alta.
- COXY; creek, near mount Woden, W. Kootenay, B.C.
- COOPER; lake, an expansion of Marten river, Mistassini district, Que.
- COOPER; mountain, near Hutshi lakes, Yukon.
- COOPER; point, south shore of Okisollo channel, Pacific coast, B.C.
- COPEWAY; lake, Lake township, Hastings county, Ont.
- COPPER; creek, tributary to Hackett river, Cassiar, B.C.
- COPPER; island, in southern portion of Atlin lake, B.C.
- CORISANDE; bay, east shore of lake Huron, Bruce county, Ont.
- CORMORANT; lake, northwest of Moose lake, Sask.
- CORNET; ground, southwest of Greenough point, Bruce county, Ont.
- CORNWALL PARK; a summer resort on east extremity of Big island, bay of Quinte, Ont.
- CORRAL; creek, tributary to Bow river, east of Laggan, Alta.
- CORSAIR; reef, west of Reid point, Bruce county, Ont.
- COSTE; island, Kitimat arm, B.C.
- COSTIGAN; mountain, northeast of L. Minnewanka, Rocky Mountains park, Alta.
- Cosupscout.* See Causapsca.
- COTTONWOOD; river, tributary to Dease river, Cassiar, B.C.
- COURDRES; island, Temiscouata county, Que.

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- COTGAR; brook and mountain, in the Selkirk mountains, B.C.
- COTGAR; creek, tributary to Little Slovan river, W. Kootenay, B.C.
- COUNTESS WARWICK; sound, north shore Frobisher bay, Franklin.
- COVE; island, in entrance to Georgian bay, Ont. (Not Isle of Coves.)
- COVE ISLAND; ground, off northwest side of Cove island, Georgian bay, Ont.
- COW; island, in bay of Quinte, east of Belleville, Ont.
- COWAN; river, north of Cormorant lake, Sask.
- COX; lake, Burleigh township, Peterborough county, Ont. (Not Cox's.)
- CRAB; cove, south of Red bay, Bruce county, Ont.
- CRANBERRY; creek, near north end of Upper Arrow lake, W. Kootenay, B.C.
- CRANBERRY; lake, on Grass river, west of Reed lake, Sask.
- CRANBROOK; town, E. Kootenay, B.C.
- CRATER; creek, empties into Quiet lake, Yukon.
- CRATER; lake, southwest of lake Lindeman, Cassiar, B.C.
- Creighton.* See Crichton.
- CRESTON; railway station and junction, W. Kootenay, B.C.
- Crete.* See Chamberlain.
- CRICHTON; beach, head, island, and shoal, southwest of Madame island, Atlantic coast, N. S. (Not Creighton.)
- CROOKED; creek, tributary to Stewart river, Yukon.
- CROOKS; inlet, north shore of Hudson strait, Franklin. (Not Ka-lik-took-dnag.)
- CROSS; lake, north of Pipestone lake, Nelson river, Keewatin.
- CROW; river, Hastings and Peterborough counties, Ont.
- Crow.* See Kakagi.
- Crow Harbour.* See Queensport.
- CROW'S NEST; lake, mountain, pass, railway station, and river, Alta. and B.C. (Not Crow Nest, Crow's Nest, Crow-nest, nor Crownest.)
- Crystal.* See Caldwell.
- CUDAHY; post, Yukon river, northwest of Dawson.
- CUMBERLAND; lake, eastern Saskatchewan. (Not Pine Island lake.)
- CUMBERLAND; peninsula and sound, in southeastern portion of the district of Franklin. (Not Northumberland inlet, Hogarth's sound, nor Penny gulf.)
- CUMMING; point, Gribbell island, Pacific coast, B.C.
- CUNDALE; bay, east shore of Horsfall island, Hecate channel, B.C.
- CUTARM; creek, tributary to Qu'Appelle river, eastern Assiniboia. (Not Big Cutarm.)
- CYRUS FIELD; bay, east shore of Baffin Land, Franklin. (Not Cyrus W. Field.)

D

- DACK; spit, west of Port Elgin, Bruce county, Ont.
- DAGO; creek, tributary to Little Slovan river, W. Kootenay, B.C.
- DAHADINT; river, tributary to Mackenzie river, Mackenzie. (Not Dahadinee nor Dahadime.)
- DALTON; range of mountains, near Dezadeash lake, southwest Yukon.
- DALY; mountain, southeast of mount Balfour, Rocky mountains, B.C.
- DANE; island, east of Lyal island, Bruce county, Ont.
- DAUPHIN; river, emptying into Sturgeon bay, lake Winnipeg, Man. (Not Little Saskatchewan.)
- DAVE; bay, south side of Great Duck island, lake Huron, Ont.
- DAVENPORT; creek, flows into west end of Gladys lake, Cassiar, B.C.
- DAVIS; creek, branch of Walker creek, west of Dawson, Yukon.
- DAVIS; lake, Lutterworth township, Haliburton county, Ont. (Not Davis'.)
- DAWSON; glacier and mountain, southeast of mount Bonney, Selkirk mountains, B.C.
- DAWSON; peak, near Teslin lake, Yukon.
- DAWSON; point, at the head of lake Timiskaming, Ont.
- DAWSON; point, at the northerly end of Promise island, Pacific coast, B.C.
- DAWSON; range of mountains, at the confluence of Lewes, Pelly, and Yukon rivers, Yukon.
- DAWSON; town, capital of Yukon territory, (Not Dawson City.)
- DAWSONVILLE; town, Restigouche county, N.B. (Not Dawsonvale.)
- DEADMAN; harbour and head, Charlotte county, N.B. (Not Deadman's.)
- DEADWOOD; creek, tributary to Yukon river, below Dawson, Yukon.
- DEAN; bay and spit, east of Dominion point, Manitoulin island, lake Huron, Ont.
- DEAN; channel, north of King island, Pacific coast, B.C. (Not Deanes.)
- DEASE; lake and river, tributary to Liard river, Cassiar, B.C.
- DEBERT; river and village, Colchester county, N.S. (Not DeBert.)

- DECEPTION ; bay, south shore of Hudson strait, Ungava. (Not Foster's Harbour nor Shedlui.)
- Deep.* See Canyon.
- DEEPWATER ; lake, northeast of lake Timiskaming, Pontiac county, Que.
- DEER ; island, $1\frac{1}{2}$ m. N.W. from Gull harbour, L. Winnipeg, Man. (Not Punk.)
- Deer.* See Atikwa.
- Deér.* (See Punk.)
- DEER PARK ; mountain, P.O., and landing to important mining district, east of Lower Arrow lake, W. Kootenay, B.C. (Not Deer mountain.)
- DEFOT ; creek and mountain, Dease river, Cassiar, B.C.
- DELAP COVE ; village, Annapolis county, N.S. (Not Delap's Cove.)
- DELTA FORM ; mountain, Bow range of the Rockies, Alta. and B.C.
- DEMERS ; a peak of the Valhalla mountains. W. Kootenay, B.C. (Not DeMers.)
- DENMARK ; lake, south of Atikwa lake, Rainy River district, Ont.
- DENNIS ; mountain and pass, south of mount Stephen, B.C.
- DENVER ; creek, tributary to St. Mary river, E. Kootenay, B.C.
- DENVER ; mountain, west of Slocan lake, W. Kootenay, B.C.
- DENYS ; river, Inverness county, N.S. (Not Dennis.)
- DESERONTO ; town, Tyendinaga township, Hastings county, Ont.
- DESERT ; point, northeast end of Great Duck island, lake Huron, Ont. (Not Sand.)
- Despair.* See Espoir.
- Despatch.* See Dispatch.
- Desolation.* See Ten Peaks.
- Desolation.* See Wenkchemna.
- DEVILLE ; mountain, northwest of Ottertail station, C.P.R., B.C.
- DEVILS HEAD ; mountain, in the Rocky Mountains park, Alberta. (Not Devil's Head.)
- Devil's Head.* See Minnewanka.
- Devil's Pine.* See Ghostpine.
- DEWDNEY ; mountain, Porcupine river, Yukon.
- DEZADEASH ; lake, and river tributary to the Alsek, southwestern Yukon.
- DIAMOND ; island, west of Jubilee island, north shore of Hudson strait, Franklin.
- DIAMOND ; lake, Herschel township, Hastings county, Ont.
- DIANA ; bay, west of Cape Hopes Advance, Hudson strait, Ungava.
- DIBBLE ; creek, tributary to Bull river, E. Kootenay, B.C.
- DICKEY ; lake, Lake township, Hastings county, Ont. (Not Dickey's.)
- DINORWIC ; lake and railway station, Rainy River district, Ont. (Not Little Wabigoon.)
- DION ; creek, tributary to Yukon river, near Dawson.
- Dirt.* See Chip.
- Discovery.* See Plumper.
- DISELLA ; lake, south of Chismaina lake, Yukon.
- DISPATCH ; island, in Columbia river, near south end of Upper Arrow lake, W. Kootenay, B.C. (Not Despatch.)
- DIXIE ; lake and mountain, east of Atlin lake, Cassiar, B.C.
- Dixie.* See O'Donnell.
- DIXON ; lake, Limerick township, Hastings county, Ont. (Not Dixon's.)
- DOCTOR ; island, south shore of Hudson strait, Ungava.
- DOCTOR ; island, between Russell island and Tobermory harbour, at entrance to Georgian bay, Ont.
- DOCTOR ; lake, on Churchill river, Athabaska.
- DOGHEAD ; point, the northeastern point of entrance to the narrows of lake Winnipeg, Man. (Not East Doghead.)
- DOGNOSE ; creek, tributary to Klondike river, Yukon.
- Dog's Head.* See Whiteway.
- DOKBAON ; creek, tributary to Stikine river, near Clearwater river, Cassiar, B.C.
- DOLOMITE ; pass, peak, and stream, Rocky mountains, Alberta.
- DOME ; mountain, west of Cudahy, near international boundary, Yukon.
- DOME ; mountain, near lake Evans, Abitibi district, Que.
- DOMINION ; bay and point, south shore of Manitoulin island, lake Huron, Ont.
- DOMINION ; creek, tributary to Indian river, Yukon.
- DONJEK ; river, tributary to White river, Yukon.
- DONKIN ; glacier, mountain, and pass, southeast of mount Bonney, Selkirk mountains, B.C.
- Doobaunt.* See Dubawnt.
- DORCAS ; bay, east coast of lake Huron, Bruce county, Ont.
- DORÉ, baie du ; Bruce county, Ont.
- D'OR ; cape, Cumberland county, N.S. (Not Dore nor D'Ore.)
- DOROTHY ; island and narrows, Devastation channel, B.C.
- DOTTY ; lake, Finlayson township, Nipissing district, Ont. (Not Dotty's.)

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DOUGLAS; channel, between Hawkesbury island and the mainland, Pacific coast, B.C.

DOUGLAS; creek, southwest of Banff, Alta.

DOUGLAS; harbour, King George sound, Hudson strait, Ungava.

DOUGLAS; point, Bruce county, Ont.

DRAG; lake, Dudley township, Haliburton county, Ont.

DRIEDMEAT; hill and lake, on Battle river, eastern Alberta. (Not Dried Meat.)

DRYAD; point, northeastern portion of Campbell island, Seaforth channel, Pacific coast, B.C. (Not Turn.)

DRYBERRY; lake, northeast of Berry lake, Rainy River district, Ont.

DRYDEN; railway station, Rainy River district, Ont.

DUBAWNT; lake and river, Keewatin and Mackenzie districts. (Not Doobaunt.)

DUCHESNAY; lake, mountain, and pass, Rocky mountains, B.C.

Duck. See Sissipuk.

DUCKIE; lake, northwest of Chismaina lake, Yukon.

Duck River North. See North Duck.

Duck River South. See South Duck.

DUDIDONTU; river, tributary to Inklin river, Cassiar, B.C.

DUMOINE; lake and river, Pontiac county, Que. (Not Du Moine, Big, nor Grant.)

DUNCAN; lake, north of Kootenay lake, B.C. (Not Upper Kootanie.)

DUNN; island, near Pearson island, lake Huron, Ont. (Not Grant.)

DUNVEGAN; a post of the H.B.Co., on Peace river, Athabaska. (Not Fort Dunvegan.)

Dyer. See Waddell.

DYKE; head, on south shore of Hudson strait, Ungava.

DYMENT; railway station, Rainy River district, Ont.

E

EAGLE; bay, at the south end of Grand lake, Victoria, Pontiac county, Que.

EAGLE; cove and point, Cove island, at entrance to Georgian bay, Ont.

EAGLE; lake, railway station, and river, Rainy River district, Ont.

EAGLE; glacier and peak, Selkirk mountains, B.C.

EAGLE; pass and river, west of Revelstoke, B.C.

EAGLE; river, tributary to Dease river, Cassiar, B.C.

Eagle. See Anstruther.

EAGLE CRAG; mountain, near confluence of Iskut and Stikine rivers, Cassiar, B.C.

EAGLENEST; lake, in the Birch mountains, Atha. (Not Eagle Nest.)

EAGLE NEST; mountain, on lower part of Lewes river, below Little Salmon river, Yukon.

EAGLE ROCK; lake, northeast of Kaopskikamak lake, Rainy River district, Ont.

EARL PATCHES; shoals, south of Russel island, at entrance to Georgian bay, Ont.

EARN; river, tributary to Pelly river, north of Glenlyon mountains, Yukon.

EAST; bluff, west of Gabriel strait, Franklin. (Not Innarulligang.)

EAST; lake, Harburn township, Haliburton county, Ont.

EAST; river, Bonaventure county, Que. (Not East Port Daniel river.)

EAST; river, Pictou county, N.S. (Not East river of Pictou.)

East. See Nelson.

EAST ARROWWOOD; river, tributary to Bow river, Alta. (Not East Arrow Wood.)

East Belanger. See Girouard.

East Doghead. See Doghead.

EASTMAIN; river, empties into James bay. (Not East Main.) This river forms part of the boundary between the province of Quebec and the provisional district of Ungava.

East Port Daniel river. See East.

EAST SISTER; shoal, south of Yeo island, entrance to Georgian bay, Ont.

East Souris. See Souris.

Eatchipashi. See Etchipatchi.

EBB-AND-FLOW; lake, west of the narrows of lake Manitoba, Man. (Not Ebb and Flow.)

Echafand. See Pouce Coupé.

ECHIAMISH; river, tributary to the east branch of Nelson river, Keewatin. (Not Echamamish nor Echiamamish.)

ECHO; island, east of Cove island, at entrance to Georgian bay, Ont.

EDITH; lake and river, Big island, Hudson strait, Franklin.

EDGAR; lake, south of Taku arm of Tagish L., B.C.

EDMONTON; town, Alberta. (Not Fort Edmonton.)

EDMUND; mountain, northwest of Surprise lake, Cassiar, B.C.

EDNA; point, forms the eastern boundary of Christina bay, Manitoulin island, L. Huron, Ont.

EDWARD; point, at the entrance to St. Clair river, Lambton county, Ont.

EEL; lake, southwest of Opasatika lake, Pontiac county, Que.

- EELS; lake, Cardiff township, Haliburton county, Ont. (Not Eel.)
- EFFINGHAM; lake, Effingham township, Addington county, Ont. (Not Little Weslemcoon.)
- EGAN; brook and lake, tributary to York river, Hastings county, Ont. (Not Jamieson's.)
- EGNELL; creek, post, and mountain, Sheslay river, Cassiar, B.C. (Not Egnelle nor Egnell's.)
- Egypt.* See Macdonald.
- EIDER; islands, west coast Ungava bay, Ungava.
- Eightmile.* See Tatsho.
- Eighteen-mile.* See Stirling.
- EKWAN; river, flows into James bay, Keewatin. (Not Equan.)
- ELBOW; lake, on Grass river, northwest of Reed lake, Sask. (Not Ithenotosquan nor The Elbow.)
- ELBOW; mountain, at bend in lower part of Stikine river, Cassiar, B.C.
- ELDORADO; creek, tributary to Bonanza creek, Yukon.
- ELIZABETH; bay, in southern portion of lake Olga, Abitibi district, Que.
- ELK; river, tributary to Kootenay river, E. Kootenay, B.C.
- ELLA; island, north of Leach island, eastern end of L. Superior, Ont. (Not Gull.)
- ELLESMERE; island, includes the whole of the insular tract lying between latitude 76° and 84° N. and longitude 62° and 90° W.; portions of which have been named "Arthur Land," "Ellesmere Land," "Grant Land," "Grinnell Land," "Jesup Land," "King Oscar Land," "North Lincoln," "Schley Land, etc."
- EMERALD; lake, mountain, and river, northwest of Field station, C.P.R., B.C.
- Emerald.* See Louise.
- Emerald.* See President.
- EMIL; creek, tributary to Nello river, Klondike river, Yukon.
- EMILIA; island, Douglas channel, west of Maitland island, B.C.
- EMILY MAXWELL; reef, south of Fitzwilliam island, lake Huron, Ont.
- EMMA; island, northwest of Big island, Hudson strait, Franklin. (Not High.)
- ENNIS; mountain, east of mount Vaux, Rocky mountains, B.C.
- ENRAGE; cape, Chignecto bay, N.B. (Not Enragé.)
- ENSLEY; creek, tributary to Yukon river, north of Indian river, Yukon.
- Equan.* See Ekwan.
- ESKIMO; bay, islands, and river, west of the strait of Belleisle, Que. (Not Esquimaux.)
- ESKIMO; island, one of the Mingan group, Saguenay county, Que. (Not Esquimaux.)
- ESKWAHANI; lake, near the headwaters of Ottawa river, Berthier and Joliette counties, Que. (Not Askwahani.)
- ESPOIR; cape, at the entrance to Chaleur bay, Gaspé county, Que. (Not Despair.)
- Etang.* See L'Etang.
- ETCHIPOTCH; river, tributary to Waswanipi river, Abitibi district, Que. (Not Eatchepashi.)
- ETHEL; lake, south of Mayo brook, Stewart river, Yukon.
- Etsi-kom.* See Etzikom.
- ETTA; point, westerly extremity of Maurelle island, Pacific coast, B.C.
- ETZIKOM; coulée, north of Milk river, southern Alberta. (Not Etsi-kom.)
- EUREKA; creek, tributary to Indian river, Yukon.
- EVA; point, Devastation channel, Pacific coast, B.C.
- EVANS; creek, west of Slocan lake, W. Kootenay, B.C.
- EVANS; lake, in northern part of Abitibi district, Que.
- EVELYN; island, east of Warren island, Bruce county, Ont. (Not Birch.)
- EVERETT; reefs, at entrance to Timber bay, Manitoulin island, lake Huron, Ont.
- EWING; mountain, west of Gladys lake, Cassiar, B.C.
- EXPANSE; lake, an expansion of the upper Ottawa river, Pontiac county, Que.

F

- FAGAN; ground, southwest of Yeo island, at entrance to Georgian bay, Ont.
- FAIRFIELD; bluff, on Yukon river, below Cudahy, Yukon.
- FAIRNESS; headland, at entrance to Markham bay, Hudson strait, Franklin.
- FAIRVIEW; mountain, south of lake Louise, Alta. (Not Goat.)
- FAIRY; lake, Annapolis county, N.S. (Not Kee-jim-Kujic.)
- Fall.* See Tortue.
- FALLS; creek, west of Slocan lake, W. Kootenay, B.C.
- FALSE DETOUR; channel, between Cockburn and Drummond islands, lake Huron, Ont. The international boundary passes through this channel.
- FASTAIL; lake and river, west of Taku arm of Tagish lake, Cassiar, B.C. (Not Otter.)
- FAREWELL; cape, at the south end of Promise island, Pacific coast, B.C.
- FARNSWORTH; mountain, east of O'Donnel river, Cassiar, B.C.

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- FARQUART; lake, Harcourt township, Haliburton county, Ont.
- FARR; creek, flows into the northerly part of lake Timiskaming, Ont.
- FAY; mountain, east of Deltaform mountain, Bow range of the Rockies, Alta.
- FAY; river, tributary to Klondike river, Yukon.
- FEUZ; a peak of mount Dawson, Selkirk mountains, B.C.
- FIELD; mountain and railway station C.P.R., B.C.
- FIFE; creek, northwest of Whatshan lake, W. Kootenay, B.C.
- Fifteen-mile.* See Jennings.
- FILE; lake and river, north of Reed lake, Sask.
- FILE-AXE; lake, on the height of land, southeast of lake Mistassini, Que.
- FINLAYSON; lake and river, near the upper waters of Pelly river, Yukon. (Not Tle-tlan-a-tsoots.)
- FIRE; valley, west of Lower Arrow lake, W. Kootenay, B.C.
- Fish.* See Norbury.
- Fish.* See Incomappleux.
- FISHER; bay, northwest of Wakeham bay, Hudson strait, Ungava.
- FISHER; bay, northeast of Inner Duck island and north of Queen point, Manitoulin island, L. Huron, Ont.
- FISHER; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- FISHER; harbour, north of Big island, Hudson strait, Franklin.
- FISHER; lake, east of Dryberry lake, Rainy River district, Ont.
- FISHER; lake, near western boundary of Pontiac county, Que.
- FISHER; mountain, east of Kootenay river, E. Kootenay, B.C.
- FISHERMAN; cove, at the north end of Gil island, Pacific coast, B.C.
- FISHING; islands, extending from Chiefs point to Pike point, Bruce county, Ont. (Not Ghegheto.)
- FISHTAIL; lake, Harcourt township, Haliburton county, Ont. (Not Fish Tail.)
- FITZWILLIAM; channel and island, at the entrance to Georgian bay, Ont.
- FIVE-FINGER; rapid, in Lewes river, below Nordenskiöld river, Yukon.
- FLAT; creek, tributary to Illecillewaet river, B.C.
- FLAT; creek, tributary to Klondike river, Yukon.
- FLATLAND; harbour, island, and reef, west of Pie island, L. Superior, Ont.
- FLETCHER; island, in Frobisher bay, Franklin.
- FLETCHER; lake, McClintock township, Haliburton county, Ont. (Not Fletcher's.)
- FLINT; lake, north of Kakagi lake, Rainy River district, Ont.
- FLOAT; creek, tributary to Ottetail river, Rocky mountains, B.C.
- FLORENCE; river, tributary to Bell river, Abitibi district, Que.
- FLORENCE; river, tributary to Klondike river, Yukon.
- FLOWERPOT; island, east of Cove island, at entrance to Georgian bay, Ont. (Not Flower Pot.)
- FOAMFALL; river, tributary to Ashnapmunchuan river, Chicoutimi county, Que.
- FOG; lake, west of Manitou lake, Rainy River district, Ont.
- FOOTPRINT; lake and river, north of Threepoint lake, Keewatin. (Not Squirrel nor Weir.)
- FORELEG; bay, in Atikwa lake, Rainy River district, Ont. (Not Little Jackfish.)
- FORESTERS; island, in the bay of Quinte, Ont. (Not Captain John's island.)
- Fort Chimo.* See Chimo.
- Fort Dunvegan.* See Dunvegan.
- Fort Edmonton.* See Edmonton.
- Fort Macleod.* See Macleod.
- FORT NELSON; river, tributary to Liard river, Cariboo, B.C. (Not Nelson.)
- Fort Selkirk.* See Selkirk.
- Fort Steele.* See Steele.
- Fort Vermilion.* See Vermilion.
- FORTY-MILE; river and town, Yukon.
- Foster's.* See Deception.
- FOSTHALL; creek, west side of Upper Arrow lake, W. Kootenay, B.C.
- FOURCHU; harbour, Cape Breton county, N.S. (Not Fourché nor Fourchou)
- Four-mile.* See Lakit.
- FOX; island, Weller bay, Ameliasburg township, Prince Edward county, Ont.
- FOX; islands, Gordon bay, Franklin. (Not West Fox.)
- FOX; glacier and mountain, in the Selkirks, B.C.
- Fox.* See Gordon.
- FRAMBOISE; village, Richmond county, N.S. (Not Frambois.)
- FRANCES; lake and river, southeastern Yukon.
- FRANCISCO; point, southeast end of Quadra island, Pacific coast, B.C.
- FRASER; lake, Carlow township, Hastings county, Ont. (Not Fraser's.)
- FRASER; reach, northeast of Princess Royal island, Pacific coast, B.C.
- FRECHETTE; bay, bank, and point, near Misery bay, Manitoulin island, lake Huron, Ont.
- Freda.* See Freya.

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- FREDERICK : lake, southwestern Yukon, west of Kusawa lake.
- FRENCHMAN : river, southern Assiniboia. (Not White Mud.)
- FRESNO : creek, tributary to Yukon river, below Dawson, Yukon.
- FREYA : a spur of the Valhalla mountains, W. Kootenay, B.C. (Not Freda.)
- FRIDAY : creek, branch of Sulphur creek, Indian river, Yukon.
- FRITZ : landing, on east side of Lower Arrow lake, W. Kootenay, B.C.
- FROBISHER : bay, in the southeastern portion of the district of Franklin. (Not Lumley inlet &c.)
- FROBISHER : P. O. and railway station, southern Assiniboia. (Not Frobyshire.)
- FROUDE : bay, northeast of McKim bay, Manitoulin island, lake Huron, Ont.
- G**
- GABRIEL : island, Frobisher bay, Franklin. (Not Gabriell.)
- GABRIEL : strait, between Resolution island and the mainland, Franklin. (Not Tudjakdjudsirn.)
- GALENA : bay, at north end of Upper Arrow lake, W. Kootenay, B.C. (Not Thunb.)
- GALENA : creek, tributary to Yukon river, below Indian river, Yukon.
- Galiano.* See Nigei.
- GAMSKAGAMIK : lake, south of lake Hill, Rainy River district, Ont. (Not Painkiller.)
- GAOTANAGA : lake, west of Grand lake Victoria, Pontiac county, Que.
- GARDEN ISLAND : lake, north of Matchimanitou lake, Abitibi district, Que.
- GARDNER : canal, Devastation channel, Pacific coast, B.C. (Not Gardiner.)
- GARNET : creek, tributary to Dominion creek, Indian river, Yukon.
- GARNET : mountain, west of mount Goodsir, Rocky mountains, B.C.
- GASPEREAU : lake, and river tributary to Salmon river, Queens and Sunbury counties, N.B. (Not Gaspereaux.)
- GASPEREAU : river, flows into Baie Verte, Westmorland county, N.B. (Not Gaspereaux.)
- GASPESIA : shoal, southeast of Walkhouse point, Manitoulin island, lake Huron, Ont.
- GAT : point, west part of Cove island, at entrance to Georgian bay, Ont.
- GATACRE : point, south shore of Manitoulin island, lake Huron, Ont.
- GATINEAU POINT : village, at the mouth of Gatineau river, Wright county, Que.
- GAUDIN : point, Devastation channel, Pacific coast, B.C.
- GAULEY : bay, northeast of Greenough point, Bruce county, Ont.
- GAWJEWIAGWA : lake, east of Anzhekumning lake, Rainy River district, Ont.
- GEIKIE : creek and glacier, north of Dawson glacier, Selkirk mountains, B.C.
- GEIKIE : lake, east of lake Evans, Abitibi district, Que.
- GENESTA : reef, south of Maiden island, south shore Manitoulin island, lake Huron, Ont.
- GENS DE TERRE : river, tributary to Gatineau river, Que. (Not Jean de Terre.)
- GEORGE : bay and cape, Northumberland strait, Antigonish county, N.S. (Not St. George.)
- GEORGE : river, flows into Ungava bay, Ungava. (Not Kangerthialuksoak.)
- GEORGIAN : bay, the northeastern portion of lake Huron, Ont.
- GERTRUDE : point, Douglas channel, near Kitkiata, Pacific coast, B.C.
- Ghegheto.* See Fishing.
- GHOST : island, between Jeannette island and the Millar group, North channel, Queen Charlotte sound, B.C. (Not Round island.)
- GHOST : lake, north of Wabigoon lake, Rainy River district, Ont.
- Ghost.* See Spirit.
- GHOSTPINE : creek, tributary to Red Deer river, Alta. (Not Devil's Pine.)
- GIG : point, north part of Cove island, at entrance to Georgian bay, Ont.
- GILBERT : railway station, Rainy River district, Ont.
- GIL : island, northwest of Princess Royal island, Pacific coast, B.C. (Not Gill.)
- GILPHIE : reef, off Pine Tree harbour, Bruce county, Ont.
- GIMLI : a peak of the Valhalla mountains, W. Kootenay, B.C.
- GIROUARD : mountain, south of lake Minnewanka, Rocky Mountains park, Alta.
- GIROUARD : point, north of Western Duck island and west of Rickley harbour, lake Huron, Ont. (Not East Belanger.)
- GIZZARD : river, tributary to Bell river, Abitibi district, Que.
- GLACIER : creek, a branch of Gold creek, Yukon.
- GLACIER : lake, near Howse pass, Rocky mountains, Alberta.
- Glacier.* See Peyto.
- Glacier.* See Yoho.
- GLACIER CREST : mountain, Selkirk mountains, B.C.
- GLADMAN : mountain, on Yukon river, near the international boundary, Yukon.

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- GLADSHHEIM ; a peak of the Valhalla mountains, W. Kootenay, B.C.
- GLADSTONE ; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- GLADYS ; lake and river, southwest of Teslin lake, Cassiar, B.C. (Not Sucker lake, nor North river.)
- GLASGOW ; island, in North bay, Hudson strait, Franklin.
- GLAVE, mountain, near upper waters of Chilkat river, Cassiar, B.C.
- GLENALLAN ; village, Wellington county, Ont. (Not Glen Allan.)
- GLENCOE ; island, northwest of Strathcona islands, Hudson strait, Franklin.
- GLENHURON ; village, Simcoe county, Ont. (Not Glen Huron.)
- GLENLYON ; mountains and river, Pelly river, Yukon.
- GLENORA ; village, on Stikine river, below Telegraph creek, Cassiar, B.C.
- GLYCERINE ; rock, South bay, Manitoulin island, L. Huron, Ont.
- GNAT ; creek, tributary to Klondike river, Yukon.
- GOAT ; river, at south end of Kootenay lake, W. Kootenay, B.C.
- Goat.* See Bow.
- Goat.* See Fairview.
- Goat.* See Teresa.
- GOAT CANYON ; creek, tributary to Caribou creek, W. Kootenay, B.C.
- GOATFELL ; railway station, W. Kootenay, B.C.
- GOBEIL ; island, north of Coste island, Kitimat arm, B.C.
- GODBOUT ; river, Saguenay county, Que. (Not Godbret nor Goodbont.)
- GODERICH ; town, Huron county, Ont.
- GOD'S MERCIE ; islands of, north shore of Hudson strait, Franklin. This name was also applied at one time to the island now known as "Middle Savage."
- GODS MERCY, bay of, Southampton island, Hudson bay, Keewatin.
- GOLD ; creek, tributary to Sixtymile river, Yukon.
- GOLDBOTTOM ; creek, branch of Hunker creek a tributary to Klondike river, Yukon.
- GOLDEN ; creek, branch of Henderson creek, north of Stewart river, Yukon.
- GOLDEN ; valley, southeast of Pike bay, Bruce county, Ont.
- GOLDEN HORN ; mountain, near Lewes river, west of lake Marsh, Yukon.
- GOLDFINCH ; lake, upper waters of Lièvre river, St. Maurice county, Que.
- GOLD-RUN ; creek, tributary to Dominion creek, Indian river, Yukon.
- GOODSIR ; creek and mountain, southeast of mount Vaux, Rocky mountains, B.C.
- GOODWIN ; creek, flows east into Teslin lake, Cassiar, B.C.
- GOOSE ; point, south shore Manitoulin island, lake Huron, Ont.
- Goose.* See Grey Goose.
- GOOSEHUNTING ; creek, tributary to Carrot river, Sask. (Not Maple river.)
- GORDON ; bay, west of Chorkbak inlet, Hudson strait, Franklin. (Not Fox.)
- GORDON ; brook, west of Lower Arrow lake, W. Kootenay, B.C.
- GORDON ; mountain, northwest of mount Balfour, Rocky mountains, Alta. and B.C.
- GORDON ; mountain, near Stikine river, south of Telegraph creek, Cassiar, B.C.
- GORMAN ; lake, Brudenell township, Renfrew county, Ont.
- GOUGH ; lake, south of Battle river, Alta.
- GOULD DOME ; mountain, Rocky mountains, southwestern Alberta. (Not Gould's Dome.)
- Gomamitz.* See Gunamitz.
- GOVAN ; brook, Bruce harbour, Hudson strait, Franklin.
- GRACE ; lake, Dudley township, Haliburton county, Ont.
- GRAND ; point and reef, at north entrance to Brulé bay, L. Superior, Ont. (Not Brulé.)
- Grand.* See Black.
- Grand.* See Dumoine.
- GRANDE ANSE ; bay, Gaspé county, Que. (Not Grand Anse.)
- GRANDE ANSE ; post village, Gloucester county, N. B. (Not Grand Anse.)
- GRAND ETANG ; town, Inverness county, N.S. (Not Grande Etang.)
- Grand Lac du Commissaires.* See Thirty-one-mile.
- Grand Lake Jacques Cartier.* See Jacques Cartier.
- GRAND LAKE VICTORIA ; upper waters of Ottawa river, Pontiac county, Que.
- GRAND MANAN ; island, Charlotte county, N.B. (Not Menan.)
- Grand Manitoulin.* See Manitoulin.
- GRAHAM ; creek and inlet, west of Atlin lake, B.C. (Not Taku inlet.)
- GRANITE ; creek, tributary to Caribou creek, W. Kootenay, B.C.
- GRANITE ; creek, flows into Quiet lake, southeastern Yukon.
- GRANITE ; point, northwesterly extremity of Quadra island, Pacific coast, B.C.
- GRANTHAM ; shoals, southeast of Todman reef, Manitoulin island, L. Huron, Ont.
- GRANT ; point, southwest point of Maitland island, Pacific coast, B.C.
- Grant.* See Dunn.

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Grant Land. See Ellesmere.

GRAPE ; island, in Muscote bay, northeast of Huff island, bay of Quinte, Ont.

GRASETT ; railway station and township, Algoma district, Ont. (Not Grasset.)

GRASS ; river, tributary to Nelson river, Keewatin and Sask.

Grass. See Kiskitto.

GRASSY ; point, in northeastern portion of Sophiasburg township, Prince Edward county, Ont.

Grassy. See Caldwell.

Grassy River lake. See Stanawan.

GRAVEL ; point, at eastern side of Great Duck island, lake Huron, Ont.

GRAY ; mountain, north of lake Bennett, Yukon.

GRAY ; strait, eastern entrance to Hudson strait, Ungava.

GRAYS ; creek, flowing into Crawford bay, Kootenay lake, B.C. (Not Greys.)

GRAY WOLF ; mountain, north of Valhalla mountains, W. Kootenay, B.C.

GREAT BEAR ; lake and river, Mackenzie. (Not Bear nor Great Bear Lake river.)

GREAT BEAVER ; lake, at headwaters of St. Maurice river, Champlain county, Que.

Great Bishop Roggan. See Roggan.

Great Black. See Hecla.

Great Bras d'Or. See Bras d'Or.

GREAT DUCK ; island, the largest of the Duck island group, south of Manitoulin island, lake Huron, Ont.

Great Fish. See Backs.

Great Shemogue. See Shemogue.

Great Tusk. See Tusk.

GREEN ; creek, branch of Sulphur creek, Indian river, Yukon.

GREEN ; mountain, southwest of Ross peak, Selkirk mountains, B.C.

GREEN ; point, northeast extremity of Sophiasburg township, Prince Edward county, Ont.

GREEN ; point, Manitoulin island, north of Inner Duck island, lake Huron, Ont.

Green. See Victoria.

GREENAN ; lake, Jones township, Renfrew county, Ont. (Not Greenan's.)

GREENE ; island, northwest of Western Duck island, lake Huron, Ont. (Not Green's.)

GREENE ISLAND ; harbour, Manitoulin island, lake Huron, Ont.

GREENFIELD ; shoal, south of Turning island, at entrance to Georgian bay, Ont.

GREENS ; glacier, in the Selkirk mountains, B.C. (Not Green's)

Greens. (See Terminal.)

GREENOUGH ; bank, harbour, and point, southeast of Pine Tree harbour, Bruce county, Ont.

GREENWOOD LAND ; at head of Frobisher bay, Franklin. (Not Greenwood's.)

GREY GOOSE ; island, opposite the mouth of Big river, James bay, Ungava. (Not Goose.)

Greys. See Grays.

GRIEBELL ; island, between Ursula channel and Verney passage, Pacific coast, B.C.

GRIFFIN ; bay, southwest shore Frobisher bay, Franklin.

GRIMROSS ; islands, in St. John river, Queens county, N.B. (Not Grimrose.)

GRIMSTHORPE ; lake, Grimsthorpe township, Hastings county, Ont. (Not Wolf.)

GRINNELL ; glacier, southwest shore of Frobisher bay, Franklin.

Grinnell Land. See Ellesmere.

GRIZZLY ; bluff, near the mouth of Teslin river Yukon. (Not Grizzly Bear Bluff.)

GRIZZLY ; mountain, in the Selkirks, B.C.

Grosrater. See Melville.

GROVE ; island, northeast of Huff island, bay of Quinte, Ontario.

GRUNDY ; creek, east of Kootenay river, north of Steele, B.C.

GRYPHON ; lake, southwest of Wall-eye lake, Rainy River district, Ont.

GULL ; lake, east of Pelly lakes, Yukon.

Gull. See Cavalier.

Gull. See Ella.

Gull. See Mississauga.

GUX ; lake, north of Nahlin river, Cassiar, B.C.

GUXAMITZ ; river, tributary to Restigouche river, N.B. (Not Gounamitz, nor Little Fork.)

GUNS ; point, south of Douglas point, Bruce county, Ont.

GUNTER ; lake, Cashel township, Hastings county, Ont. (Not Gunter's.)

GUYSBOROUGH ; county and town, N.S. (Not Guysboro.)

GYRFALCON ; islands, south coast Ungava bay, Ungava.

H

HABEL ; mountain, southwest of mount Collie, Rocky mountains, B.C. (Not Hidden.)

Habitants. See Inhabitants.

HACKETT COVE ; village, Halifax county, N.S. (Not Hackett's Cove.)

HACKETT ; river, tributary to Sheslay river, Cassiar, B.C.

HAECKEL ; hill, near the confluence of Lewes and Takhini rivers, Yukon.

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- HAGGART ; creek, tributary to Johnston creek, McQuesten river, Yukon.
- HA HA ; bay, lake, and river, Chicoutimi county, Que. (Not Bay Ha Ha, nor Baie des Ha Ha.)
- HAIR CUTTING ; lake and river, at headwaters of St. Maurice river, Champlain county, Que.
- HALCRO ; mountain peak, east shore of Atlin lake, B.C.
- HALCYON ; mountain, and post office, east of Upper Arrow lake, W. Kootenay, B.C. (Not Halcyon Hot Springs.)
- HALDANE ; mountain, near Mayo brook, Stewart river, Yukon.
- HALE ; creek, near south end of Taku arm of Tagish lake, Cassiar, B.C.
- HALIBURTON ; lake, Harburn township, Haliburton county, Ont.
- HALL ; lake and river, west of Teslin lake, B.C. and Yukon. (Not North river.)
- HALL ; mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- HALL ; peninsula, in the southeastern portion of the district of Franklin.
- HALSEY ; point, at the entrance to Douglas channel, Pacific coast, B.C.
- HAMMOND ; point, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- HANBURY ; mountain, east of mount Vaux, Rocky mountains, B.C.
- HANCOCK ; hills, east of lake Laberge, Yukon.
- Hanging Hide.* See Leather.
- HANNAH ; bay, south end of James bay, Nipissing district, Ont.
- Hannah Bay river.* See Harricanaw.
- HANNAH ; point, South bay, Manitoulin island, lake Huron, Ont.
- HANSEN ; lake, east of Kootenay river, north of Steele, B.C.
- Harbour.* See Rawson.
- HARMONY ; river, empties into Harmony bay, east end of L. Superior, Ont. (Not Chippewa nor Harmonie.)
- Harmony.* See Jones.
- HAROLD ; mountain, on lower part of Stikine river, Cassiar, B.C.
- HARPER ; mountain, in the Ogilvie range, north of Klondike river, Yukon.
- HARRICANAW ; river, flows into Hannah bay (south end of James bay), Ont. and Que. (Not Hannah Bay river.)
- HARRIS ; creek, branch of Ophir creek, Indian river, Yukon.
- HARRIS ; lake, southwest of Manitou lake, Rainy River district, Ont.
- HARRIS ; point, Lambton county, Ont. (Not Blue.)
- HARRY ; lake, Lawrence township, Haliburton county, Ont. (Not Harry's.)
- HART ; mountain, near Sixty mile river, southwest from Dawson, Yukon.
- HARTZ ; creek, tributary to Tahltan river, Cassiar, B.C.
- HASKIN ; creek, tributary to Ottetail river, Rocky mountains, B.C.
- HÄSLER ; a peak of mount Dawson, Selkirk mountains, B.C.
- HASTINGS ; county, and town in Northumberland county, Ont.
- HATCHAU ; lake, Hackett river, Cassiar, B.C. (Not Macha.)
- HATIN ; lake, near upper part of Koshin river, Cassiar, B.C.
- HATTON ; headland, at south end Resolution island, Franklin. (Not Cape Best.)
- HAVEN ; cape, Clements Land, Franklin. (Not Siggia.)
- HAWK ; lake, and railway station, Rainy River district, Ont.
- HAWK CLIFF ; lake, west of Eagle lake, Rainy River district, Ont.
- HAWKESBURY ; island, north of Princess Royal and Gribbell islands, Pacific coast, B.C.
- HAWTREY ; town, Oxford county, Ont. (Not Hawtry.)
- HAY ; lake, Sabine township, Nipissing district, Ont.
- HAYES ; river, southeast of Nelson river, Keewatin. (Not Hay's, Hill, Steel, nor Tront.) This name is now applied to the whole river from the source of the Echimamish to Hudson bay.
- HAYES ; peak and river, west of Teslin lake, B.C.
- Hazel.* See Aberdeen.
- Head of Jordan River.* See Jordan river.
- Head of St. Peter's Bay.* See St. Peter.
- HEALY ; lake, south of Kusawa lake, Yukon.
- HEART ; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- HEART ; mountains, east of Sheslay river, Cassiar, B.C.
- HEBDEN ; brook, flows into Donorwic lake, Rainy River district, Ont. (Not Hebden's.)
- HECATE ; strait, Pacific coast, B.C.
- HECLA ; island, in southern part of L. Winnipeg, Man. (Not Big, Big Black, nor Great Black.)
- HECTOR ; island, north shore of Hudson strait, Franklin. (Not Khartum.)
- HECTOR ; lake, west of Manitou lake, Rainy River district, Ont. (Not Large Trout.)
- HECTOR ; lake and mountain, Alta. and railway station, B.C. (Not Bow lake nor Lower Bow lake.)
- HEIGHT-OF-LAND ; lake, northeast of Mattagami lake, Abitibi district, Que.

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- HEIMDAL : a spur of the Valhalla mountains, W. Kootenay, B.C.
- HELA : a peak of the Valhalla mountains, W. Kootenay, B.C.
- HELEN : lake, at headwaters of Bow river, Alberta.
- HELEN : point, Douglas channel, near Kitkiata, Pacific coast, B.C.
- HELMET ; mountain, southeast of mount Goodsir, Rocky mountains, B.C.
- Hemlock.* See Mackay.
- HENDERSON ; creek, tributary to Yukon river, below Stewart river, Yukon.
- HENDERSON ; harbour, south of Crooks inlet, Hudson strait, Franklin.
- HENRIETTA ; creek, tributary to Last-chance creek, a branch of Hunker creek, Yukon.
- HENSLEY ; bay, south shore of Manitoulin island, lake Huron, Ont.
- Herb.* See Wekusko.
- HERMIT ; glacier, mountain, and range of mountains, in the Selkirks, B.C.
- HERSCHELL ; island, west of Cockburn island and northeast of Kitchener island, lake Huron, Ont.
- HESTER ; creek, branch of Hunker creek, Yukon.
- Hewson.* See Hughson.
- Hidden.* See Habel.
- High.* See Emma.
- HIGH FALL ; creek, tributary to Koksoak river, Ungava.
- Highpound.* See Buffalo Pound.
- HIGHVIEW ; P. O. in eastern Assiniboia. (Not High View.)
- HIGHWOOD ; river, tributary to Bow river, Alberta. (Not High.)
- HILDA : a peak of the Valkyr mountains, W. Kootenay, B.C.
- HILL ; lake, east of Kakagi lake, Rainy River district, Ont.
- HILL ; lake, on Minago river, Sask.
- Hill.* See Hayes.
- HILLFARM ; P.O., in eastern Assiniboia. (Not Hill Farm.)
- HILLHEAD ; village, Argenteuil county, Que. (Not Hill Head.)
- HIPPA ; island, west of Graham island, Queen Charlotte islands, B.C. (Not Nesto.)
- HITCHCOCK ; creek, flows east into Teslin lake, Cassiar, B.C.
- HOBSON ; island, in Mahone bay, Lunenburg county, N.S. (Not Hobson's Nose.)
- HODER ; creek, tributary to Little Slocan river, W. Kootenay, B.C.
- Hogarth.* See Cumberland.
- HOGG ; creek, tributary to Moyie river, E. Kootenay, B.C.
- Holt.* See Wanipigow.
- Holland.* See Cascumpeque.
- HOMAN ; river, discharges into lake Bennett, Cassiar, B.C.
- HOME ; islands, Coronation gulf, Mackenzie. (Not Sir E. Home's.)
- HOODOO ; valley, near Leancoil, B.C.
- HOOKE ; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- HOOLE ; canyon and river, upper part of Pelly river, Yukon.
- Hootalinqua.* See Teslin.
- HOPES ADVANCE ; bay, west coast of Ungava bay, Ungava.
- HOPES ADVANCE ; cape, south shore of Hudson strait, Ungava. (Not Cape of Hopes Advance nor Prince Henry Foreland.)
- Hopewell Corner.* See Albert.
- HOPKINS ; bay and point, east of Baptist island, Bruce county, Ont.
- HOPKINS ; lake, southeast of Aishihik lake, Yukon.
- HOPKINS ; point, Devastation channel, Pacific coast, B.C.
- HORN ; cape, east side of Upper Arrow lake, W. Kootenay, B.C.
- Horn.* See Beatrice.
- HORSE ; point, in eastern part of Ameliasburg township, Prince Edward county, Ont.
- HORSESHOE ; bay, west side of Great Duck island, lake Huron, Ont.
- HORSESHOE ; glacier, south of mount Lefroy, Alta.
- HORSFALL ; island, between Campbell and Dufferin islands, Pacific coast, B.C.
- HORTON ; point, north of Kincardine, Bruce county, Ont.
- HOTAILUH ; mountains, between Stikine and Tan-zilla rivers, Cassiar, B.C.
- Housten.* See Hughson.
- HOWSE ; pass, Rocky mountains, Alta. and B.C. (Not House.)
- HUBBARD COVE ; village, Halifax county, N.S. (Not Hubbard's Cove.)
- HUBER ; mountain, near mount Victoria, Rocky mountains, B.C.
- HUDSON ; bay and strait (Not Hudson's.)
- HUDSON ; lake, Cardiff township, Haliburton county, Ont. (Not Hudson's.)
- HUFF ; island, in Muscote bay, bay of Quinte, Ont. (Not Huff's.)
- HUGH ; mountain, east of lake Evans, Abitibi district, Que.

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- HUGHES**; brook, flows into Barritt bay, Eagle lake, Rainy River district, Ont. (Not Hughes creek.)
- HUGHES**; range of mountains, east of Kootenay river, E. Kootenay, B.C.
- HUGHSON**; bay, east of Providence bay, Manitoulin island, lake Huron, Ont. (Not Husten, Honsten, nor Hewson.)
- HUNGABEE**; glacier and mountain, Bow range, Alta. and B.C.
- HUNGERFORD**; point, south part of Manitoulin island, lake Huron, Ont.
- HUNGRY**; bay, northeast side of Big bay, bay of Quinte, Ont.
- HUNGRY**; peak, at head of St. Mary river, between E. and W. Kootenay, B.C.
- HUNKER**; creek, tributary to Klondike river, Yukon.
- HUNS VALLEY**; village, Macdonald electoral district, Man. (Not Hun's Valley.)
- HUNTER**; mountain, north of Palliser station, C.P.R. B.C.
- HUNTRESS**; reef, southwest of Johnston point, Bruce county, Ont.
- HURD**; cape, most westerly point of Bruce county, Ont. Cape Hurd channel is west of the cape.
- HURD**; mountain and pass, in the Ottertail range of the Rockies, B.C.
- HURON**; lake, one of the Great lakes, Ont.
- HURRICANE**; river, tributary to Nakina river, Cassiar, B.C.
- Husten.* See Hughson.
- HUTCHISON**; creek, empties into the east side of Lower Arrow lake, W. Kootenay, B.C.
- HUTSHI**; lakes, west of lake Laberge, Yukon.
- HUTSHUK**; bluff, on Lewes river, below Rink rapid, Yukon.
- HUTSIGOLA**; lake, south of Teslin lake, Cassiar, B.C. (Not Hutsigula.)
- HYLAND**; hill, east of Hutsigola lake, Cassiar, B.C.
- HYNDMAN**; bay, at southwestern end of Cockburn island, lake Huron, Ont. (Not Sand.)
- I**
- ICE**; river, tributary to Beaverfoot river, B.C.
- ICE**; portage, on the lower part of Nottaway river, below Kitchigama river, Que.
- ICY**; cove, east of North bay, Hudson strait, Franklin.
- ICE-CAP**; mountain, on lower part of Stikine river, Cassiar, B.C. (Not Ice-capped.)
- ICELANDIC**; river, flowing into lake Winnipeg Man. (Not Icelanders.)
- Iles de Bois.* See Morris.
- ILLECILLEWAET**; glacier, mining division, river, and town, Kootenay, B.C. (Not Illicilliwaet, Illecilliwaet, nor Illicillewaet.)
- ILLES**; brook, empties into Frances lake, Yukon* (Not Ii-es-too-a.)
- INCOMAPPLEUX**; river, empties into Upper Arrow lake, B.C. (Not Fish.)
- INDEPENDENCE**; creek, tributary to Stewart river, Yukon.
- INDIAN**; brook, flowing into St. Ann bay, Victoria county, N.S.
- INDIAN**; island, northeast of Murray canal entrance to the bay of Quinte, Ont.
- INDIAN**; harbour, point, and reef, south of Fitzwilliam island, lake Huron, Ont.
- Indian Pear Island.* See Saskeram.
- INDIAN**; river, tributary to Yukon river, south of Klondike river, Yukon.
- INGALL**; lake, southwest of Wabigoon lake, Rainy River district, Ont.
- INGERSOLL**; mountain, west of Columbia river, W. Kootenay, B.C.
- INGONISH**; bay, river, and town, Victoria county, N.S. (Not Inganish nor Niganishe.)
- INGRAM**; mountain, north of Kusawa lake, Yukon.
- Ingraham.* See Louis.
- INHABITANTS**; river, Richmond county, N.S. (Not Habitants.)
- INKLIN**; river, tributary to Taku river, Cassiar, B.C.
- INKSTER**; rock, at S. Baymouth, Manitoulin island, lake Huron, Ont.
- Innarulligang.* See East Bluff.
- INNER DUCK**; island, northeastern island of the Duck island group; off the southern side of western end of Manitoulin island, lake Huron, Ont.
- INONOAKLIN**; creek, west of Lower Arrow lake, W. Kootenay, B.C. (Not Sanderson.)
- INKSHILIGALUK**; point, south coast Ungava bay, Ungava. (Not Big Rock.)
- INKSHUKTUYUK**; point, south coast Ungava bay, Ungava. (Not Beacon.)
- INVERHURON**; bay and village, Bruce county, Ont.
- Ippercash.* See Kettle.
- IRISHMAN**; creek, tributary to Moyie river, E. Kootenay, B.C.
- IRVING**; bay, Crooks inlet, Hudson strait, Franklin.
- ISAAC HARBOUR**; town, Guysborough county, N.S. (Not Isaac's Harbour.)
- ISABELLA**; lake, northeast of Peyto lake, Alberta.
- ISERHOFF**; river, flows into Waswanipi lake, Abitibi district, Que.
- ISHIMANIKUAGAN**; lake, Saguenay county, Que (Not Ichimanicugan nor Ishimanicugan.)

Island. See Ashby.

Island. See Isle.

ISLANDS ; lake of, southeast of Abitibi lake, Pontiac county, Que.

ISLE ; lake, west of St. Ann, northern Alberta. (Not Island.)

ISLET ; point, southwesterly extremity of Sonora island, Pacific coast, B.C.

Isle of cores. See Cove.

ISOLATED ; peak, at head of Yoho valley, Rocky mountains, B.C. (Not Insulated nor Lonely.)

Ithenotosquan. See Elbow.

ITTIMENOKTOK ; cape, east shore of Ungava bay, Ungava.

IVAN ; point, Manitoulin island, east of Burnt island, lake Huron, Ont.

J

JACK ; lake, Burleigh township, Peterborough county, Ont. (Not Jack's.)

JACKHEAD ; island, lake, and river, north of Fisher bay, lake Winnipeg, Man. (Not Jack-Head.)

Jackman. See Pritzler.

Jackson. See Robertson.

JACOB ; island, at entrance to Rupert bay, James bay, Ungava. (Not Wood.)

JACQUES CARTIER ; lake and river, Montmorency county, Que. (Not Grand Lake Jacques Cartier.)

JAMES ; cape, north shore of Hudson strait, Franklin.

JAMES ; island and reef, between Fitzwilliam and Yeo islands, Georgian bay, Ont.

James Ross. See Ross.

JAMIESON ; lake, Dungannon township, Hastings county, Ont. (Not Jamieson's.)

Jamieson's. See Egan.

JANET ; lake, between Stewart river and Mayo brook, Yukon.

JARVIS ; bay, island, point, river, and rock, southwest of Thunder bay, Ont. (Not Turtle point.)

Jean de Terre. See Gens de Terre.

JENKINS ; point, east of Providence bay, Manitoulin island, lake Huron, Ont.

JENNIE GRAHAM ; shoal, the most southerly shoal off Great Duck island, lake Huron, Ont.

JENNINGS ; river, empties into southern portion of Teslin lake, Cassiar, B.C. (Not Fifteen-mile.)

JENSEN ; creek, tributary to Dominion creek, Indian river, Yukon.

Jesup Land. See Ellesmere.

JIM ; creek, tributary to Yukon river, below Indian river, Yukon.

JOASSA ; channel, between Dufferin and Horsfall islands, Pacific coast, B.C.

JOEL ; river, tributary to Klondike river, Yukon.

JOGGINS ; village, Cumberland county, N.S. (Not Joggin Mines, South Joggins, nor South Joggings.)

JOHN ; river and River John P.O., Pictou county, N.S.

JOHNSON ; lake, Havelock township, Haliburton county, Ont. (Not Johnson's.)

JOHNSON ; range of mountains, between Atlin lake and O'Donnell river, B.C.

JOHNSTON ; creek, tributary to McQuesten river, Yukon.

JOHNSTON ; creek, west of Lower Arrow lake, W. Kootenay, B.C.

JOHNSTON ; harbour and point, southeast of Porcupine point, Bruce county, Ont.

JOLICEUR ; village, Westmorland county, N.B. (Not Jolicure.)

JOLI HEAD ; headland, Queens county, N.B. (Not Jolie Head.)

JONES ; creek, empties into Batchawana bay, east end of L. Superior, Ont. (Not Harmony river.)

JONES ; shoal, south of Labrador reef and southwesterly from Belanger point, lake Huron, Ont.

JORDAN ; lake and river, Hastings county, Ont.

JORDAN ; river, flows into Frobisher bay, Franklin.

JORDAN ; river, tributary to Columbia river, near Revelstoke, W. Kootenay, B.C.

JORDAN RIVER ; village, Shelburne county, N.S. (Not Head of Jordan River.)

JOSEPH ; creek, tributary to St. Mary river, E. Kootenay, B.C.

JOY ; bay, south shore of Hudson strait, Ungava.

JUBILEE ; island, north shore of Hudson strait, Franklin.

JUBILEE ; mountain, near north end of Atlin lake, Yukon.

JULIAN ; point, east of Chorkbak inlet, north shore of Hudson strait, Franklin.

JUMPING DEER ; creek, tributary to Qu'Appelle river, eastern Assiniboia. (Not Jumpingdeer.)

JENNUSUKSOAK ; inlet, east shore of Ungava bay, Ungava.

JUNO ; point, south of Pine Tree harbour, Bruce county, Ont.

JUPITER ; river, south side of Anticosti island, Que. (Not Observation.)

Jupiter. See Shallop.

K

KABAGUKSKI ; lake, south of Sasakwei lake, Rainy River district, Ont. (Not Mud.)

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- KABAKWA ; lake, Stanhope township, Haliburton county, Ont. (Not Kah-bah-bah-quah.)
- KABISTACHUAN ; bay, in the southern portion of lake Mistassini, Que. (Not Cabistachuan.)
- Kabitstigreaiak.* See Butler.
- KABONA ; lake, south of Matchimanito lake, Abitibi district, Que..
- Kag-ish-a-bog-a-mog.* See Kasshabog.
- KAGIWIOSA ; lake, east of Dinorwic lake, Rainy River district, Ont.
- KAHA ; creek, tributary to Koshin river, Cassiar, B.C. (Not Kahak.)
- Kah-bah-bah-quah.* See Kabakwa.
- Kah-shah-gah-wig-e-mog.* See Kashagawi.
- KAHATE ; river, tributary to lower part of Stikine river, Cassiar, B.C.
- Kahuch.* See Katonche.
- Kahwambejewagamog.* See Kawagama.
- KALASHKOMIN ; lake, north of Wabigoon lake, Rainy River district, Ont. (Not Bad Rice.)
- KAIETE ; point, at east entrance to Lama passage, Pacific coast, B.C. (Not Calete nor Kyeet.)
- Kaijiek Manitou.* See Baptiste.
- Kains.* See Cain.
- KAJAKANIKAMAK ; lake, southeast of Abitibi lake, Pontiac county, Que.
- Kajoualwang.* See Najwalwank.
- KAKABONGA ; lake and river, east of Grand lake Victoria, Pontiac county, Que. (Not Kakebonka.)
- KAKAGI ; lake, east of Sabaskong bay, lake of the Woods, Ont. (Not Crow.)
- KAKASHE ; river, tributary to Kapitachuan river, Montcalm county, Que.
- Kakebonka.* See Kakabonga.
- KAKETSA ; mountain, south of Egnell, Cassiar, B.C. (Not Koketsa.)
- KAKINNOZHANS ; lake, near Manitou lake, Rainy River district, Ont.
- KAKUCHUYA ; river, tributary to Dudidontu river, Cassiar, B.C.
- KAKUT ; lake and river, in the Birch hills, south of Dunvegan, Atha. (Not Ka-koot.)
- Ka-lik-took-duay.* See Crooks.
- KALZAS ; lake, between Macmillan and Stewart rivers, Yukon.
- KAMA ; bay and railway station, Nipigon bay, Ont. (Not Mazokama.)
- KAMACHIGAMA ; lake, and river tributary to the upper Ottawa, Montcalm county, Que.
- KAMANATOGAMA ; lake, southeast of Saganaga lake, Rainy River district, Ont.
- KAMANISKEG ; lake, Bangor township, Hastings county, Ont.
- KAMINISTIKWIA ; river and railway station, Thunder Bay district, Ont. (Not Kaministiquia.)
- KAMINASSIN ; lake, south of Dinorwic lake, Rainy River district, Ont.
- Kaminnaweiskagwak.* See Minnaweiskag.
- KAMIXXI ; lake, northwest of Manitou lake, Rainy River district, Ont. (Not Kaminneseipekok.)
- KAMITSGAMAK ; lake, on Ribbon river, upper St. Maurice river, Champlain county, Que.
- KAMONGUS ; lake, near Manitou lake, Rainy River district, Ont. (Not Canoe.)
- KAMPIGUKAKATOKA ; river, tributary to Migiskan river, Abitibi district, Que.
- KAMSHIGAMA ; lake and river, north of Shabogama lake, Abitibi district, Que.
- Kangerflung.* See Newell.
- Kangerthialuksoak.* See George.
- KANIAPISKAU ; river, tributary to Koksoak river, Ungava. (Not Wanguash.)
- Kaniapiskau.* See Keniapiskau.
- KANIKAWINIKI ; lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kaniqonika nor Kanekequaneka.)
- KANIMITTI ; river, flows into Shoshokwan river a tributary of the upper Ottawa, Pontiac county, Que. (Not Kanimittikoshkwa.)
- KANISH ; bay, south of Granite point, Quadra island, Pacific coast, B.C. (Not Cahnish.)
- KANOTAUKAU ; lake, at headwaters of Rupert river, Mistassini district, Que.
- KANUS ; river, tributary to St. Croix river, Charlotte county, N.B. (Not Canous nor Canouse.)
- KANUSIO ; lake, and river tributary to Kekek river, Abitibi district, Que.
- KAOPSKIAMAK ; lake and river, southeast of Manitou lake, Rainy River district, Ont.
- KAOSKAUTA ; lake, northwest of Manitou lake, Rainy River district, Ont. (Not Kaoskwtakok.)
- KAPEMITCHIGAMA ; lake, at the sources of Ottawa river, Joliette county, Que. (Not Kapemechigama.)
- KAPESAKOSI ; lake, west of Manitou lake, Rainy River district, Ont. (Not Kapesakosikok.)
- KAPIKITEGOITCH ; lake, headwaters of Ashuapmuchiuan river, Chicoutimi county, Que.
- KAPISKAU ; river, north of Albany river, Keewatin. (Not Ka-pis-cow nor Kaypiscow.)
- KAPITACHUAN ; lake, and river tributary to the upper Ottawa river, Que. (Not Kapitashewinna nor Kapitajewin.)
- KAPITAGAMA ; lake, southeast of Abitibi lake, Pontiac county, Que.
- KAPITSWE ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- KAPOSVAR ; creek, tributary to Qu'Appelle river, eastern Assiniboia. (Not Little Ontarm.)

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Karmutsen. See Nimpkish.*KASHAGAWI* ; lake, Stanhope township, Haliburton county, Ont. (Not Kah-shah-gah-wig-e-mog.)*KASHAGAWIGAMOG* ; lake, Dysart township, Haliburton county, Ont.*KASKAWULSH* ; river, tributary to Alsek river, southwestern Yukon. (Not O'Connor.)*KASSHABOG* ; lake, Methuen township, Peterborough county, Ont. (Not Kag-ish-a-bog-a-mog.)*KATE* ; point, at upper end of Lower Arrow lake, W. Kootenay, B.C.*KATES NEEDLE* ; mountain, near Stikine river, opposite Porcupine creek, Cassiar, B.C.*KATHAWACHAGA* ; lake, south of Coronation gulf, Mackenzie. (Not Cathawachaga.)*KATHERINE* ; lake, on Lady Evelyn river, below Grays river, Nipissing district, Ont.*KATHERINE* ; lake, at headwaters of Bow river, Rocky mountains, Alta.*KATINA* ; creek, tributary to Silver Salmon river, Cassiar, B.C.*KATONCHE* ; lake, upper Ottawa river, east of Grand lake Victoria, Pontiac county, Que. (Not Kahuch.)*KATRINA* ; creek, tributary to White river, Yukon.*KATTAKTOK* ; cape, east shore Ungava bay, Ungava.*Katutok*. See Charles.*KAWAGAMA* ; lake, Sherborne township, Haliburton county, Ont. (Not Kahwambejewagamog.)*Kawakashkagama*. See Kawashkagama.*KAWASACHUAN* ; lake and river, near Grand L. Victoria, Pontiac county, Que. (Not Kawasajewan nor Kawassajewan.)*KAWASHEGAMUK* ; lake, southeast of Dinorwic lake, Rainy River district, Ont. (Not Long.)*Kawasheibemagayamak*. See Washeibemaga.*KAWASHKAGAMA* ; lake and river, north of Long lake, Thunder Bay district Ont. (Not Kawakashkagama.)*KAWASKISIGAT* ; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Kawasgisgnegat.)*KAWASTAGUTA* ; bay, at the northerly end of Grand lake Victoria, Pontiac county, Que.*KAWAWIA* ; lake, southeast of Manitou lake, Rainy River district, Ont. (Not Oval.)*Kawaviagamak*. See Wawiag.*Kaypiscow*. See Kapiskau.*KAZABAZUA* ; river and village, Aylwin township, Wright county, Que. (Not Kazubazua nor Kaznabazua.)*KEDGWICK* ; river, Restigouche county, N.B. (Not Kedgewick nor Quatawamkedgewick.)*Keejim-Kujie*. See Fairy.*Keejawa*. See Kipawa.*KEGLO* ; bay, east shore Ungava bay, Ungava.*KEKEK* ; river, tributary to Migiskan river, Abitibi district, Que.*KEKEKO* ; lake, southeast of Abitibi lake, Pontiac county, Que.*KEKEKWA* ; lake, near Eagle lake, Rainy River district, Ont.*KEKEO* ; river, tributary to Manuan river, upper St. Maurice river, Champlain county, Que.*KEKEKWABI* ; lake, Stanhope township, Haliburton county, Ont. (Not Cay-ka-quah-be-kung.)*KELVIN* ; lake, an expansion of Nottaway river, Abitibi district, Que.*KEMPT* ; lake, St. Maurice county, Que. (Not Wabaskoutyunk.)*KEMPTOWN* ; village, Colchester county, N.S. (Not Kempt Town.)*KENEMICH* ; river, emptying into lake Melville, Ashuanipi district, Que. (Not Kenemichic.)*KENIAPISKAU* ; lake, north of Opatawaga lake, Abitibi district, Que. (Not Kaniapiskau.)*KENNABUTCH* ; lake, east of Dinorwic lake, Rainy River district, Ont. (Not Kennabuch.)*Ken-ne-big*. See Kennibik.*Ken-ne-ses*. See Kennisis.*KENNEWAPEKKO* ; lake, south of Saganaga lake, Rainy River district, Ont.*KENNIBIK* ; lake, Dudley township, Haliburton county, Ont. (Not Ken-ne-big.)*KENNICOTT* ; lake, at head of Hackett river, Cassiar, B.C.*KENNISIS* ; lake, Havelock township, Haliburton county, Ont. (Not Ken-ne-ses.)*KENOGAMI* ; river, tributary to Albany river, Algoma and Thunder Bay districts, Ont.*Kenogamissee*. See Larch.*KENOSHE* ; lake, north of Dinorwic lake, Rainy River district, Ont. (Not Kinojé.)*KERNERTUT* ; cape, southeast shore Ungava bay, Ungava.*KERR* ; mountain, President range, Rocky mountains, B.C.*KERSEY* ; point, at northerly end of Maitland island, Douglas channel, Pacific coast, B.C.*KESHKABTON* ; island, near the northeast end of Thunder bay, L. Superior, Ont. (Not Caribou.)*Ketchacum*. See Catchacoma.*KETCHUM* ; lake, northeast of Egnell, Cassiar, B.C.*KETTLE* ; point, Lambton county, Ont. (Not Ipperwash.)*KETTLE* ; reef, extending north from Kettle point, Lambton county, Ont.*KETZA* ; river, tributary to Pelly river, above Ross river, Yukon. (Not Kitza.)*KEWAGAMA* ; lake, southeast of Abitibi lake, Pontiac county, Que.

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- Khartun.* See Hector.
- KIASK; river, south of Kamshigama river, Abitibi district, Que.
- Kickendatch.* See Kikendatch.
- KICKING HORSE; pass, and river tributary to Columbia river, B.C. (Not Wapta river.)
- KID; creek, tributary to Goat river, W. Kootenay, B.C.
- Ki-ette.* See Kaiete.
- KIEMAWISK; lake, southwest of Shabogama lake, Abitibi district, Que.
- KIKENDATCH; Indian village, upper St. Maurice river, Champlain county, Que. (Not Kirkendatch nor Kickendatch.)
- KILDALA; arm, near Kitimat arm, Pacific coast, B.C.
- KILLARNEY; village, on west side of Lower Arrow lake, W. Kootenay, B.C.
- KILVERT; lake, south of Hawk lake, Rainy River district, Ont.
- KIMBALL; lake, Livingstone township, Haliburton county, Ont. (Not Kimball's.)
- KINCARDINE; town, Bruce county, Ont.
- KING; mountain, northwest of Ottertail station, C.P.R., B.C.
- KINGCOME; point, on the northeastern portion of Princess Royal island, Pacific coast, B.C.
- KING GEORGE; sound, south shore of Hudson strait, Ungava.
- King Oscar Land.* See Ellesmere.
- KINGSCOTE; lake, Bruton township, Haliburton county, Ont.
- Kingston.* See Rexton.
- KINNICKONESHIP; lake, near Manitou lake, Rainy River district, Ont. (Not Black Sawbill.)
- KINSYU; lake, Rainy River district, Ont.
- KINOJEVIS; lake, and river tributary to the upper Ottawa, Pontiac county, Que. (Not Kinojevishkatik.)
- Kinoje.* See Kenozhe.
- KINONGE; river, Petite Nation seigniory, Labelle county, Que. (Not Salmon.)
- KINTAIL; village, south of Clark point, Huron county, Ont.
- KIPAWA; P.O. lake, and river, Pontiac county, Que. (Not Keepawa nor Kippewa.)
- KIPLING; reef, west of Middle Duck island, lake Huron, Ont.
- KIRK; island, in the northerly part of lake Evans, Abitibi district, Que.
- Kirkendatch.* See Kikendatch.
- KIRK FERRY; village, Hull township, Wright county, Que. (Not Kirk's Ferry.)
- KISKITTO; lake, north of L. Winnipeg, Sask. (Not Grass nor West Niskitogisew.)
- KISKITTOGISU; lake, north of L. Winnipeg, Sask. (Not Big Reel nor Niskitogisew.)
- Kiskopkechewans.* See Minnehaha.
- KISSEYNEW; lake, south of Kississing lake, Sask. (Not Lobstick.)
- KISSISSING; lake, and river tributary to Churchill river, Atha., Keewatin, and Sask. (Not Cold, Kisisino, nor Takipy.)
- KITCHENER; island, west of Cockburn island, lake Huron, Ont. (Not Little Cockburn.)
- KITCHENER; railway station, W. Kootenay, B.C.
- KITCHIGAMA; river, tributary to Nottaway river, Abitibi district, Que. (Not Michagama.)
- Kitigtung.* See Lady Franklin.
- KITIMAT; arm, north of Douglas channel, Pacific coast, B.C.
- KITKIATA; Indian village, at Douglas channel, Pacific coast, B.C. (Not Kit-kia-tah.)
- KITTY; shoal, south of Great Duck island, and southwesterly from Mary shoal, lake Huron, Ont.
- Kitza.* See Ketz.
- KIWETINOK; pass, peak, river, and valley, north of Beavertail river, Rocky mountains, B.C. (Not mount Kauffman, Wilson pass, nor Whympier pass.)
- Kla-anch.* See Nimpkish.
- KLATSA; river, tributary to Frances river, Yukon. (Not Klatsatooa.)
- KLEMTU; passage and Indian village, Pacific coast, B.C. (Not Klemtoo nor China Hat.)
- KLOKHOK; river, tributary to Takhini river, Yukon.
- KLONDIKE; river, tributary to Yukon river, Yukon. (Not Klondyke, Clondyke nor Thron-diuck.)
- KLONDIKE; village, at mouth of Klondike river, opposite Dawson, Yukon.
- KLOOTCHMAN; canyon, on Stikine river, south of Clearwater river, Cassiar, B.C. (Not Kluchman.)
- KLOTASSIN; river, tributary to White river, Yukon.
- KLOTZ; mountain, near Tatonduk river, Yukon.
- KLUANE; lake and river, in southwest Yukon. (Not Klualne.)
- KLUHINI; river, flowing out of lake Frederick into lake Dezadeash, Yukon.
- KLUKSHU; lake, and river tributary to Alsek river, Yukon.
- KNEEHILL; P. O. east of Innisfail station, Alta. (Not Knee Hill Valley.)
- KNEEHILLS; creek, tributary to Red Deer river, Alta. (Not Knee Hills.)
- KNEELAND; bay, southwest shore Frobisher bay, Franklin.
- KNIFE; islands, west of Shute point, Bruce county, Ont.

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- KOAK** ; islands and stream, St. John river, York county, N.B. (Not Coac nor Coak.)
- KOIDEEN** ; river, tributary to White river, Yukon.
- Koketsa.* See Kaketsa.
- KOKOMENILANI** ; lake, at headwaters of Rupert river, Mistassini district, Que. (Not Kokamen-hani.)
- KOKOMIS** ; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- KOKSOAK** ; river, flowing into Ungava bay, Ungava. (Not Big river nor South.)
- KOLFAGE** ; island, south of Pike point, Bruce county, Ont.
- Koos-ka-nax.* See Kuskanax.
- Kootanie.* See Blakiston.
- Kootenai.* See Waterton.
- KOOTENAY** ; district, lake, and river, southeastern B.C. (Not Kootenai, Kootanie, &c.)
- KORIKDUARDU** ; inlet, east of Chorkbak inlet, Hudson strait, Franklin. (Not Ko-rick-du-ar-du.)
- KOSHIN** ; river, tributary to Nahlin river, Cassiar, B.C.
- KUKUKAHU** ; lake, west of Manitou lake, Rainy River district, Ont.
- KUNGHIT** ; island, the southernmost of the Queen Charlotte group, Pacific coast, B.C. (Not Prevost.)
- KUSAWA** ; lake, southwest of lake Laberge, Yukon. (Not Arkell.)
- KUSHOG** ; lake, Stanhope township, Haliburton county, Ont. (Not Kah-wah-she-be-mah-gog.)
- Kusiwah.* See Surprise.
- KUSKANAX** ; creek, east side of Upper Arrow lake, W. Kootenay, B.C. (Not Koos-ka-nax.)
- KUSKONOOK** ; P.O. and railway station, near the southern end of Kootenay lake, B.C. (Not Kuskanook.)
- KUTHAI** ; lake, discharges into Silver Salmon river, Cassiar, B.C.
- KWADACHA** ; river, tributary to Finlay river, Cariboo, B.C. (Not Quadacha nor Quanecca.)
- Kwichpak.* See Yukon.
- KYAK** ; bay, west coast Ungava bay, Ungava.
- Kyeet.* See Kaiete.
- L**
- LABERGE** ; lake, in southern part of Yukon. (Not Labarge nor Lebarge.)
- LABICHE** ; lake and river, northeastern Alberta. (Not Red Deer.)
- LABRADOR** ; reef, south of Belanger point, Manitoulin island, L. Huron, Ont.
- LABRADOR** ; reef, north of cape Chidley, Ungava.
- LADUE** ; creek, tributary to White river, below Katrina creek, Yukon.
- LADY BEATRIX** ; lake, northeast of Mattagami lake, Abitibi district, Que.
- LADYBIRD** ; mountain, north of Columbia river W. Kootenay, B.C. (Not Lady Bird.)
- LADY FRANKLIN** ; island, east of Clements Land, Franklin. (Not Kitigtung.)
- LA FRANCE** ; creek, east side of Kootenay lake, B.C. (Not Lafrance.)
- LAGGAN** ; railway station, Alta.
- LAHAVE** ; island and river, Lunenburg county, N.S. (Not La Have nor Le Havre.)
- LAKE** ; creek, tributary to Stewart river, Yukon-Lake. See Chonat.
- Lake Megantic.* See Megantic.
- Lake of the Narrows.* See Washi.
- LAKETON** ; post on Dease lake, Cassiar, B.C.
- LAKIT** ; creek, east of Kootenay river, north of Steele, B.C. (Not Four-mile.)
- L'AMABLE** ; brook and lake, Duncannon and Faraday townships, Hastings county, Ont.
- LAMB** ; creek, tributary to Moyie river, E. Kootenay, B.C.
- LAMBERT** ; shoal, northwest of Saugeen river, Bruce county, Ont.
- LANDING** ; lake, north of Sipiweske lake, Keewatin.
- LANIM** ; point, west of Dalhousie, Restigouche county, N.B. (Not La Lime, nor La Nim, nor Le Nim.)
- LANDSDOWNE** ; mountain, west of lake Marsh, Yukon.
- LANSING** ; river, tributary to Stewart river, Yukon.
- LAPÊCHE** ; lake, Pontiac county, Que.
- LAPIE** ; river, tributary to Pelly river, below Ross river, Yukon.
- LARCH** ; river, tributary to Koksoak river, Ungava. (Not Kenogamissee.)
- LARDEAU** ; mining division, river tributary to Duncan river, and town on N.E. arm of Upper Arrow lake, B.C. (Not Lardo.)
- LARDER** ; lake, south of Abitibi lake, Nipissing district, Ont. (Not Present nor President.)
- Lardo.* See Purity.
- L'ARDOISE** ; village, Richmond county, N.S. (Not Ardoise.)
- Large Trout.* See Hector.
- LA RIVIÈRE** ; railway station and village, Lisgar electoral district, Man. (Not Larivière nor La Rivière.)
- LARRY** ; rock, south of Great Duck island, and west of Kitty shoal, L. Huron, Ont.
- LA SALETTE** ; town, Norfolk county, Ont. (Not La Sallette nor Lasallette.)
- LAST-CHANCE** ; creek, branch of Hunker creek, Klondike river, Yukon.
- LAURA** ; creek, tributary to Klondike river, Yukon.

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- LAURA** ; mountain, near lower Stikine river, north of Iskut river, Cassiar, B.C.
- LAURIE** ; range of mountains, west of O'Donnel river, Cassiar, B.C.
- LAURIER** ; mountain, east of lake Laberge, Yukon.
- LAZY** ; lake, east of Kootenay river, north of Steele, B.C. (Not Rock.)
- LEAF** ; bay, lake, and river, south coast Ungava bay, Ungava. (Not Nepihjee river.)
- LEANCHOIL** ; station, on the C.P.R., B.C.
- LEASK** ; bay and point, South bay, Manitoulin island, L. Huron, Ont.
- LEATHER** ; river, tributary to Carrot river, Sask. (Not Hanging Hide.)
- Lebarge.* See Laberge.
- LEE** ; bank, north of Saugeen river, Bruce county, Ont.
- LEE** ; creek, tributary to St. Mary river, southern Alberta. (Not Lee's.)
- LEFROY** ; glacier and mountain, in the Bow range of the Rockies, Alta. and B.C.
- Le Nim.* See Lanim.
- LEON** ; settlement, east side of Upper Arrow lake, W. Kootenay, B.C. (Not Leon Hot Springs.)
- LEONARD** ; mountain, west of Surprise lake, Cassiar, B.C.
- LEOPOLD** ; point, Markham bay, Hudson strait, Franklin.
- LEOTTA** ; creek, tributary to Klondike river, Yukon.
- LEPREAU** ; basin, harbour, parish, point, river, and village, Charlotte county, N.B. (Not Lepreaux nor Belas basin.)
- L'ETANG** ; harbour, river, and village, Charlotte county, N.B. (Not Etang nor Letang.)
- L'Etete.* See Letite.
- LETITE** ; passage and village, Charlotte county, N. B. (Not L'Etete nor Letete.)
- LÈVE** ; lake, Radcliffe township, Renfrew county, Ont.
- LEWES** ; river, tributary to Yukon river, Yukon. (Not Lewis.)
- LEWIS** ; creek, east of Kootenay river, north of Steele, B. C.
- Lewis.* See Louis.
- LIARD** ; river, tributary to Mackenzie river, B.C., Mackenzie and Yukon. (Not Mountain.)
- LILY** ; bay, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que.
- LILY** ; glacier and pass, north of mount Swanzy, Selkirk mountains, B.C.
- LIMESTONE** ; lake, Mayo township, Hastings county, Ont.
- LINA** ; range of mountains, east of Atlin lake, B.C.
- LINDA** ; lake, northeast of mount Odaray, Rocky mountains, B.C.
- LINDEMAN** ; lake, south of lake Bennett, Cassiar, B.C. (Not Linderman nor Lyndeman.)
- LINE** ; lake, southwest of Eagle lake, Rainy River district, Ont.
- LINKWATER** ; creek, tributary to Kootenay river, near International boundary, E. Kootenay, B.C. (Not Meadow.)
- LISCOMB** ; harbour and post village, Guysborough county, N.S. (Not Liscombe.)
- LITTLE** ; rock, southwest of Phoebe point, Fitzwilliam island, lake Huron, Ont.
- LITTLE ATLIN** ; lake, between Atlin lake and lake Marsh, Yukon.
- Little Black.* See Belanger.
- Little Black.* See Burton.
- LITTLE BLANCHE** ; creek, branch of Quartz creek, Indian river, Yukon.
- LITTLE BOSHUNG** ; lake, Minden township, Haliburton county, Ont.
- LITTLE BOW** ; river, tributary to Belly river, Alta. (Not Small.)
- Little Charlton.* See Trodely.
- Little Cockburn.* See Kitchener.
- Little Cutarm.* See Kaposvar.
- Little Flatland.* See Campbell.
- Little Fork.* See Gunamitz.
- Little Fork of the Saskatchewan.* See Mistaya.
- LITTLE-GEM** ; creek, branch of Hunker creek, Yukon.
- Little Grant.* See Pearson.
- Little Green.* See Steevens.
- Little Jackfish.* See Foreleg.
- LITTLE MADAWASKA** ; river, east side of Algonquin National park, Ont.
- Little Magog.* See Magog.
- Little Mecattina.* See Mekattina.
- Little (or South) Miminigash.* See Roseville.
- Little Mistassini.* See Mistassinis.
- LITTLE MUSQUODOBOIT** ; village, Halifax county, N.S. (Not Little River Musquodoboit.)
- Little Natashquan.* See Natashkwan.
- Little Nottaway.* See Broadback.
- Little Opeongo.* See Aylen.
- Little River Musquodoboit.* See Little Musquodoboit.
- LITTLE ROGERS** ; lake, northeast of L. Timiskaming, Pontiac county, Que.
- Little Sachigo.* See Oponask.
- LITTLE SALMON** ; river, tributary to Lewes river, Yukon.
- Little Saskatchewan.* See Dauphin.
- LITTLE SLOCAN** ; river, tributary to Slocan river, W. Kootenay, B.C.

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- LITTLE TAHLTAN; river, tributary to Tahltan river, Cassiar, B.C.
- Little Wabigoon.* See Dinorwic.
- Little Weslemcoon.* See Effingham.
- LLEWELLYN; glacier, south of Atlin lake, Cassiar, B.C.
- LOBSTER; lake, Airy township, Nipissing district, Ont.
- LOBSTICK; bay, in eastern portion of the lake of the Woods, Rainy River district, Ont. (Not Lob-stick.)
- Lobstick.* See Chip.
- Lobstick.* See Kisseynew.
- LODGE; creek, in southwestern Assiniboia. (Not Medicine Lodge.)
- LOGAN; mountain, east of Frances lake, Yukon.
- LOGIE; rock, west of McNab point, Bruce county, Ont.
- LOKS LAND; at entrance to Frobisher bay, Franklin. (Not Lok's.)
- LOMBARD; creek, tributary to Indian river, Yukon.
- LOMOND; river, empties into L. Superior, opposite Pie island, Ont. (Not Carp.)
- LONELY; bay, east of Dominion point, Manitoulin island, lake Huron, Ont.
- LONELY; river, outlet of Obikoba lake, Pontiac county, Que.
- Lonely Valley.* See Ten Peaks.
- Lone Tree.* See Ann.
- LONG; creek, the west branch of Souris river, southeastern Assiniboia.
- LONG; point, extends into the central portion of lake Evans, Abitibi district, Que.
- LONG; point, in southern part of Tyendinaga township, Hastings county, Ont.
- Long.* See Kawashegamuk.
- Long.* See Lowes.
- Long.* See Methy.
- Long.* See Mountain.
- LOOKOUT; mountain, in the Selkirks, B.C.
- LOON. See Mang.
- LOOP; brook, tributary to Illecillewaet river, near "The Loop," C.P.R., B.C.
- LORETTA; island, north of Hawkesbury island, Pacific coast, B.C.
- LORETTE; parish, railway station, and village, southeast of Winnipeg, Man. (Not Loretto.)
- LORNE; mountain, west of lake Marsh, Yukon.
- LOSCOMBE; reef, north of Macpherson point, Bruce county, Ont.
- LOUCKS; lake, Burleigh township, Peterborough county, Ont. (Not Louck's.)
- LOUGHEED; bay, point, and reef, east of Dominion point, Manitoulin island, lake Huron, Ont.
- LOUIS; mountain, northwest of Banff, Alta.
- LOUIS; point, south end of Coste island, Kitimat arm, B.C.
- LOUIS; port, Graham island, Queen Charlotte islands, B.C. (Not Ingraham nor Lewis.)
- LOUISA; lake, Lawrence township, Haliburton county, Ont.
- LOUISE; lake, west of Laggan station, C.P.R., Alberta. (Not Emerald.)
- LOUTRE, Harbour de; harbour, on the west side of Campobello island, N.S. (Not Harbour de Lute.)
- LOWER ARROW; lake, an expansion of Columbia river, W. Kootenay, B.C.
- Lower Bow.* See Hector.
- LOWER SAVAGE; islands, Gabriel strait, Franklin.
- LOWES; lake, southwest of Yorkton, Assa. (Not Long, Pebble, nor Silver.)
- LUBBOCK; bay, west of Markham bay, Hudson strait, Franklin.
- LUBBOCK; river, flows into Atlin lake from Little Atlin lake, Yukon.
- LUCAS; channel, island, and reef, entrance to Georgian bay, Ont.
- LUCKY; creek, branch of Allgold creek, Klondike river, Yukon.
- LUKE; creek, tributary to St. Mary river, E. Kootenay, B.C.
- Lumley.* See Frobisher.
- LYAL; island and reef, southeast of Greenough point, Bruce county, Ont.
- LYNN; point, Manitoulin island, northwest of Greene island, lake Huron, Ont. (Not Black.)
- Lynx.* See Selby.

M

- MABEE; village, Norfolk county, Ont. (Not Maybee.)
- MCADAM; railway station and village, York county, N.B. (Not Macadam nor McAdam Junction.)
- MARTHUR; creek, lake, mountain, and pass, west of Columbia river, W. Kootenay, B.C.
- MCALLUM; island, southeast of Beament island, Bruce county, Ont. (Not Snake.)
- MCALLUM; mountains, east of Atlin lake, B.C.
- MACCAN; railway station, river, and village, Cumberland county, N.S. (Not Macan.)
- MACAULAY; lake, Airy township, Nipissing district, Ont. (Not McCauley's.)
- MACAULAY; spit, off the southeastern end of Inner Duck island, lake Huron, Ont.

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- McCARTHY; point, southeast side of Fitzwilliam island, lake Huron, Ont.
- McCLINTOCK; peak and river, between lake Marsh and Teslin river, Yukon. (Not McClintock.)
- McCONNELL; peak and river, Nisutlin river, Yukon. *Maccoostigan*. See Makustigan.
- McCORMICK; creek and landing, near foot of Lower Arrow lake, W. Kootenay, B.C. (Not McCormack.)
- McCoy; head, east of Thompson cove, St. John county, N.B. (Not McCoy's.)
- McDAME; creek, tributary to Dease river, Cassiar, B.C.
- McDONALD; creek, flows into the southern portion of Upper Arrow lake, W. Kootenay, B.C.
- McDONALD; lake, east of Atlin lake, B.C.
- MACDONALD; island, northwest of the islands of God's Mercie, Hudson strait, Franklin. (Not Egypt.)
- MACDONALD; lake, Havelock township, Haliburton county, Ont. (Not Macdonald's.)
- MACDONALD; mountain, in the Selkirks, B.C., (Not Carroll.)
- McDOUGAL; brook, tributary to Incomappleux river, B.C. (Not McDougall.)
- MACE; bay, Charlotte county, N.B. (Not Mace's.)
- McELHINNEY; shoal, north of Flowerpot island, Georgian bay, Ont. (Not McElhinney's.)
- McEVOY; lake, northeast of Finlayson lake, Yukon.
- McFADDEN; lake, McClintock township, Haliburton county, Ont. (Not McFadden's.)
- McFARLANE; river, flows into south side of Athabaska lake, Athabaska. (Not Beaver or Grand Rapid.)
- McGAW; point, at entrance to S. Baymouth, Manitoulin island, lake Huron, Ont.
- McGRATH; mountain, near lower part of Stikine river, north of Iskut river, Cassiar, B.C.
- MACGREGOR; point, west of Port Elgin, Bruce county, Ont.
- McGREGOR; settlement, east shore of Kootenay lake, south of Lockhart creek, B.C. (Not McGregor's.)
- Macha*. See Hatchan.
- McHUGH; brook, flows into Dinorwic lake, Rainy River district, Ont. (Not McHugh's creek.)
- McINTOSH; mountain, east of Atlin lake, Cassiar, B.C.
- MACKAY; lake, Gloucester township, Carleton county, Ont. (Not Henlock.)
- McKAY; mountain, southwest of Fort William, Ont. (Not McKay's.)
- McKAY; reach, between Princess Royal and Gribbell islands, Pacific coast, B.C.
- McKAY; rock, southwesterly from Pulpwood point, Cockburn island, lake Huron, Ont.
- McKEE; creek, north of O'Donnel river, Cassiar, B.C.
- McKELLAR; channel (middle) of Kaministikwia river, island south of Pie island, and point southwest of Victoria I., Ont. (Not McKellar river.)
- McKENZIE; lake, Nightingale township, Haliburton county, Ont. (Not McKenzie's.)
- MACKENZIE; mountain, southeast of Revelstoke, W. Kootenay, B.C.
- McKim; bay, west shore of South bay, Manitoulin island, lake Huron, Ont. (Not McKimm.)
- McLAY; mountain, east of Surprise lake, Cassiar, B.C.
- McLELAN; rock, in Fitzwilliam channel, lake Huron, Ont.
- McLELAN; strait, northeast shore Ungava bay, Ungava. (Not McLean.)
- MACLEOD; town and railway station, southern Alberta. (Not Fort MacLeod.)
- McLEOD; mountain, west of Dease lake, Cassiar, B.C.
- McMASTER; lake, Jones township, Renfrew county, Ont. (Not McMaster's.)
- McMASTER; mountain, east of O'Donnel river, Cassiar, B.C.
- MACMILLAN; railway station, Rainy River district, Ont.
- MACMILLAN; range of mountains, and river tributary to Pelly river, Yukon.
- McMULLEN; mountain, northwest of mount Field, Rocky mountains, B.C.
- McNAB; point, south of Chantry island, Bruce county, Ont.
- McNEVIN; lake, Murchison township, Nipissing district, Ont. (Not McNevin's.)
- McNUTT; island, Shelburne Harbour, N.S. (Not McNutt's.)
- McPHERSON; lake, north of Frances lake, Yukon.
- MACPHERSON; point, northeast of Douglas point, Bruce county, Ont.
- MACOUN; mountain, northwest of mount Fox, Selkirk mountains., B.C.
- Macquereau*. See Maquereau.
- McQUESTEN; river, tributary to Stewart river, Yukon. (Not McQuestion.)
- McRAE; point, south of Douglas point, Bruce county, Ont.
- McCREARY; island, north of Turnagain point, L. Winnipeg, Man. (Not Outer Sturgeon.)
- MAD; reef, between Greenough point and Lyal island, Bruce county, Ont.
- MADAWASKA; P.O. Nipissing district, and river tributary to the Ottawa, Ont.
- Maduxnekeag*. See Meduxnekeag.
- MAGANASIBI; river, tributary to Ottawa river, Pontiac county, Que. (Not Maganacipi nor Maganasipi.)

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- MAGANATAWAN; P. O. and river, Parry Sound district, Ont. (Not Magnetawan nor Maganetawan.)
- MAGGIE; lake, Finlayson township, Nipissing district, Ont. (Not Maggie's.)
- Magnetawan.* See Maganatawan.
- MAGNETIC; island and reef, southeastern side of Cockburn island, lake Huron, Ont.
- MAGOG; lake, and river tributary to St. Francis river, Sherbrooke and Stanstead counties, Que. (Not Little Magog lake.)
- MAIDEN; island, south shore Hudson strait, Ungava. (Not Maiden Paps.)
- MAIDEN; island, east of Michael point, Manitoulin island, lake Huron, Ont.
- MAIKASKSAGI; river, north of Waswanipi river, Abitibi district, Que.
- MAIN; channel, between Cove island and "Bad Neighbour" rock, entrance to Georgian bay, Ont.
- MAITLAND; island, Douglas channel, north of Hawkesbury island, Pacific coast, B.C.
- MAITLAND; river, emptying into lake Huron at Goderich, Huron county, Ont.
- MAKUSTIGAN; lake, south of Wetetnagami lake, Abitibi district, Que. (Not Macoostigan.)
- MALCOLM; reef, between Boyer reef and Port Elgin, Bruce county, Ont.
- MALE; lac du, at headwaters of St. Maurice river, Que.
- MALONEY; mountain, northwest of Aishihik lake, Yukon.
- MALPEQUE; bay, Prince county, P.E.I. (Not Richmond.)
- MANASAN; river, tributary to Burntwood river, Keewatin. (Not Munosahn.)
- MANAWAGONISH; island, in St. John harbour, N.B. (Not Manawoganish.)
- MANG; lake, west of Kawawia lake, Rainy River district, Ont. (Not Loon.)
- MANGANESE; mountain, east of Ice river, Rocky mountains., B.C.
- Manicouagan.* See Manikuanagan.
- Manicuyan.* See Manikuanagan.
- MANIGOTAGAN; lake and river, east of lake Winnipeg, Man. (Not Bad Throat river, Muskrat lake nor Rat Portage lake.)
- MANIKUAGAN; point and river, Saguenay county, Que. (Not Manicouagan nor Manicuyan.)
- MANITOBA; ledge, off west side of Yeo island, at entrance to Georgian bay, Ont.
- MANITOBA; reef, north of Great Duck island, lake Huron, Ont.
- MANITOU; creek, flows into Michael bay, Manitoulin island, lake Huron, Ont.
- Manitoulin gulf.* See South bay.
- MANITOUNUK; sound, north of Great Whale river, Ungava. (Not Manitounuck.)
- MANITOWANING; bay and village, Algoma district, Ont. (Not Manitouaning.)
- MANITUMEIG; lake, west of Manitou lake, Rainy River district, Ont.
- MANN; island, in upper part of lake Timiskaming, Que.
- MANOMIN; lake, west of Winnange lake, Rainy River district, Ont. (Not Unaminnikan.)
- MANUAN; lake, and river tributary to the upper St. Maurice, Champlain county, Que. (Not Manouan.)
- Manuminan.* See Paint.
- MAPLE; point, at the northeast end of Gil island, Pacific coast, B.C.
- Maple.* See Goosehunting.
- MAQUEREAU; point, Gaspé county, Que. (Not Macquereau.)
- MARA; lake, east of Salmon arm of Shuswap lake, B.C. (Not Mara arm of Shuswap lake.)
- MARBLE DOME; mountain, south of Gladys lake, Cassiar, B.C. (Not Brown Dome.)
- MARGAREE; town, Inverness county, N.S. (Not Margaree Harbour.)
- MARGARET; lake, northeast of Turquoise lake, Alta.
- MARIA; lake, northwest of Tuya lake, Cassiar, B.C.
- MARION; lake, west of Glacier station, C.P.R., B.C.
- MARK; creek, tributary to St. Mary river, E. Kootenay, B.C.
- MARKHAM; bay, northeast shore of Hudson strait, Franklin.
- MARMOT; mountain, north of Observation peak, Rocky mountains., Alta.
- MARPOLE; lake and mountain, at headwaters of Yoho river, B.C.
- MARSH; lake, southern part of Yukon, near Bennett and Tagish lakes.
- MARTEN; river, tributary to Rupert river, Mistassini district, Que.
- MARTIMOKI; lake, Saguenay county, Que. (Not Martimokinipau.)
- MARTINS; valley, east of Chancellor peak, Rocky mountains., B.C.
- MARY; creek, tributary to Teslin river, near McClintock peak, Yukon.
- MARY; point, Boxer reach, Pacific coast, B.C.
- MARY; shoal, south of Great Duck island, lake Huron, Ont.
- MASCABIN; point, at north entrance to Passamaquoddy bay, N.B. (Not Mascarin.)
- MASCAREEN; peninsula and village, Charlotte county, N.B. (Not Mascarene nor Mascarren.)
- Mashamengoose.* See Mitchinamekus.

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- MASSASAUGA ; point, west of Horse point, Ameliasburg township, Prince Edward county, Ont.
- MATAPEDIA ; lake, river, and village, Matane and Bonaventure counties, Que. (Not Metapedia.)
- MATASHI ; river, headwaters of Gatineau river, Berthier county, Que.
- Matara.* See Shamattawa.
- MATCHIMANITO ; lake, southwest of lake Millie, Abitibi district, Que.
- MATHESON ; island, west of the north entrance to the narrows of lake Winnipeg, Man. (Not Snake.)
- MATSATU ; river, tributary to Nahlin river, Cassiar, B.C.
- MATTAGAMI ; lake, and river tributary to Nottaway river, Abitibi district, Que.
- MATTAWA ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- MATTAWAGOSIK ; lake, south of Abitibi lake, Que. (Not Mattawagosig.)
- MATTHEW ; creek, tributary to St. Mary river, E. Kootenay, B.C.
- MAUGER ; beach, at entrance to Halifax harbour, N.S. (Not Meagher.)
- MAUNOIR ; butte, near confluence of Lewes and Teslin rivers, Yukon.
- MAURELLE ; island, between "Hole in the wall" and Surge narrows, Pacific coast, B.C. The eastern portion of what was formerly Valdes island.
- MAUS ; creek, east of Kootenay river, south of Steele, B.C. (Not Mouse.)
- MAYFLOWER ; island, at entrance to Thomas bay, Manitoulin island, lake Huron, Ont.
- MAYNE ; island and post village, in southern part of the strait of Georgia, B.C.
- MAYO ; brook and lake, tributary to Stewart river, Yukon.
- Mazokama.* See Kama.
- MEACHAM ; creek, tributary to St. Mary river, E. Kootenay, B.C. (Not Caribou nor Whitefish.)
- Meadow.* See Ripple, and Linkwater.
- MEADOW ; creek, branch of Sulphur creek, Indian river, Yukon.
- Meagher.* See Manger.
- MEANDER ; brook, south of Eagle lake, Rainy River district, Ont.
- Mecatina.* See Mekattina.
- Medicine Lodge.* See Lodge.
- MEDUXNEKEAG ; river, tributary to St. John river, Carleton county, N.B. (Not Maduxnakeag nor Meduxnakeag.)
- MEDWAY ; seaport town, Queens county, N.S. (Not Port Medway nor Port Metway.)
- MEGANTIC ; county, lake, and village, also Lake Megantic county, Que. (Not Lake Megantic village.)
- MEGGISI ; lake, southeast of Anzhekumming lake, Rainy River district, Ont. (Not Small Trout.)
- Megiskun.* See Migiskan.
- Meholland.* See Mulholland.
- Mejomanguse.* See Mitchinamekus.
- MEKINAK ; lake, river, and township, Champlain county, Que. (Not Mekinac.)
- MEKATTINA ; cape, islands, and river, Saguenay county, Que. (Not Mecatina, nor Little Mecatina river.)
- MELDRUM ; point, northwestern end of Manitoulin island, lake Huron, Ont. (Not Mildram nor Mildrum.)
- MELVILLE ; lake, an expansion of Hamilton inlet, Ashuanipi district, Que. (Not Groswater bay.)
- MELVILLE ; point, south of Srigley bay, Manitoulin island, lake Huron, Ont.
- Menan.* See Grand Manan.
- MENDENHALL ; river, tributary to Takhini river, Yukon.
- MENESATUNG ; park, north of Goderich, Huron county, Ont.
- MENIKWEST ; lake, west of Kawawia lake, Rainy River district, Ont.
- Menjobaguse.* See Mitchinamekus.
- MENNIN ; lake, southeast of Dinorwic lake, Rainy River district, Ont. (Not Blueberry nor Shallow.)
- MERIGOMISII ; island and village, Pictou county N.S. (Not Big island or Merigomishe village.)
- Mescoh.* See Misko.
- MESKWATESSI ; lake, east of Atikwa lake, Rainy River district, Ont.
- METABETCHOUAN ; P.O., river, and township, Chouinipi county, Que. (Not Metabecheouan.)
- Metaghan.* See Meteghan.
- Metapedia.* See Matapedia.
- METEGHAN ; river and village, Digby county, N.S. (Not Metaghan.)
- METEGHAN STATION ; P. O., Digby county, N.S. (Not Metaghan.)
- METHUEN ; reef, south shore Manitoulin island, lake Huron, Ont.
- METHY ; lake, on Burntwood river, Keewatin. (Not Long.)
- METIS ; lake, point, river, and village, Matane county, Que. (Not Mitis nor Great Metis.)
- MICHAEL ; bay and point, south shore of Manitoulin island, lake Huron, Ont.
- MICHAEL ; mountain, President range, Rocky mountains, B.C. (Not Michael's.)
- Michigama.* See Kitchigama.
- MICHAUD ; creek, tributary to Klondike river, Yukon.
- MICHAUD ; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- MICHIE ; mountain, east of lake Marsh, Yukon.

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- MICHIPICOTEN ; harbour, island, river, and village, L. Superior, Ont. (Not Michipicoton.)
- MIDDLE ; creek, tributary to Tahltan river, Cassiar, B.C.
- MIDDLE ; mountain, near lower part of Stikine river, south of Porcupine creek, Cassiar, B.C.
- MIDDLE ; river, Picton county, N.S. (Not Middle river of Picton.)
- Middle Br. Highwood R.* See Pekisko creek.
- Middle Caledonia.* See Caledonia.
- MIDDLE DUCK ; island, south of Inner Duck island, lake Huron, Ont.
- MIDDLE SAVAGE ; islands, northwest of Pritzler harbour, Hudson strait, Franklin. (Not islands of God's Mercie, eastern.)
- MIDDLETON ; island, at the mouth of Broadback river, Abitibi district, Que.
- MIDDLETON ; mountain, southeast of lake Evans, Abitibi district, Que.
- MIDJIK ; point, on east side of Passamaquoddy bay, N.B. (Not Midgie, Midjie, nor Mijic bluff.)
- MIGISKAN ; river, flows westerly from the height of land near the sources of St. Maurice river into Shabogama lake, Abitibi district, Que. (Not Megiskun, Mekiscan, Metchiskan, nor Metiscan.)
- Mijic.* See Midjik.
- MIKWasAsH ; lake, west of Openiska lake, Abitibi district, Que. (Not Wikwasash.)
- Mildram.* See Meldrum.
- MILES ; canyon, on Lewes river, above Whitehorse rapid, Yukon.
- MILLER ; creek, tributary to Sixtymile river, Yukon.
- MILLER ; point, western entrance point of Robinson cove, Big island, bay of Quinte, Ont. (Not Miller's.)
- MILLE VACHES ; bay, point, and river, Saguenay county, Que. (Not Saut de Mouton river.)
- MILLIE ; lake, northeast of Matchimanito lake, Abitibi district, Que.
- MILTON ; bank, southeast of Wells shoal, Bruce county, Ont.
- MILTON ; point, between Lonely and Loughheed bays, Manitoulin island, lake Huron, Ont.
- MININEGASH ; river and village, west coast of Prince Edward Island. (Not Big or North Mininigash, nor Mininegash.)
- MINAGO ; river, empties into Cross lake, Sask. (Not Pine.)
- MINAS ; basin, east arm of the bay of Fundy, N.S. (Not Basin of Mines nor Mines basin.)
- MINDEMOYA ; river, empties into Providence bay, Manitoulin island, lake Huron, Ont.
- MINERAL ; creek and town, north of Caribou creek, W. Kootenay, B.C.
- MINERS ; range of mountains, near lake Laberge, Yukon.
- MINETTE ; bay, Kitimat arm, Pacific coast, B.C.
- MINK ; reef, Manitoulin island, northwest of Steevens island, lake Huron, Ont.
- MINNAWEISKAG ; lake, south of Dinorwic lake, Rainy River district, Ont. (Not Kaminnaweiskagwok.)
- MINNEHAHA ; lake, north of Peak lake, Rainy River district, Ont. (Not Kiskopkechewans.)
- MINNEWAKAN ; post village, Posen municipality, Man.
- MINNEWANKA ; lake, in the Rocky Mts park, Alberta. (Not Devil's Head.)
- MINNIE BELL ; creek, tributary to Flat creek, Klondike river, Yukon.
- MINNITAKI ; lake and railway station, Rainy River district, Ont. (Not Minnietakie.)
- MINT ; creek, branch of Hunker creek, Klondike river, Yukon.
- MINTO ; mountain, west of Atlin lake, near north end, Cassiar, B.C.
- MIRAMICHI ; bay and river, Northumberland county, N.B. (Not Mirinichi.)
- MIRROR ; lake, west of lake Louise, Alta.
- MISCOU ; island, harbour and point, Gloucester county, N.B. (Not Misco, Mya, nor North Mya.)
- MISERY ; bay and point, south shore Manitoulin island, lake Huron, Ont.
- MISNOMIS ; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- MISKATLA ; Indian village, Douglas channel, opposite Maitland island, Pacific coast, B.C. (Not Mis-ka-tla.)
- MISKITTENAU ; lake, at headwaters of Rupert river, Mistassini district, Que.
- MISKO ; creek, tributary to Ottertail river, Rocky mountains, B.C. (Not Mescosh.)
- MISKWABI ; lake, Dudley township, Haliburton county, Ont. (Not Mis-quah-be-nish.)
- MISSAGUASH ; river, empties into Cumberland bay, Westmorland county, N.B. (Not Missiguash, Missiquash nor Missegnash.)
- Mississippi.* See Churchill.
- MISSION ; bay, and channel (southern) of Kaminitikwia river, Ont. (Not Mission river.)
- MISSIPSEW ; river, tributary to Grass river, Sask.
- MISSISSAGI ; bay, island, river, and strait, at north end of lake Huron, Ont. (Not Mississauga.)
- MISSISSAGUA ; brook and lake, Peterborough county, Ont. (Not Gull lake.)
- MISTA ; a peak of the Valkyr mountains, W. Kootenay, B.C.
- Mistassibi.* See Muskosibi.
- MISTASSINI ; district and lake, northwestern Quebec.
- MISTASSINS ; lake, east of lake Mistassini, Que. (Not Little L. Mistassini.)

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- MISTAYA** ; river, at headwaters of Saskatchewan river, Alta. (Not Little fork of the Saskatchewan nor Bear Creek.)
- MISTIKU** ; lake, Rimouski county, Que. (Not Mistigouche nor Mistigouèche.)
- MITCHNAMEKUS** ; lake and river, headwaters of Lièvre river, Que. (Not Mashamengoose, Mejo-manguse, nor Menjobaguse.)
- MITISHITO** ; river, tributary to Grass river, below Wekusko lake, Keewatin.
- MOBERLY** ; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- MOIRA** ; river, flows into the bay of Quinte, near Belleville, Ont.
- MOISIE** ; bay, point, river, rock, and shoal, Saguenay county, Que. (Not Moisi nor Moisi.)
- MOKWAWASTUK** ; lake, at headwaters of Marten river, Mistassini district, Que. (Not Mokwah-wastuk.)
- MOLAR** ; mountain, northeast of mount Hector, Rocky mountains, Alta.
- MOLUS** ; river, tributary to Richibucto river, Kent county, N.B. (Not Moulie's.)
- MONDONAK** ; lake and river, upper waters of Manuan river, Champlain county, Que.
- MONELL** ; reef, at entrance to Wood bay, Manitoulin island, lake Huron, Ont.
- MONEY** ; point, southerly part of Hawkesbury island, Pacific coast, B.C.
- MONGUS** ; lake, near Manitou lake, Rainy River district, Ont.
- MONK** ; lake, Cardiff township, Haliburton county, Ont.
- MONMOUTH** ; lake, Monmouth township, Haliburton county, Ont.
- MONQUART** ; river, tributary to St. John river, Carleton county, N.B. (Not Munquart nor Manquart.)
- MONROE** ; creek and lake, near Moyie lake, E. Kootenay, B.C.
- MONSOMSHI** ; lake, on Severn river, Keewatin. (Not Mon-som-shi-pin-net.)
- MONTAGUE** ; village, Kings county, P.E.I. (Not Montague Bridge.)
- MONTANA** ; creek, tributary to Yukon river, above Dawson, Yukon.
- MONTEBELLO** ; railway station and village, Labelle county, Que. (Not Monte Bello.)
- MONTROSE** ; cape, Markham bay, Hudson strait, Franklin.
- MONUMENTAL** ; island, southeast of Clements Land, Franklin.
- MOODY** ; point, Boxer reach, Pacific coast, B.C.
- Moonshine.* See Uphill.
- MOORE** ; lake, Lutterworth township, Haliburton county, Ont. (Not Moore's.)
- MOOSE** ; creek, tributary to Fortymile river, near international boundary, Yukon.
- MOOSE** ; lake, north of Cedar lake, Sask.
- Moose.* See Bonald.
- MOOSEHORN** ; lake, west of Grand lake Victoria, Pontiac county, Que.
- MOOSEJAW** ; creek and town, Assiniboia. (Not Moose Jaw.)
- MOOSESKIN** ; creek and mountain, near mouth of Klondike river, Yukon.
- Mooshanlagan.* See Mushalagan.
- Mooyie.* See Moyie.
- MORAINÉ** ; lake, south of mount Temple, Alta.
- MORLEY** ; river, empties into Teslin lake, Yukon.
- MORRIS** ; river, tributary to Red river, and town, southern Manitoba. (Not Boyne river, Ile de Bois river, nor Scratching river.)
- MORRISON** ; mountain, on Yukon river, near international boundary, Yukon.
- MOSES OATES** ; cape, Charles island, Hudson strait, Ungava.
- MOSQUITO** ; creek, tributary to Columbia river, W. Kootenay, B.C.
- MOSQUITO** ; creek, tributary to Bonanza creek, Yukon.
- Mouchalagan.* See Mushalagan.
- Moulie's.* See Molus.
- MOUNTAIN** ; lake, southwest of lake Lindeman, Cassiar, B.C. (Not Long lake.)
- Mountain.* See Liard.
- Mountain.* See Watchi.
- Mouse.* See Maus.
- MOYIE** ; lakes, river, and town, in southwestern part of E. Kootenay, B.C. (Not Mooyie.)
- MUCHUYA** ; creek, tributary to Kakchuya river, Cassiar, B.C.
- MUD** ; glacier, northeast of mount Purity, Selkirk mountains, B.C.
- Mud.* See Chilako.
- Mud.* See Kabagnuski.
- MUDJATIK** ; river, tributary to Churchill river, north of Ile a la Crosse, Atha. (Not Caribon nor Mudjatic.)
- MUHIGAN** ; river, empties into Sipiwesik lake, Sask. (Not Wolf nor Wolf Rand.)
- MULHOLLAND** ; point, Campobello island, Charlotte county, N.B. (Not Mulholland's, Mehollan, nor Mehollan.)
- MULVEY** ; creek, tributary to Slocan river, W. Kootenay, B.C.
- MUMMERY** ; mountain, west of Blaeberry river, Rocky mountains, B.C.
- Munosahn.* See Manasan.
- MUNRO** ; mountain, east of Atlin lake, B.C.

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- MUNRO ; creek, flows into Gladys lake, Cassiar, B.C.
- MURCHISON ; cape, southeast end of Brevoort island, Franklin.
- MURPHY ; harbour and point, south shore of Manitoulin island, lake Huron, Ont.
- MURRAY ; canal, in Murray and Brighton townships, connects the bay of Quinte with Presqu'île bay, Ont.
- MURRAY ; point, Markham bay, Hudson strait, Franklin.
- MURRAY ; township, Northumberland county, Ont.
- MUSCOTE ; bay, off Big bay, southwest side of the bay of Quinte, Ont.
- MUSHALAGAN ; lake, Saguenay county, Que. (Not Mooshaulagan nor Mouchalagan.)
- MUSKOKA ; lake and river, Muskoka district, Ont.
- MUSKOSIBI ; river, Lake St. John county, Que. (Not Mistassibi.)
- Muskrat.* See Manigotagan.
- MUSKWARO ; point and river, Saguenay county, Que. (Not Musquarro.)
- Musquarro.* See Muskwaro.
- MUSSEN ; mountain, near southern end of Atlin lake, B.C.
- MUTCHMORE ; point, south shore Manitoulin island, lake Huron, Ont.
- MYA ; point, Shippigan island, Gloucester county, N.B. (Not South Mya.)
- Mya.* See Miscou.
- MYERS ; point, Sidney township, Hastings county, Ont.
- N**
- Naas.* See Nass.
- Nabesippi.* See Nabisipi.
- NABISIPI ; river, Saguenay county, Que. (Not Nabesipi nor Nabesippi.)
- Nacawicac.* See Nackawic.
- NACKAWIC ; river and village, York county, N.B. (Not Nacawicac nor Nackawick.)
- NAHLIN ; river, tributary to Inklin river, Cassiar, B.C.
- NAHONI ; mountains, and lakes (upper, lower and middle), at headwaters of Porcupine river, Yukon. (Not Nahone.)
- NAJAN ; river, tributary to St. Maurice river, above Manuan river, Champlain county, Que.
- Najualand.* See Najwalwank.
- NAJWALWANK ; lake, Québec county, Que. (Not Kajoualwang nor Najualand.)
- NAKINA ; river, tributary to Taku river, Cassiar, B.C.
- NAKONAKE ; river, tributary to Sloko river, Cassiar, B.C.
- NAKUSP ; creek, railway terminus, and town, east side of Upper Arrow lake, W. Kootenay, B.C. (Not Na-Kusp.)
- NAMAWASH ; lake, upper Ottawa river, northwest of Grand lake Victoria, Pontiac county, Que.
- NAMEGOS ; lake, south of Matchimanitou lake, Montcalm county, Que. (Not Nemegos.)
- NAMEGOSIS ; lake, south of Matchimanitou lake, Montcalm county, Que. (Not Nemegosis.)
- NAMEW ; lake, northeast of Cumberland lake, Sask. (Not Sturgeon.)
- NARES ; lake, between Bennett and Tagish lakes, Yukon.
- NARCHILLA ; brook, flows into McPherson lake, Yukon.
- NASS ; bay and river, north of Skeena river, Pacific coast, B.C. (Not Naas, Nasse, nor Naas harbour.)
- NATASHKWAN ; harbour, point, and river, Saguenay county, Que. (Not Natashquan.)
- NATCHIPOTCHI ; lake, at the head of Etchipotchi river, Abitibi district, Que. (Not Natchipoishi.)
- NAUMULTEN ; mountain, east of head of Lower Arrow lake, W. Kootenay, B.C.
- NAUYATS ; island, southeast shore Ungava bay, Ungava.
- NAWAPITECHIN ; river, tributary to Kinojevis river, Pontiac county, Que. (Not Nawaspiteshins.)
- NEDLUK ; lake, empties into Koksoak river, Ungava.
- NELLO ; river, headwaters Klondike river, Yukon.
- NELLY ; point, on the northwest part of Princess Royal island, Pacific coast, B.C.
- NELSON ; lake, on Churchill river, Keewatin.
- NELSON ; lake, west of Edgar lake, Cassiar, B.C.
- NELSON ; river, flows from lake Winnipeg into Hudson bay, Keewatin. The two channels by which it drains the lake are, east branch and west branch.. (Not East river and West river.)
- Nelson.* See Fort Nelson.
- Nemegos.* See Namegos.
- Nemegosis.* See Nemegosis.
- NEMEIBENNUK ; lake, west of Anzhekumming lake, Rainy River district, Ont. (Not Sucker.)
- NEMIKACHI ; lake, upper waters of Lièvre river, Maskinongé county, Que. (Not Nemicachingue.)
- NEMISKAU ; lake, an expansion of Rupert river, Mistassini district, Que. (Not Namiska.)
- NEMO ; creek, west of Slocan lake, W. Kootenay, B.C.
- Ne-na-tik-go.* See Ninatigo.
- Nepigon.* See Nipigon.

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- Nepihjee*. See Leaf.
- Nepisiguit*. See Nipisiguit.
- NEPTUNE HEAD; point, at entrance to Stupart bay, Hudson strait, Ungava.
- Nesto*. See Hippa.
- Net Setting*. See Setting.
- NETLEY; creek and lake, south of lake Winnipeg, Man. (Not Nettly nor Nipuwini.)
- NEWAGAMA; lake, southeast of Abitibi lake, Pontiac county, Que.
- NEWBURG; post village and railway station, Carleton county, N.B. (Not Newburgh Junction.)
- NEWELL; sound, southwest shore of Frobisher bay, Franklin. (Not Kangerflung.)
- NEWTON; fiord, Frobisher bay, Franklin. (Not Tornait.)
- NEWTOWN; village, Kings county, N.B., (Not New Town.)
- NEWTOWN; village, Guysborough county, N.S. (Not Newton nor New Town.)
- New Wiltshire*. See Wiltshire.
- NEW ZEALAND; creek, tributary to Indian river, Yukon.
- NIBLOCK; mountain and pass, northeast of Popes peak, Alta.
- Nickadow*. See Nigadu.
- NICTAU; village, at the forks of Tobique river, Victoria county, N.B.
- NICTOR; lake, headwaters of Little Tobique river, Restigouche county, N.B.
- NIGADU; river and village, Gloucester county, N.B. (Not Nickadow, Nigado, nor Nigadoo.)
- Niganishe*. See Ingonish.
- NIGEI; island, near northwest end of Vancouver island, B.C. (Not Galiano.)
- NIGGER; island, between Belleville and Trenton, bay of Quinte, Ont.
- NIGGER; narrows, bay of Quinte, Ont. (Not Nigger island narrows.)
- NIKABAU; lake and river, headwaters of Ashuapmuchiuan river, Chicoutimi county, Que.
- NILES; mountain, southeast of mount Balfour, B.C.
- NIMPKISH; lake and river, in northwest part of Vancouver island, B.C. (Not Karmutsen lake nor Kla-anch river.)
- NINATIGO; lake, Stanhope township, Haliburton county, Ont. (Not Ne-na-tik-go.)
- NIORD; mountain, west of Slocan lake, W. Kootenay, B.C.
- NIPIGON; bay, lake, river, and railway station, Thunder Bay district, Ont. (Not Nepigon nor Neepigon.)
- NIPISIGUIT; lake and river, emptying into the bay of same name, Gloucester county, N.B. (Not Nepisiguit, Nipisiguit, nor Nipisighit.)
- NIPMENANNI; river, a tributary of Shoshokwan river, upper Ottawa, Que. (Not Nipmenane.)
- NIPPLE; mountain, east of Frances lake, Yukon.
- NIPUKATASI; river, empties into Kenoniska lake, southeast of lake Evans, Abitibi district, Que. (Not Nipukatase.)
- Nipuwini*. See Netley.
- Niskitogiser*. See Kiskittogisu.
- NISLING; river, tributary to White river, east of Wellesley lake, Yukon. (Not Tahte.)
- NISUTLIN; river, a large feeder of Teslin lake, Yukon.
- Noddawai*. See Nottaway.
- NOEL; harbour, Crooks inlet, Hudson strait, Franklin.
- NOGOLD; creek, tributary to Stewart river, Yukon.
- NOMINING; lake, P.O. and railway station, Labelle county, Que. Not Nominique.)
- Noores*. See Bath.
- NORBURY; lakes, east of Kootenay river, south of Steele, B.C. (Not Fish.)
- NORDENSKIÖLD; river, tributary to Lewes river, Yukon.
- NORNS; mountains, southeast of Airy mountain, W. Kootenay, B.C.
- NORQUAY; mountain, northwest of Banff, Alta.
- NORTH; bay, north shore of Hudson strait, Franklin.
- NORTH; channel, between Manitoulin island and the north shore of lake Huron, Ont.
- NORTH; lake, Harburn township, Haliburton county, Ont.
- North*. See Gladys.
- North*. See Hall.
- North*. See Old Factory.
- NORTH DUCK; river, flowing into Duck bay, lake Winnipegosis, Man. (Not Duck River North.)
- North Branch (Kicking Horse R.)*. See Amiskwi.
- NORTHEAST; bay, Shabogama lake, Abitibi district Que.
- North Foreland*. See Queen Elizabeth.
- North Fork*. See Yoho.
- North Lincoln*. See Ellesmere.
- North Lizard*. See Rowe.
- North Mya*. See Misco.
- NORTHPORT; shoal and village, Sophiasburg township, Prince Edward county, Ont.
- NORTH STAR; hill, north of St. Mary river, E. Kootenay, B.C.
- Northumberland*. See Cumberland.
- North Wiltshire*. See Wiltshire.

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NOTTAWAY : river, flows from Mattagami lake into James bay, Abitibi district, Que. (Not Nodawai nor Nodway.)

NOZHELATIK : lake, east of Anzhekumming lake, Rainy River district, Ont.

NUNIKANI : lake, Sherborne township, Haliburton county, Ont. (Not Numnekaning.)

O

OAK : lake, Methuen township, Peterborough county, Ont.

OAKBANK : post village, east of Winnipeg, Man. (Not Oak Bank.)

ORASHING : lake, Pontiac county, Que. (Not Big Obashing.)

OBASKA : lake, north of Grand L. Victoria, Pontiac county, Que. (Not Obiska.)

OBATOGAMAU : lake, at the height of land south of Chibougaman lake, Abitibi district, Que.

OBIDUAN : lake, at headwaters of St. Maurice river, Champlain county, Que.

OBIKOBA : lake, northeast of lake Timiskaming, Pontiac county, Que.

O'BRIEN : creek, at international boundary, west of Cudahy, Yukon.

OBSERVATION : butte, near Gun lake, north of Nahlin river, Cassiar, B.C.

OBSERVATION : peak, east of Peyto lake, Alta. (Not Mount Observation.)

Observation. See Jupiter.

O'Connor. See Kaskawulsh.

OCTOPUS : creek, east of Lower Arrow lake, W. Kootenay, B.C.

OCTOPUS : islands, at the entrance to Waiatt bay, Okisollo channel, Pacific coast, B.C.

ODARAY : mountain, south of Cathedral mountain, B.C.

ODELLACH : river, tributary to Tobique river, Victoria county, N.B. (Not Otelloch.)

ODIN : mountain, west of Upper Arrow lake, W. Kootenay, B.C.

O'DONNELL : river, empties into east side of Atlin lake, Cassiar, B.C. (Not Dixie creek.)

OESA : lake, southwest of mount Lefroy, B.C.

OGDEN : mountain, northwest of Hector station, Rocky mountains, B.C.

OGILVIE : post on Yukon river, near mouth of Sixtymile river, Yukon.

OGILVIE : range of mountains, and river, in northwestern Yukon. *

OGILVIE : valley, north of lake Laberge, Yukon.

O'HARA : lake, west of mount Lefroy, Rocky mountains, B.C. (Not Cascade.)

OISEAU : lake and river, southeast of lake Winnipeg, Man. (Not Bird.)

O'KEEFE : mountain, between Sloko and Silver Salmon rivers, B.C.

OKISOLLO : channel, between Quadra and Sonora islands, Pacific coast, B.C. (Not Okishollow.)

OLD FACTORY : river, empties into east side of James bay, Ungava. (Not North.)

OLDMAN : river, tributary to Belly river, Alta. (Not Old Man's.)

OLDMAN : rock, Yukon river, between Cudahy and international boundary, Yukon.

OLDWOMAN : rock, Yukon river, near Oldman rock, Yukon.

OLGA : lake, southeast of Mattagami lake, Abitibi district, Que.

OLGA : river, north shore of Hudson strait, Franklin.

OLIVE : mountain, northeast of mount Gordon, Rocky mountains, Alberta.

OLOMANOSHIBO : river, Saguenay county, Que. (Not Olomonosheebou nor Olomonasheebou.)

OMANEK : island, east shore Ungava bay, Ungava.

OMINECA : mining district, mountains, and river, in eastern part of British Columbia. (Not Omenica, Ominica, nor Omeneca.)

ONAMAN : river, empties into Nipigon lake, Thunder Bay district, Ont. (Not Onamanisagi.)

ONATAMINI : brook, flows into Wekusko lake, Sask.

ONDERDONK : point, Ameliasburg township, Prince Edward county, Ont.

ONKAMMIS : lake, at headwaters of St. Maurice river, Champlain county, Que.

Opamiska. See Opemiska.

OPASATIKA : lake, south of Abitibi lake, Pontiac county, Que.

OPATAWAGA : lake, northeast of Mattagami lake, Abitibi district, Que. (Not Opiwatakan.)

OPAWIKA : river, tributary to Waswanipi river, Abitibi district, Que.

OPEMISKA : lake, west of Chibougaman lake, Abitibi district, Que. (Not Opamiska.)

OPEONGO : railway station and river, in southern portion of Algonquin National park, Ont. (Not Great Opeongo lake.)

OPHIR : creek, tributary to Indian river, Yukon.

OPIKWAN : lake, upper waters of Ottawa river, Pontiac county, Que. (Not Opequanne nor Opequon.)

OPINAKA : river, tributary to Eastmain river, Ungava. (Not Opinaca or Straight.)

OPINNAGAU : river, north of Ekwan river, Keewatin. (Not Upinnakaw.)

Opiwatakan. See Opatawaga.

OPONASK : lake, northeast of Sachigo lake, Keewatin. (Not Little Sachigo.)

ORCHAY : river, tributary to Pelly river, west of Ross river, Yukon.

SESSIONAL PAPER No. 21a.

- ORIGINAL**; bay and cape, Rimouski county, Que. (Not Arignole.)
- ORLEANS**; P.O., Gloucester township, Carleton county, Ont. (Not St. Joseph d'Orleans.)
- OROMOCTO**; island, lake, river, and village, southwestern New Brunswick. (Not Oronocto.)
- Oronocto.* See Oromocto.
- OSBOURNE**; bay, Eagle lake, Rainy River district, Ont. (Not Osbourne's.)
- OSIPASINXI**; lake, east of Kakagi lake, Rainy River district, Ont. (Not Boulder.)
- OSISKO**; lake, southeast of Abitibi lake, Pontiac county, Que.
- OSKELANEO**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- O'SULLIVAN**; lake, at headwaters of Ottawa river, Montcalm county, Que.
- O'SULLIVAN**; river, flows through Puskitamika lake into Waswanipi lake, Abitibi district, Que.
- OTAKUS**; lake, north of Berry lake, Rainy River district, Ont. (Not Otakoose.)
- OTANABI**; lake, upper waters of Ottawa river, northwest of Grand L. Victoria, Pontiac county, Que.
- OTAUWAT**; river, tributary to Lesser Slave river, Atha. (Not O-Tow-Wow.)
- OTCHISK**; river, tributary to Waswanipi river, Abitibi district, Que.
- Otelloch.* See Odellach.
- OTTAWA**; creek, tributary to Dominion creek, Indian river, Yukon.
- OTTAWA**; county, Que., river which in lower portion forms the boundary between Ontario and Quebec, and lake in Joliette county, Que.
- Otter.* See Fantail.
- OTTERHEAD**; river, tributary to Kicking Horse river, B.C.
- OTTERTAIL**; river, mountain range, and railway station, B.C.
- Onasienska.* See Washimeska.
- Onlac.* See Anlac.
- OUTER DUCK**; island, east of Great Duck island, the most southerly of the Duck islands, L. Huron, Ont.
- Outer Sturgeon.* See McCreary.
- Ocal.* See Kawawia.
- OVERFLOW**; lake, on Olga river, north shore of Hudson strait, Franklin.
- OWEN**; bay, north shore of Okisollo channel, Pacific coast, B.C.
- OWEN**; channel and island, between Manitoulin and Fitzwilliam islands, lake Huron, Ont.
- OWEN**; mountain, south of Cathedral mt., B.C.
- OX**; point, the western extremity of point Anne, Thurlow township, Hastings county, Ont.
- OXDRIFT**; railway station, Rainy River district, Ont.
- OXTONGUE**; lake and river, Haliburton county Ont. (Not Ox Tongue.)
- ## P
- PACHENA**; point, south of Pachena bay, west coast of Vancouver island, B.C. (Not Beegadoss nor Beeghadoss.)
- PADDLE**; river, tributary to Peace river, near Vermilion, (H. B. Post.), Atha. (Not Boyer.)
- PAGWACHUAN**; lake, and river tributary to Kenogami river, Algoma and Thunder Bay districts, Ont. (Not Bagutchuan river, Pawgutchewan river, Powgulgchuan lake, nor Pawghtchewan lake.)
- Painkiller.* See Gamskagamik.
- PAINSEC**; post village and railway station, Westmorland county, N.B. (Not Painsec Junction.)
- PAINT**; lake, on Grass river, west of Wintering lake, Keewatin. (Not. Manuminau.)
- PAISLEY**; point, Douglas channel, west of Maitland island, Pacific coast, B.C.
- PAKONSIGANE**; river, upper waters of Manuan river, St. Maurice county, Que.
- PAKOWKI**; lake, in southwestern Assiniboia. (Not Pakokee, (Pak-oghkee nor Peekopee.)
- PAKWAHIGAN**; lake, on Grass river, Sask. (Not Sandy.)
- PALLISER**; mountain range, pass, river, and railway station, E. Kootenay, B.C.
- PALMER BAR**; creek, tributary to Moyie river, E. Kootenay, B.C.
- PAPINEAU**; brook and lake, Wiclow township, Hastings county, Ont.
- PAPINEAU**; lake, Labelle county, Que. (Not Lac du Commandant.)
- PARADISE**; mountain peak, south of Sloko river, Cassiar, B.C.
- PARADISE**; valley, north of mount Temple, Alta.
- PARK**; mountain, west of mount Biddle, Rocky mountains, B.C.
- PARKER**; creek, tributary to Klondike river, Yukon.
- PARKER**; island and landing, south of Shute point, Bruce county, Ont.
- PARRSBORO**; parish, river, and town, Cumberland county, N.S. (Not Parrsborough.)
- PARRYWOOD**; railway station, Rainy River district, Ont.
- Partipique.* See Portapique.
- PASHASHIBU**; bay, Saguenay county, Que. (Not Pashasheebou.)
- PASIMINIKANA**; lake, at headwaters of St. Maurice river, Champlain county, Que.
- PASKAGAMA**; lake, upper waters of Migiskaw river, Abitibi district, Que.
- Paskekegan.* See Piskahegan.

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PASQUIA; range of hills, and river tributary to the Saskatchewan, Sask. (Not Basquia nor Basquiau.)

Pass. See Blakiston.

PAUDASH; brook, lake, and post office, Cardiff township, Haliburton county, Ont.

PAUGH; lake, Sherwood township, Renfrew county, Ont.

PAUKTORVIK; island, southwest shore Ungava bay, Ungava.

Pawghtchewan. See Pagwachuan.

Pawgutchevan. See Pagwachuan.

Payoonan. See Peonan.

PAYNE; lake, and river emptying into Ungava bay, Ungava. (Not Tasurak.)

PEAK; lake, southwest of Dinorwic lake, Rainy River district, Ont.

PEARSON; island, west of Belanger point and east of Greene island, L. Huron, Ont. (Not Little Grant.)

Peashteebee. See Piashti.

PEAVINE; creek, tributary to Moyie river, E. Kootenay, B.C.

Pebble. See Lowes.

Peckajomique. See Beeaguimec.

Peekopee. See Pakowki.

Pee-pee-ke-wah-be-kung. See Pipikwabi.

PEGGY COVE; village, Halifax county, N.S. (Not Peggy's Cove.)

PEKISKO; creek, tributary to Highwood river, Alta. (Not Middle Branch of Highwood R.)

PELEE; island and point, and Pelee Island P.O., Essex county, Ont. (Not Pelee, Pointe Peleé, nor Pele.)

Pelican. See Primeau.

PELLE; mountains, lakes, and river, Yukon.

PEN; lake, Nightingale township, Haliburton county, Ont.

PENASSI; river, west of Manitou lake, Rainy River district, Ont.

PENCIL; lake, Cavendish township, Peterborough county, Ont.

PENETANGORE; river, emptying into lake Huron at Kincardine, Bruce county, Ont.

Penny. See Cumberland.

PENTECÔTE; river, Saguenay county, Que. (Not Pentecost.)

PEONAN; creek, tributary to Saskatchewan river, near Ft. à la Corne, Sask., and point in northerly part of lake Manitoba, Man. (Not Payoonan.)

Pepechekau. See Pipishikan.

Pepisquew. See Weibikwei.

Pequaket. See Pikwaket.

PERCY; lake, Harburn township, Haliburton county,

PERELESIM; mountain, near Stikine river, between Anuk and Scud rivers, Cassiar, B.C.

PERIBONKA; river, emptying into lake St. John, Que. (Not Peribonca.)

PERLEY ROCK; mountain spur, near Terminal peak, Selkirk mountains, B.C.

PERRY; creek, tributary to St. Mary river, E. Kootenay, B.C.

PERRY; ridge, west of Slovan river, W. Kootenay, B.C. (Not Perry's.)

PERSEVERANCE; island, west of Fitzwilliam island, lake Huron, Ont.

PERTHES; point, in northerly part of Tagish lake, Yukon. (Not Perth's.)

PETERSON; range of mountains, northwest of lake Laberge, Yukon.

PETERS ROAD; village, Kings county, P.E.I. (Not Peter's Road.)

PETHINUE; peninsula, Great Slave lake, Mackenzie, (Not Peth-the-nu-eh.)

PETITCODIAC; river, Albert and Westmorland counties, N.B. (Not Petecoudiac nor Petit Coudiac.)

PETIT ROCHER; post village, Gloucester county, N.B. (Not Petite Roche nor Petite Rocher.)

PEVERIL; mountain peaks, southwest of Goodwin creek, Cassiar, B.C.

PEYTO; glacier and lake, northwest of Bow lake, Alta. (Not Peyto's nor Glacier lake.)

PHILIP; river, empties into Northumberland strait, Cumberland county, N.S. (Not Phillip.)

PHOEBE; point, northwesterly point of Fitzwilliam island, lake Huron, Ont.

PHOTOGRAPH; mountain, Kitimat arm, Pacific coast, B.C.

PIASHTI; bay and river, Saguenay county, Que. (Not Peashte-bai, Piastre bay, nor Peashteebee river.)

Piastre. See Piashti.

PICHENNINIS; brook, south of Eagle lake, Rainy River district, Ont.

Pickwaket. See Pikwaket.

PICTURE NARROWS; lake, west of Manitou lake, Rainy River district, Ont.

PIEROMONTA; river, empties into Kempt lake, St. Maurice county, Que.

PIJUWYAN; lake, and river tributary to Waswanipi river, above Opawika river, Abitibi district, Que. (Not Pijou Wyman.)

PIKAPAO; river, tributary to Moisie river, Saguenay county, Que. (Not Pikopao.)

PIKE; lake, mountain, and river, south of Atlin lake, Cassiar, B.C.

PIKITIGUSHI; river, flowing into northern end of Nipigon lake, Ont. (Not Pickitigouching or Muddy.)

Pikopao. See Pikapao.

SESSIONAL PAPER No. 21a.

- PIKWAKET**; brook and mountain, Kings county, N.B. (Not Pequaket nor Pickwaket.)
- PILOT**; bay and point, and Pilot Bay settlement, Kootenay lake, B.C. (Not Cape Horn nor Pirate bay.)
- PILOT**; lake, Burleigh township, Peterborough county, Ont.
- PILOT**; point, southeast corner of Gribbell island, Pacific coast, B.C.
- PINCHED-NECK**; lake, at headwaters of Rupert river, north of L. Mistassini, Que.
- PINE**; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.
- Pine.* See Clark.
- Pine.* See Minago.
- Pine.* See Shingwak.
- PINEROOT**; river, flowing into Athapapuskow lake, Sask.
- PINE TREE**; harbour and point, southeast of Johnston harbour, Bruce county, Ont.
- PINGSTON**; creek, west of Upper Arrow lake, W. Kootenay, B.C.
- PINK**; river, flowing northeasterly into Reindeer lake, Alta. (Not Vermilion.)
- PINNACLE**; mountain, southwest of mount Temple, Alta.
- Pinnacle.* See Cathedral.
- PINTO**; creek, north of Wood mountain, Assa. (Not Pinto Horse.)
- PIPESTONE**; lake, south of Cross lake, Nelson river, Keewatin.
- PIPESTONE**; pass and river, Rocky mountains, Alta. (Not Pipe creek.)
- PIPIKWABI**; lake, Stanhope township, Haliburton county, Ont. (Not Pee-pee-ke-wah-be-kung.)
- PIPISHIKAU**; river, Saguenay county, Que. (Not Pepechekau.)
- PIPMAKAN**; lake, Chicoutimi county, Que. (Not Pipmaukin nor Pitmaukan.)
- Pirate.* See Pilot.
- PISKAHEGAN**; river, tributary to Magaguadavic river, Charlotte county, N.B. (Not Piskehagan nor Paskekegan.)
- PITOPIKO**; lake, an expansion of Manuan river, upper St. Maurice river, Champlain county, Que. (Not Pitopieco.)
- PITT**; creek, tributary to St. Mary river, E. Kootenay, B.C.
- PITTS**; mountain, southwest of the junction of Yukon, Lewes and Pelly rivers, Yukon.
- PLATEAU**; creek, flowing into Torres channel, Atlin lake, B.C.
- PLOVER**; island, west coast Ungava bay, Ungava.
- PLUMPER**; passage, channel between Discovery and Chain islands, Haro strait, B.C. (Not Discovery.)
- Plumper.* See Active.
- Pocmouche.** See Pokemouche.
- Pocowagamis.** See Pokowagamis.
- Point de Bute.** See Pont à Buot.
- POINT EDWARD**; town, Lambton county, Ont.
- POINTE LA GARDE**; village, Bonaventure county, Que. (Not Pointe à la Garde.)
- POINT SAFIN**; post village, Kent county, N.B.
- POINT WOLF**; town, Albert county, N.B. (Not Point Wolfe.)
- POKEMOUCHE**; river, Gloucester county, N.B. (Not Pocmouche nor Pockmonche.)
- POKER**; creek, branch of Walker creek, near international boundary, Yukon.
- POKIOK**; river and village, York county, N.B. (Not Pokiock nor Poquiock.)
- Pokkattawagan.** See Pukkatawagan.
- POKOWAGAMIS**; lake, and river tributary to Eel river, York county, N.B. (Not Pocowagamis nor Pocowogamis.)
- POLLINGER**; mountain, northeast of Kiwetinok peak, Rocky mountains, B.C.
- PONT A BUOT**; village, Westmorland county, N.B. (Not Point de Bute nor Pointe de Bute.)
- PONTAX**; river, empties into James bay, north of Rupert river, Que. (Not Pontiac.)
- Pontiac.* See Pontax.
- POPLAR**; point, near the mouth of Rupert river, Mistassini district, Que.
- POPES**; peak, in the Bow range of the Rocky mountains, Alta. and B.C. (Not Pope's.)
- Poquiock.** See Pokiok.
- PORCUPINE**; creek, tributary to Stikine river, south of Anuk river, Cassiar, B.C.
- PORCUPINE**; creek, tributary to Kicking Horse river, near Leancoil, B.C.
- PORCUPINE**; point and reef, southeast of cape Hurd, Bruce county, Ont.
- PORCUPINE**; river, tributary to Yukon river, north-western Yukon.
- PORTAGE**; bay and point, east of Gatacre point, Manitoulin island, lake Huron, Ont.
- PORTAL**; peak, east of mount Baker, Alta. (Not Mount Portal.)
- PORTAPIQUE**; river and village, Colchester county, N.S. (Not Partipique nor Port au Pique.)
- PORT BECKERTON**; village, Guysborough county, N.S. (Not Port Beckerton.)
- PORT DANIEL**; harbour and village, Bonaventure county, Que. (Not Port Daniel East nor St. George Port Daniel.)
- PORT ELGIN**; town, Bruce county, Ont.
- PORTER**; creek, tributary to Indian river, Yukon.
- PORTER**; lake, between Atlin and Gladys lakes, Cassiar, B.C.
- PORTER**; landing, at north end of Dease lake, Cassiar, B.C. (Not Porter's Landing.)

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- PORT HEBERT; village, Shelburne county, N.S. (Not Port Ebert, Big Port le Bear, Big Port l'Hebert nor Port L'Hebert.)
- PORT JOLI; village, Queens county, N.S. (Not Port Jolie.)
- PORT LATOUR; village, Shelburne county, N.S. (Not Port la Tour nor Port Letour.)
- Port Matoon.* See Port Mouton.
- Port Medway.* See Medway.
- PORT MOUTON; village, Queens county, N.S. (Not Port Matoon.)
- PORTOBELLO; stream, empties into French lake, Sunbury county, N.B. (Not Porto Bello nor Portobella.)
- POTTER; point, Ameliasburg township, Prince Edward county, Ont.
- POUCE COUPÉ; river, tributary to Peace river, Atha. (Not Echafaud.)
- POULAMON; bay, Richmond county, N.S. (Not Poulament nor Poulamond.)
- POVERTY; lake, Monmouth township, Haliburton county, Ont.
- POWER; lake, east of Anzhekumming lake, Rainy River district, Ont.
- Porqulchuan.* See Pagwachuan.
- PREJEVALSKY; point, lake Bennett, Yukon. (Not Prejevalski.)
- Present.* See Larder.
- PRESIDENT; range of mountains and pass, west of Yoho valley, Rocky mts., B.C. (Not Emerald.) So named for the president of the Canadian Pacific Railway Company.
- President.* See Larder.
- PRESQU'ILE; bay, peninsula, and point, L. Ontario, near southeast corner of Northumberland county.
- PRESQUILE; river, tributary to St. John river, Carleton county, N.B. (Not Presqu'ile.)
- PREVOST; island, off the west end of Active pass, strait of Georgia, B.C.
- Prevost.* See Kunghit.
- PRIAM; lake, west of Manitou lake, Rainy River district, Ont.
- PRIM; point, at entrance to Annapolis basin, Digby county, N.S. (Not Rogers.)
- PRIMEAU; lake, an expansion of Churchill river, Athabaska. (Not Pelican.)
- PRINCE EDWARD; county, between lake Ontario and the bay of Quinte, Ont.
- Prince Henry Foreland.* See Hopes Advance.
- Prince of Wales.* See Wales.
- PRINCETOWN; village, Prince county, P.E.I. (Not Prince Town.)
- PRITZLER; harbour, north shore of Hudson strait, Franklin. (Not Pritzler's nor Jackman sound.)
- PROCTER; creek and settlement, south of Balfour, Kootenay lake, B.C. (Not Proctor.)
- PROMISE; island, at the entrance to Douglas channel, Pacific coast, B.C.
- PROUD-SITTING; lake, at headwaters of St. Maurice river, Champlain county, Que.
- PROVIDENCE; bay and point, south shore Manitoulin island, lake Huron, Ont.
- PROVOKING; lake, in Algonquin National park, Ont.
- PTARMIGAN; creek, flows into large lake of the Pelly group, Yukon.
- PUDING; burn, tributary to St. Mary river, E. Kootenay, B.C.
- Puke-lowogéin.* See Setting.
- PUKKATAWAGAN; lake and river, Churchill river, Atha. (Not Pokkattawagan nor Puk-a-ta-wagan.)
- PULPIT; peak, south of Turquoise lake, Rocky mountains, Alta.
- PULPWOOD; point, southwestern side of Cockburn island, western boundary of Hyndman bay, lake Huron, Ont.
- PULTON; bay and point, south shore of Okisollo channel, Pacific coast, B.C.
- PUNICHUAN; bay, in the southern end of lake Mistassini, Que.
- PUNK; island, 3 miles southeast of Grindstone point, L. Winnipeg, Man. (Not Deer nor Reindeer.)
- Punk.* See Deer.
- PURITY; glacier and mountain, Selkirk mountains, B.C. (Not Lardo.)
- PURVIS; bank, northwest of Greene island, lake Huron, Ont.
- PUSKITAMIKA; lake, south of Waswanipi lake, Abitibi district, Que.
- PYRAMID; creek, tributary to St. Mary river, E. Kootenay, B.C.

Q

- Quadacha.* See Kwadacha.
- QUADRA; island, between Discovery passage and Okisollo channel, Pacific coast, B.C. The southern portion of what was formerly Valdes island.
- Quanea.* See Kwadacha.
- QUARRY; point, Manitoulin island, lake Huron, Ont.
- QUARTZ; creek, branch of McDame creek, Dease river, Cassiar, B.C.
- QUARTZ; creek, tributary to Indian river, Yukon.
- Quatawankedewick.* See Kedgwick.
- QUEBEC; creek, tributary to Yukon river, below Dawson, Yukon.
- QUEEN; point, forms the western boundary of Walkhouse bay, Manitoulin island, L. Huron, Ont.

SESSIONAL PAPER No. 21a.

- QUEEN ELIZABETH; foreland, southeast point of Loks Land, Franklin. (Not North Foreland.)
- QUEENSPORT; harbour, Guysborough county, N.S. (Not Queen's Port nor Crow Harbour.)
- QUESNEL; lake, mining division, river, and village, Cariboo, B.C. (Not Quesnelle.)
- QUETACHU; bay, Saguenay county, Quebec. (Not Quetachoo.)
- QUIET; lake, northeast of Teslin lake, Yukon.
- QUINN; creek, branch of Sulphur creek, Indian river, Yukon. (Not Quin.)
- QUINTE; bay of, in L. Ontario, almost separating Prince Edward county from the mainland of Ontario. (Not Quinté.)
- QUINZE; lac des, an expansion of the upper Ottawa river, Pontiac county, Que.
- QUIO; railway station, river, and village, Pontiac county, Que. (Not Quyon.)
- R**
- RABBIT; mountain and river, east of lake Evans, Abitibi district, Que.
- RAGGED; bight, northeast of cape Hurd, east coast of lake Huron, Ont.
- RAGGED; lake, in the Algonquin National park, Ont.
- RAINY; creek, tributary to Moyie river, E. Kootenay, B.C.
- RALEY; point, north of Clio bay, Kitimat arm, Pacific coast, B.C.
- RAMSAY; river, flows into Crooks inlet, north shore of Hudson strait, Franklin.
- RAPIDE DE FEMME; post village, Victoria county, N.B.- (Not Rapid de Femme nor Rapide des Femmes.)
- RAPIDES; lac des, upper Ottawa river, southeast of Barrière lake, Pontiac county, Que.
- RAQUETTE; river, Vandrenil county, Que.
- RATHBUN; bay and point, east of Jenkins point, Manitoulin island, lake Huron, Ont.
- Rat Portage lake.* See Manigotagan.
- RAWSON; harbour and island, north shore of Hudson strait, Franklin. (Not Harbour island.)
- RED; bay, south of Golden valley, Bruce county, Ont.
- RED DAN; reef, southeast of Birch point, Manitoulin island, lake Huron, Ont.
- RED DEER; lake, and river emptying into lake Winnipegosis, Sask.
- Red Deer.* See La Biche.
- REDDING; creek, tributary to St. Mary river, E. Kootenay, B.C.
- REDNERSVILLE; village, Ameliasburg township, Prince Edward county, Ont.
- REDSTONE; brook and lake, Guilford township, Haliburton county, Ont.
- REED; lake, northeast of Cormorant lake, Sask.
- REEDER; lake, northwest of The Pas, Sask.
- Reef.* See Bonnet.
- REEVES; harbour, Big island, Hudson strait, Franklin.
- REID; mountain, southeast of lake Evans, Abitibi district, Que.
- REID; point, south of Red bay, Bruce county, Ont.
- REINDEER; creek, tributary to Yukon river, south of Indian river, Yukon.
- Reindeer.* See Punk.
- REMIC; rapids, in Ottawa river about two miles west of Ottawa city. (Not Remicks, Remix, nor Remous.)
- REMINGTON; creek, tributary to Indian river, Yukon.
- Remous.* See Remic.
- RESOLUTION; island, at entrance to Frobisher bay, Franklin. (Not Tudjakdjuan.)
- Resolution.* See Warwick.
- RESTIGOUCHE; county and river, northern New Brunswick. (Not Ristigouche.)
- REVELSTOKE; town on C.P.R., at the western crossing of Columbia river, B.C.
- REXTON; town, Kent county, N.B. (Not Kingston.)
- RIBBOX; river, tributary to Mannan river, upper St. Maurice, Champlain county, Que. (Not Rivière au Ruban.)
- RICHMOND; gulf, north of Little Whale river, Ungava. (Not Richmond lake.)
- RICHMOND; village, Carleton county, N.B. (Not Richmond corner.)
- Richmond.* See Malpeque.
- RICHTHOFEN; island and valley, lake Laberge, Yukon. (Not Richtofen.)
- RICKETT; harbour, eastern side of Cockburn island and southwesterly from Cinder point, lake Huron, Ont.
- RICKLEY; harbour, Manitoulin island, west of Burnt island, and north of Western Duck island, lake Huron, Ont.
- RIDGEWAY; creek, tributary to Moyie river, E. Kootenay, B.C.
- RIGOLET; settlement, at narrows of Hamilton inlet, Ashuanipi district, Que. (Not Rigoulette.)
- RINDA; a spur of the Valhalla mountains, W. Kootenay, B.C.
- RINK; rapid, in Lewes river, below Tatchun river, Yukon.
- RIORDON; point, Boxer reach, Pacific coast, B.C.
- RIPPLE; creek, tributary to Moyie river, E. Kootenay, B.C. (Not Meadow.)

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- RIPPLE; reef, west of Lyal island, Bruce county, Ont.
 RIVIÈRE DES CHUTES; village, Carleton county, N.B. (Not River de Chute.)
 RIXON; rock, near North point, at entrance to Georgian bay, Ont.
 ROBERT; lake, Marten river, above Tesekau lake, Mistassini district, Que.
 ROBERT; point, Markham bay, Hudson strait, Franklin.
 ROBERTS; bay, in South bay, Manitoulin island, lake Huron, Ont.
 ROBERTSON; cove, north of Lizard islands, east end of L. Superior, Ont. (Not Jackson.)
 ROBERTSON; creek, tributary to Little Slokan river, W. Kootenay B.C.
 ROBERTSON; mountain, near Stikine river, north of Iskut river, Cassiar, B.C.
 ROBINSON; cove, Big island, bay of Quinte, Ont.
 ROBINSON; sound, northeast of Cornell Grinnell bay, Franklin. (Not Robinson's)
 ROB ROY; creek, tributary to Dominion creek, Indian river, Yukon.
 ROBSON; town and railway station, on Columbia river, W. Kootenay, B.C.
 ROCHE PERCÉE; railway station, southeastern Assiniboia. (Not Roche Percé.)
 ROCK; lake, Nightingale township, Haliburton county, Ont.
Rock. See Lazy.
 ROCKCLIFFE; village, Renfrew county, Ont. (Not Rockcliffe.)
 ROES WELCOME; sound, in northwestern part of Hudson bay, Keewatin. (Not Rowe's Welcome nor Sir Thomas Rowe's Welcome.)
 ROGERS; lake, northeast of lake Timiskaming, Pontiac county, Que.
 ROGERS; glacier, pass, and peak, Selkirk mountains, and Rogers Pass railway station, B.C.
Rogers. See Prim.
 ROGGAN; river, empties into James bay, Ungava. (Not Bishop Roggan nor Great Bishop Roggan.)
 ROMAINE; river, flowing into the lower St. Lawrence, opposite Mingan islands, Que.
Root. See Carrot.
 ROSE; lake and river, at headwaters of Nisutlin river, Yukon.
 ROSE; pass, at head of St. Mary river between E. and W. Kootenay, B.C.
 ROSEBUD; creek, tributary to Stewart river, Yukon.
 ROSEBUD; river, tributary to Red Deer river, Alta. (Not Arrowwood.)
 ROSEVILLE; village, Prince county, P.E.I. (Not Little or South Miminigash, nor Minimegash.)
 ROSS; island, between the east and west branches of Nelson river, Keewatin.
 ROSS; isthmus and peninsula, northeasterly part of Franklin isthmus, Keewatin. (Not James Ross.)
 ROSS; peak, Selkirk mountains, B.C.
 ROSS; lake, south of Stephen sta., C.P.R., B.C.
 ROSS; river, tributary to Pelly river, Yukon.
 ROSSMORE; village, Ameliasburg township, Prince Edward county, Ont.
 ROUGE; lake, Wolfe township, Terrebonne county, Que. (Not Lac de la Rouge.)
Round. See Ghost.
 ROUTE; lake, west of Manitou lake, Rainy River district, Ont.
 ROWAN; lake, northeast of Kakagi lake, Rainy River district, Ont.
 ROWE; island, the northerly one of the Lizard group, east end of L. Superior, Ont. (Not North Lizard.)
Rowes. See Roes.
Ruban. See Ribbon.
 RUBY; creek, tributary to Indian river, Yukon.
 RUBY; creek and mountain, west of Surprise lake, Cassiar, B.C.
 RUBY; mountains, east of Columbia river, between the Arrow lakes, W. Kootenay, B.C.
 RUDYARD; reef, west of Queen point, Manitoulin island, lake Huron, Ont.
 RUPERT; bay and river, Mistassini district, Que. Rupert House, H. B. Co's post, at mouth of river.
 RUSAGONIS; river and village, Sumbury county, N.B. (Not Rusagornis nor Rushagornis.)
Rushagornis. See Rusagonis.
 RUSSEL; creek, tributary to Little Slokan river, W. Kootenay, B.C.
 RUSSEL; island and reef, southeast of Cove island, at entrance to Georgian bay, Ont.
 RUTH; lake and river, west of Nakina river, and south of Chikoida mountain, Cassiar, B.C.
Rykerts. See Bedlington.

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SESSIONAL PAPER No. 21a.

- AGANAGA ; lake, south of Dinorwic lake, Rainy River district, Ont.
- Sak-wah-mish-she.* See Sawamisshe.
- ST. ANDREWS ; town, Charlotte county, N. B. (Not St. Andrew's.)
- STE ANGELE DE RIMOUSKI ; village, Matane county, Que. Not Ste. Angèle de Mercie.)
- ST. ANN ; bay, harbour, and village, Victoria county N.S. Not St. Anne nor St. Ann's.)
- STE. ANNE DES MONTS ; village, Gaspé county, Que. (Not Ste. Anne de Monts.)
- ST. ANTOINE DE TILLY ; village, Lotbinière county, Que. Not St. Antoine, Lotbinière.)
- St. Antoine, Lotbinière.* See St. Antoine de Tilly.
- ST. CHARLES DE CAPLAN ; village, Bonaventure county, Que. (Not St. Charles Caplin.)
- ST. CLAIR ; lake and river, at the south end of lake Huron, Ont.
- ST. CROIX ; lake, Hants county, N.S. (Not St. Croix River lake.)
- SAINT CYR ; mountain, north of Quiet lake, Yukon.
- ST. EUGENE ; mission, on St. Mary river, E. Kootenay, B.C.
- ST. GEORGE ; lake, west of lake Winnipeg, Man. (Not St. George's)
- St. George.* See George.
- St. George Port Daniel.* See Port Daniel.
- ST. HENRI ; post village, Lévis county, Que. (Not St. Henri Station).
- ST. JOHN ; island, lake Melville, Ashuanipi district, Que. (Not St. Johns.)
- ST. JOSEPH ; village, south of Goderich, Huron county, Ont.
- St. Joseph d'Orleans.* See Orleans.
- ST. MARGARET ; bay, Halifax county, N.S. (Not St. Margaret's.)
- ST. MARTIN ; lake, northeast of lake Manitoba, Man. (Not St. Martin's.)
- ST. MARY ; bay and cape, Digby county, N.S. (Not St. Mary's.)
- ST. MARY ; lake, Ridout township, Muskoka district, Ont. (Not St. Mary's.)
- ST. MARY ; lake, and river tributary to Kootenay river, E. Kootenay, B.C. (Not Torrent.)
- ST. MARY ; post village, Kent county, N.B. (Not St. Mary's.)
- ST. MARY ; river, tributary to Belly river, southern Alberta. (Not St. Mary's.)
- ST. MARY ; river, Guysborough county, N.S. (Not St. Mary's.)
- ST. MAURICE ; river, a large tributary of the St. Lawrence, Que.
- ST. NORA ; lake, Stanhope township, Haliburton county, Ont. (Not St. Nora's.)
- St. Patrick's.* See San Josef.
- ST. PAUL ; post village, Kent county, N.B. (Not St. Pauls.)
- St. Paul's Bay.* See Bay St. Paul.
- ST. PETER ; bay, river, and railway station, Kings county, P.E.I. (Not St. Peter's nor Head of St. Peter's bay.)
- ST. PETER ; island, in Hillsborough bay, Queens county, P.E.I. (Not St. Peter's.)
- ST. PIRAN ; mountain, west of Laggan sta. C.P.R. Alta.
- ST. ROCH DES AULNAIES ; village, L'Islet county, Que. (Not St. Roch des Aulnets.)
- ST. SIXTE ; lake, and river tributary to Nation river, Labelle county, Que. (Not Sincigne.)
- ST. STEPHEN ; town, Charlotte county, N.B. (Not St. Stephens.)
- SALEM ; post village, Cumberland county, N.S. (Not Salent.)
- SALMON ; island, north side of Big bay, bay of Quinte, Ont.
- SALMON ; river, flows into Big bay, bay of Quinte, Ont.
- Salmcn.* See Kinonge.
- SALT ; point, Presqu'île peninsula, Brighton township, Northumberland county, Ont.
- Salt.* See Way.
- Sand.* See Desert.
- Sand.* See Hyndman.
- SANDERSON ; point, west side of Lower Arrow lake, W. Kootenay, B.C.
- Sanderson.* See Iononoaklin.
- Sandy.* See Pakwahigan.
- SANDY-BEACH ; lake, at headwaters of St. Maurice river, Champlain county, Que.
- SANFORD ; mountain, southwest of Snowden range, Cassiar, B.C.
- SANGRIDA ; peak, Valkyr mts, W. Kootenay, B.C.
- SAN JOSEF ; bay, near northwest end of Vancouver island, B.C. (Not San Joseph nor St. Patrick's.)
- SAPPHIRE ; col, between 'The Dome' and 'Castor,' Selkirk mountains, B. C.
- SARBACH ; mountain ; north of Howse pass, Rocky mountains, B.C.
- SASAKWEI ; lake, southwest of Peak lake, Rainy River district, Ont. (Not Summit.)
- Saskatchewan.* See Turnagain.
- SASKERAM ; lake, west of The Pas, Sask. (Not Indian Pear Island.)
- SASSAGANAGA ; lake, northeast of lake Timiskaming, Pontiac county, Que.
- SASSAWATISI ; lake, at headwaters of Manuan river, Champlain county, Que. (Not Sackawatesie nor Chisaouataisi.)
- SATASHA ; lake, west of Nordenskiöld river, Yukon.
- SATURN ; rock, southwest of Greenough point, Bruce county, Ont.

- SAUGEEN ; peninsula, the northwestern portio of *Seepanock*. See Sipanok.
Bruce county, Ont.
- SAUGEEN ; river, empties into lake Huron at Southampton, Bruce county, Ont. (Not Saugink.)
- SAUGUM ; creek, east of Kootenay river, north of Steele, B.C. (Not Six-mile.)
- SAULT AU COCHON ; river, Saguenay county, Que. (Not Saut de Cochon.)
- SAUNDERS ; reef, near Misery bay, Manitoulin island, lake Huron, Ont.
- Saut de Mouton*. See Mille Vaches.
- Savage*. See Upper Savage.
- Savasse Berry*. See Serviceberry.
- SAWAMISSE ; lake, Stanhope township, Haliburton county, Ont. (Not Sah-wah-mish-she.)
- SAWBACK ; range of mountains, west of Stikine river, Cassiar, B.C.
- Sawbill*. See Sheldrake.
- SAWYER ; pass, at head of St. Mary river, between E. and W. Kootenay, B.C.
- SAXON ; island, south of Shute point, Bruce county, Ont.
- SAYYEA ; creek, tributary to upper Liard river, Yukon. (Not Sayia.)
- SCALPING KNIFE mountain, east of Columbia river W. Kootenay, B.C.
- SCHAEFFER ; mountain, northwest of mount Biddle, Rocky mountains, B.C.
- Schley Land*. See Ellesmere.
- SCOTCHIE ; reef, at South Baymouth, Manitoulin island, lake Huron, Ont.
- SCOTSMAN ; bay, Kings county, N.S. (Not Scots, Scot's nor Scotsman's.)
- SCOTT ; mountain, near Rapid river and east of Rabbit mountain, Abitibi district, Que.
- SCOTT ; point, north side of entrance to Baie du Doré, Bruce county, Ont.
- SCOUALL ; bank, southwest of MacGregor point, Bruce county, Ont.
- SCOUT ; reef and spit, southwest of Burke island, Bruce county, Ont.
- Scratching*. See Morris.
- SCROGGIE ; creek, tributary to Stewart river, Yukon.
- SCUD ; river, tributary to Stikine river, Cassiar, B.C.
- SEA ; lake, Murchison township, Nipissing district, Ont.
- Seal*. See Tisirink.
- SEAMAN ; reef, at entrance to Wood bay, south shore Manitoulin island, lake Huron, Ont.
- SEASHELL ; rock, west of Lyal island, Bruce county, Ont.
- SEECHULT ; inlet, north of the strait of Georgia, B.C. (Not Sechelt.)
- SEELEY ; village, Leeds county, Ont. (Not Seeley's Bay nor Seely's Bay.)
- SEGEMAK ; lake, southeast of Saganaga lake, Rainy River district, Ont. (Not Black Bird.)
- SEKULMUN ; lake, west of Aishihik lake, Yukon.
- SELBY ; lake, east of Anzhekumming lake, Rainy River district, Ont. (Not Lynx.)
- SELKIRK ; N.W. Mounted Police post, at the mouth of Lewes river, Yukon. The site of the old fort of the H. B. Co. is on the opposite bank of the river. (Not Fort Selkirk.)
- SELWYN ; river, tributary to Yukon river, west of Lewes river, Yukon.
- SEMENOF ; hills, at confluence of Lewes and Big Salmon rivers, Yukon. (Not Semenow.)
- SEMIAMU ; bay, east of Boundary bay, B.C. (Not Semiahmoo.)
- Sepewesk*. See Sipiwek.
- SERPENTINE ; lake, Anstruther township, Peterborough county, Ont.
- SERVICEBERRY ; creek, tributary to Rosebud river, Alta. (Not Savasse Berry.)
- Setidgi*. See Sitidgi.
- SETTING ; lake and river, Grass river, Keewatin and Sask. (Not Net Setting nor Puke-lowogoin.)
- SHABOGAMA ; lake, and river, Abitibi district, Que. (Not Shabokama.)
- SHABUMENI ; lake, southwest of Cat lake, Keewatin. (Not Shaboomeene.)
- SHAGAMU ; lake and river, west of Winisk river, southeastern Keewatin. (Not Shagamew nor Shakaneh.)
- SHAKES ; creek, tributary to Stikine river, south of Glenora, Cassiar, B.C.
- SHAKWAK ; valley, west of lake Dezadeash, Yukon.
- Shakaneh*. See Shagamu.
- SHALLOW ; creek, south side of Anticosti island, Quebec. (Not Chaloupe river nor Jupiter creek.)
- SHALLOW ; lake, between Bernard and Tutshi lakes, Cassiar, B.C.
- Shallow*. See Mennin.
- SHANATTAWA ; river, tributary to Winisk river, southeastern Keewatin. (Not Matawa nor Shammat-tay-wah.)
- SHAMROCK ; bank, southeast of Gatacre point, Manitoulin island, lake Huron, Ont.
- SHAMUS ; river, flows into Matchimanito lake, Abitibi district, Que.
- SHANNONVILLE ; village, Tyendinaga township, Hastings county, Ont.
- SHARP ; mountain, east of mount Goodsir, Rocky mountains, B.C.
- SHAUGHNESSY ; mountain, north of Hermit mountain, Selkirk mountains, B.C.
- SHAWENEGAN ; falls, lake, river, township, and village, St. Maurice county, Que. (Not Shawinigan nor Shewanegan.)

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- SHECAKE** ; island, South bay, Manitoulin island, lake Huron, Ont.
- Shellui.* See Deception.
- SHEEP** ; lake and mountain, east of Tatounduk river, Yukon.
- SHEKATIKA** ; bay, west of the strait of Belleisle, Que. (Not Shecatika.)
- SHELBURNE** ; bay, county, harbour, and town, N.S. (Not Shelburne Harbour.)
- SHELDON** ; lake, Lutterworth township, Haliburton county, Ont. (Not Sheldon's.)
- SHELDRAKE** ; river, Saguenay county, Que. (Not Sawbill.)
- SHELL** ; brook, tributary to Sturgeon river, north of Prince Albert, Sask. (Not Shell river.) Also Shell Brook P.O.
- SHEMOGUE** ; harbour and town, Westmorland county, N.B. (Not Great Shemogue nor Bristol.)
- Shemong.* See Chemung.
- SHEOL** ; mountain, east of mount Aberdeen, Alta.
- SHERBROOKE** ; creek and lake, northwest of Hector station C. P. R., B. C.
- SHERWOOD** ; point, Presqu'île bay, Brighton township, Northumberland county, Ont. (Not Sherwood's.)
- Shesheiquann.* See Shoshokwan.
- SHESLAY** ; river, tributary to Inklin river, Cassiar, B. C.
- SHIELDS** ; landing, on west side of Lower Arrow lake, W. Kootenay, B. C.
- SHIKTAHAWK** ; river, tributary to St. John river, Carleton county, N.B. (Not Shictahawk, Shikatahawk nor Shikitihawk.)
- SHINGWAK** ; lake, north of Cameron lake, Rainy River district, Ont. (Not Pine.)
- SHIP** ; bank, in Owen channel, lake Huron, Ont.
- SHIP** ; island, northeast from Horse point, Ameliasburg township, Prince Edward county, Ont.
- SHIPPIGAN** ; island and village, Gloucester county, N.B. (Not Shippegan.)
- SHOAL** ; point, in Presqu'île bay, Brighton township, Northumberland county, Ont.
- SHOGOMOC** ; lakes, and river tributary to St. John river, York county, N.B. (Not Sheogomoc nor Shogamoc.)
- SHONGWASHU** ; lake, east of Saganaga lake, Rainy River district, Ont. (Not Shongwashouchenebwin.)
- SHOSHOKWAN** ; lake, and river tributary to upper Ottawa river, Montcalm and Pontiac counties, Que. (Not Shoshoquon nor Shesheiquann.)
- Shoulie.* See Shulie.
- Shoushrap.* See Shuswap.
- SHULIE** ; river and village, Cumberland county, N.B. (Not Shoulie.)
- SHUSWAP** ; lake, river, and railway station, Yale district, B. C. (Not Shoushrap lake, nor Spallumcheen river.)
- SHUTE** ; point, on east shore of Stokes bay, Bruce county, Ont.
- SIBERT** ; point, at southeast entrance to Pine Tree harbour, Bruce county, Ont.
- SIDNEY** ; township, in Hastings county, Ont.
- SIFFLEUR** ; river, tributary to Saskatchewan river, Alta.
- SIFTON** ; lake, south of Shabogama lake, Abitibi district, Que.
- SIFTON** ; mountains, west of L. Laberge, Yukon.
- Siggia.* See Haven.
- SIKANNI CHIEF** ; river, tributary to Fort Nelson river, B. C. (Not Sicannie Chief.)
- Silver.* See Lowes.
- SILVERHORN** ; mountain, north of Bow lake, Rocky mountains, Alta.
- SILVER SALMON** ; river, tributary to Nakina river, Cassiar, B. C.
- SIMCOE** ; bank and point, at entrance to Providence bay, Manitoulin island, lake Huron, Ont.
- SIMILKAMEEN** ; river, Yale district, B. C. (Not South Similkameen.)
- SIMMONS** ; creek, tributary to Stewart river, below Scroggie creek, Yukon.
- SIMON** ; bay and point, at entrance to Greenough harbour, Bruce county, Ont.
- SIMON** ; lake, south of Obaska lake, Abitibi district, Quebec.
- SIMPSON** ; lake and mountains, between Liard and Frances rivers, Yukon.
- SIMPSON TOWER** ; mountain, west of Frances lake, Yukon. (Not Simpson's.)
- SIMS** ; bay and island, South bay, Manitoulin island, lake Huron, Ont. (Not Simms.)
- Sincique.* See St. Sixte.
- SIPANOK** ; channel, between Carrot and Saskatchewan rivers, Sask. (Not Seepanok nor Seepanock.)
- SIPWESK** ; lake, north of Cross lake, Nelson river, Keewatin. (Not Sepewesk.)
- SIR DONALD** ; glacier, mountain, and range of mountains in the Selkirks, B. C.
- SISIPUK** ; lake, on Churchill river, Atha. (Not Duck.)
- SITDIGI** ; lake, north of Great Bear lake, Mackenzie. (Not Setidgi.)
- Sixty-mile.* See Saugum.
- SIXTY** ; creek, branch of Henderson creek, Yukon.
- SIXTYMILE** ; river, tributary to Yukon river, Yukon.
- Skaloo.* See Skeln.
- SKELU** ; inlet, Graham island, Queen Charlotte islands, B. C. (Not Skaloo.)
- SKIDEGATE** ; channel and inlet, between Graham and Moresby islands, Queen Charlotte islands, B. C.

- SKINNER POND; village, Prince county, P.E.I. (Not Skinner's Pond.)
- Skirmish.* See Wild Horse.
- SLATE; creek, tributary to Klondike river, Yukon.
- SLATE; pass, between headwaters of Klondike and McQuesten rivers, Yukon.
- SLEEPY; river, flows into Obaska lake, Abitibi district, Que.
- SLOCAN; lake, river, and town. W. Kootenay, B.C. (Not Slocan City.)
- SLOKO; inlet, lake, mountain, and river, Cassiar, B.C. (Not Slocoh.)
- Small.* See Little Bow.
- SMALL DUCK; creek, tributary to Rock creek, Klondike river, Yukon.
- Small Trout.* See Meggisi.
- SMITH; point, southwestern point of Cockburn island, lake Huron, Ont.
- SMITH; rock, in Fitzwilliam channel, lake Huron, Ont.
- SMOKE; lake, in Algonquin National park, Ont.
- SMOKE; point, in Weller bay, Ameliasburg township, Prince Edward county, Ont.
- SMOKEHOUSE; island, north of Chiefs point, Bruce county, Ont.
- SMOOTH-ROCK; lake, south of Manitou lake, Rainy River district, Ont. (Not Clear.)
- SNAKE; island, north of Cedar island, bay of Quinte, Ont.
- Snake.* See McCallum.
- Snake.* See Matheson.
- SNOW-CAP; mountain, west of lower part of Stikine river, Cassiar, B.C.
- SNOWDON; range of mountains, southeast of Gladys lake, Cassiar, B.C.
- SNOWSLIDE; creek, tributary to Caribou creek, W. Kootenay, B.C.
- SNOWY; mountain, east of Stikine river, near the elbow, Cassiar, B.C.
- SODA; creek, flows into an upper branch of Hunker creek, Yukon.
- SODALITE; valley, east of Ice river, Rocky mountains, B.C.
- SOLMES; island, east of Telegraph island, bay of Quinte, Ont.
- SOLMESVILLE; post village, Sophiasburg township, Prince Edward county, Ont.
- SOLOMONS TEMPLES; islands, north of Charlton island, James bay, Ungava. (Not Solomon Temple.)
- SONORA; island, between Nodales and Okisollo channels, Pacific coast, B.C. The northern portion of what was formerly Valdes island.
- SOPHIASBURG; township, Prince Edward county, Ont. (Not Sophiasburgh.)
- SOSKUMIKA; lake, an expansion of Nottaway river, Abitibi district, Que.
- SOURCE; lake, in Algonquin National park, Ont.
- SOURIS; river, tributary to the Assiniboine, Manitoba and Assiniboia.
- SOURIS; town, Kings county, P.E.I. (Not East Souris.)
- SOUTH; bay, near southeast end of Manitoulin island, lake Huron, Ont. (Not Manitoulin Gulf.)
- South.* See Koksoak.
- South Br. Highwood R.* See Stimson creek.
- SOUTHAMPTON; village, at the mouth of Saugeen river, Bruce county, Ont.
- SOUTH BAYMOUTH; town site, Manitoulin island, lake Huron, Ont.
- SOUTH DUCK; river, flowing into Duck bay, lake Winnipegosis, Man. (Not Duck River South.)
- South Jogging.* See Jogging.
- South Jogging.* See Jogging.
- South Mya.* See Mya.
- South Similkameen.* See Similkameen.
- SOUTHWEST; bay, in lake Evans, Abitibi district, Que.
- SOUTHWEST; point, Anticosti island, Que. (Not South West.)
- SOYERS; lake, Minden township, Haliburton county, Ont.
- Spallumcheen.* See Shuswap.
- SPICER; harbour and island, north shore of Hudson strait, Franklin.
- SPILLIMACHEEN; mountain, and river tributary to Columbia river, E. Kootenay, B.C. (Not Spill En Mee Chene nor Spillimichene.)
- SPIRIT; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- SPIRIT; river, tributary to Peace river, east of Dunvegan, Atha. (Not Ghost.)
- SPLIT; cape, Kings county, N.S. (Not Splitt.)
- SPRINGER; point, on the south side of Sonora island, Pacific coast, B.C.
- SPRINGHILL; village, Compton county, Que. (Not Spring Hill.)
- SPROAT; mountain, north of Upper Arrow lake, W. Kootenay, B.C.
- SPRUCE GROVE; P.O., west of Edmonton, Alta. (Not Spruce Grove.)
- SQUARE; bay, east of Dominion point, Manitoulin island, lake Huron, Ont.
- Squirrel.* See Footprint.
- SRICLEY; bay, south shore Manitoulin island, lake Huron, Ont.

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- STAFFORD** ; rock, north of Western Duck island, lake Huron, Ont.
- Stainforth**. See Staniforth.
- STAKE** ; creek, flows into Quiet lake, Yukon.
- STANAWAN** ; lake, southwest of Dinorwic lake, Rainy River district, Ont. (Not Grassy River lake.)
- STANFORTH** ; point, at the entrance to Gardner canal, Pacific coast, B.C. (Not Stainforth.)
- STANLEY** ; a spur of the Valkyr mountains, W. Kootenay, B.C.
- STANLEY** ; village, York county, N.B. (Not Stanley Village.)
- STAR** ; creek, branch of Hunker creek, Yukon.
- STEELE** ; chief town of E. Kootenay B.C. Railway station of same name 7 miles south of town. (Not Fort Steele.)
- STEEP** ; creek, tributary to Beaverfoot river, Rocky mountains, B.C.
- STEEPBANK** ; river, empties into lake Claire, Atha. (Not Steep Bank nor Steep-bank.)
- STEEPROCK** ; river, flowing into northerly end of lake Winnipegosis, Man. (Not Steep Rock.)
- STEEVENS** ; island, north of Greene island and south of Manitoulin island, lake Huron, Ont. (Not Cariboo nor Little Green.)
- STEPHEN** ; lake, north of Kakagi lake, Rainy River district, Ont.
- STEPHEN** ; mountain and railway station, B.C.
- STEVENS** ; creek, north of Whatshan lake, W. Kootenay, B.C.
- STEWART** ; canyon, Cascade river, Rocky Mts park, Alta.
- STEWART** ; lake, west of Parrywood station, Rainy River district, Ont.
- STEWART** ; rock, in Owen channel, lake Huron, Ont.
- STEWART** ; river, tributary to Yukon river, Yukon.
- STIKINE** ; river, Cassiar, B.C. (Not Stickeen nor Stikeen, &c.)
- STIMSON** ; creek, tributary to Highwood river, Alta. (Not South Branch of Highwood R.)
- SIMUKORTOK** ; cape, east shore Ungava bay, Ungava.
- STIRLING** ; lake, and village, southeastern Alberta. (Not Steirling nor Eighteen Mile lake.)
- STOKES** ; bay and river, in Bruce county, Ont.
- STONEBURGH** ; cove, Weller bay, Ameliasburg township, Prince Edward county, Ont. (Not Stoneburgh's.)
- STONY** ; creek, tributary to M'Clintock river, Yukon.
- STONY** ; islet, north of Kincardine, Bruce county, Ont.
- STONY** ; lake, Burleigh township, Peterborough county, Ont.
- STONY** ; point, north of Corbay point, east end of L. Superior, Ont. (Not Stoney.)
- STONY** ; point, Presqu'île bay, Brighton township, Northumberland county, Ont.
- Stony**. See Blake.
- STONYPLAIN** ; P.O., west of Edmonton, Alta. (Not Stony Plain.)
- STOPLOG** ; lake, Burleigh township, Peterborough county, Ont. (Not Stop Log.)
- STORMY** ; lake, Glamorgan township, Haliburton county, Ont.
- STOVEL** ; peak, south of Talaha bay, Tagish lake, Cassiar, B.C.
- STRAGGLE** ; lake, Harcourt township, Haliburton county, Ont.
- Straight**. See Opinaka.
- STRATHCONA** ; island, west of Crooks inlet, north shore of Hudson strait, Franklin.
- STUPART** ; bay, south shore of Hudson strait, Ungava.
- Sturgeon**. See Namew.
- Sucker**. See Gladys.
- Sucker**. See Nemeibennuk.
- SUGARBUSH** ; lake, Addington township, Labelle county, Que. (Not Sugar Bush.)
- SUGARLOAF** ; mountain, near Stikine river, north of Iskut river, Cassiar, B.C.
- SULLIVAN** ; hill, north of St. Mary river, E. Kootenay, B.C.
- SULLIVAN** ; lake, south of Battle river, Alta. (Not Sullivan's.)
- SULLIVAN** ; mountain, west of Dease lake, Cassiar, B.C.
- SULPHUR** ; creek, tributary to Indian river, Yukon.
- SUMMIT** ; railway station, Rainy River district, Ont.
- SUMMIT** ; lake, south of lake Bernard, Cassiar, B.C.
- Summit**. See Sasakwei.
- SUNDAY** ; peak, east of Tagish lake, Cassiar, B.C.
- SUNSHINE** ; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- SUNSHINE** ; lake, northeast of Manitou lake, Rainy River district, Ont.
- SURGE** ; narrows, easterly entrance to Okisollo channel, Pacific coast, B.C.
- SURPRISE** ; lake, east of Atlin lake, Cassiar, B.C. (Not Kusiwah.)
- SUTTON** ; lake, north of Ekwan river, Keewatin. (Not Sutton Mill lake.)
- SWAN** ; island, in Columbia river between Upper and Lower Arrow lakes, W. Kootenay, B.C.
- SWANZY** ; glacier and mountain, east of mount Bonney, Selkirk mountains, B.C.

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SWEATHOUSE; creek, tributary to Little Smoky river, Atha. (Not Sweat House nor Sweat-house.)

SWEDE; creek, tributary to Yukon river, above Dawson, Yukon.

Sweet Herb. See Wekusko.

SWISS; peaks, Selkirk mountains, B.C.

SYLVIA GRINNELL; river, flows into Frobisher bay, Franklin.

SYNDICATE; lake, west of Manitou lake, Rainy River district, Ont.

SYRINGA; creek, tributary to Columbia river, south of Lower Arrow lake, W. Kootenay, B.C.

T

Tabasintac. See Tabusintac.

Tabisintac. See Tabusintac.

TABUSINTAC; river and village, Northumberland county, N.B. (Not Tabasintac nor Tabisintac.)

TACHÉ; railway station, Rainy River district, Ont.

Tacho. See Tatcho.

TACKLE; creek, tributary to Wild Horse river, E. Kootenay, B.C.

TADOUSSAC; township and village, Saguenay county, Que. (Not Tadousac.)

TAGISH; lake and P.O., east of lake Bennett, Yukon.

TAHLTAN; lake, and river tributary to Stikine river, Cassiar, B.C.

Tahte. See Nisling.

TAIBI; lake, south of Mattagami lake, Abitibi district, Que.

TAKAKKAW; falls, Yoho river, Rocky mts, B.C.

Takipy. See Kississing.

TAKHINI; river, tributary to Lewes river, Yukon.

TAKU; river, northwest Cassiar, B.C.

TAKU; arm, Tagish lake, Yukon, and Cassiar B.C.

Taku. See Graham.

TALAHA; bay, in Taku arm of Tagish lake, Cassiar, B.C.

TALLAN; lake, Chandos township, Peterborough county, Ont. (Not Tallan's.)

TALLON; creek, tributary to Beaverfoot river, southeast of Leancoil sta., C.P.R., B.C.

TALTMAIN; lake, south of lower Pelly river, Yukon.

TANGAMONG; lake, Lake township, Hastings county, Ont. (Not Tangamongue.)

TANGIER; harbour, island, lake, and town, Halifax county, N.S. (Not Tangier Grand lake.)

TANTALUS; butte, near confluence of Lewes and Nordenskiöld rivers, Yukon.

TANZILLA; river, tributary to Stikine river, Cassiar, B.C.

TARTE; bay, in Kitimat arm, Pacific coast, B.C.

Tasheigama. See Asheigamo.

TASSO; lake, Finlayson township, Nipissing district, Ont.

Tasurak. See Payne.

TATCHUN; river, tributary to Lewes river, between Rink and Five-finger rapids, Yukon. (Not Tatchum.)

TATLAYAKO; river, tributary to Bella Coola river, Coast district, B.C. (Not Tatlahco nor Tatlayoo.)

TATONDUK; river, tributary to Yukon river, Yukon. (Not Tatondue.)

TATSHENSHINI; river, tributary to Alsek river, Cassiar, B.C. and Yukon.

TATSHO; mountain, and creek tributary to Tanzilla river, Cassiar, B.C. (Not Tacho mountain nor Eightmile creek.)

TATTIKI; bay, in Taku arm of Tagish lake, Cassiar, B.C. (Not Tatiki.)

TAWINA; creek, tributary to Silver Salmon river, Cassiar, B.C.

TAY; river, tributary to Pelly river, Yukon.

TAYE; lake, southeast of Hutshi lakes, Yukon.

TAYLOR; reef, Misery bay, Manitoulin island, lake Huron, Ont.

TAYSEN; lake north west of Ruth lake, Cassiar, B.C.

Tchork-bak. See Chorkbak.

TEA; lake, in Algonquin National park, Ont.

TECUMSEH; cove, Cove island, at entrance to Georgian bay, Ont.

TEGGAU; lake, southeast of Winnange lake, Rainy River district, Ont. (Not Clearwater.)

TELEGRAPH; creek, tributary to Stikine river, and Telegraph Creek village, Cassiar, B.C.

TELEGRAPH; island, and narrows, in the bay of Quinte, Ont.

Temiscaming. See Timiskaming.

TEMPLE; mountain, east of mount Lefroy, Alta.

TENNY; cape, Hants county, N.S. (Not Teny.)

TENNYCAPE; river and village, Hants county, N.S. (Not Tenycap nor Tenecape.)

TEN PEAKS; valley of, east of mount Temple, Alta. (Not Desolation nor Lonely.)

TERESA; island, in Atlin lake, Cassiar, B.C. (Not Goat.)

TERMINAL; peak, Selkirk mountains, B.C. (Not Green peak.)

TERRACE; ridge, on Porcupine river, northeast of mount Dewdney, Yukon.

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- TERRAHINA**; creek, tributary to Nakina river, Cassiar, B.C. (Not Terra Heena.)
- TERRY**; point, at southeast entrance to Johnston harbour, Bruce county, Ont.
- TESEKAU**; lake, an expansion of the lower part of Marten river, Mistassini district, Que. (Not Tesaycau.)
- TESLIN**; lake and river, in southern part of Yukon. (Not Hootalinqua nor Teslin-too.)
- TETAGOUCHE**; river, Gloucester county, N.B. (Not Teteagouche nor Tête à Gouche.)
Teteagouche. See Tetagouche.
- THE BEEHIVE**; mountain, west of lake Louise, Alta.
- THE DOME**; mountain, northeast of mount Bonney, Selkirk mountains, B.C.
The Elbow. See Elbow.
The Goat's Looking Glass. See Agnes.
The Golden Ears. See Blanshard.
- THE KNOB**; mountain, near Stikine river, north of Iskut river, Cassiar, B.C. (Not "Knob.")
Thelew. See Thelon.
- THELON**; river, tributary to Dubawnt river, Mackenzie. (Not Ark-e leenik nor Thelew.)
- THE MITRE**; mountain, east of mount Lefroy, Alta.
- THE MONARCH**; mountain, southwest of mount Bourgeau, Rocky mountains, B.C.
- THE NARROWS**; in South bay, Manitoulin island, lake Huron, Ont.
- THE NEEDLES**; narrows, Lower Arrow lake, W. Kootenay, B.C.
- THE OVERLOOK**; mountain, in the Selkirks, B.C.
- THE PAS**; a post of the H. B. Co., and post office near the mouth of Carrot river, Sask.
- THE PRESIDENT**; mountain, north of Emerald mountain, Rocky mountains, B.C.
So named for the president of the C. P. R. Co.
- THE RAMPART**; ridge, between mount Afton and "The Dome," Selkirk mountains, B.C.
- THE RIDGE**; bar, in Owen channel, lake Huron, Ont.
The Saddle. See Saddle mountain.
The Stragglers. See Wenkehemna.
- THE STEEPLES**; mountains, east of Kootenay river, B.C.
- THETFORD**; village and railway station, Megantic county, Que. (Not Thetford Mines.)
- THE THREE GUARDSMEN**; mountains, south of Aishihik lake, Yukon.
- THE VICE PRESIDENT**; mountain, President range, Rocky mts., B.C. (Not Angle Peak.) So named for the vice-president of the C.P.R. Co.
- THE WART**; hill, at mouth of Koksoak river, Ungava.
- THIBAULT**; shoal, runs south from Manitoulin island to Inner Duck island, L. Huron, Ont.
- THIBERT**; creek, flows into the northerly end of Dease lake, Cassiar, B.C.
- THIRTY-ONE-MILE**; lake, Labelle and Wright counties, Que. (Not Grand Lac du Commissaires.)
- THISTLE**; creek, tributary to Yukon river, above White river, Yukon.
- THISTLE**; reef, in Portage bay, Manitoulin island, lake Huron, Ont.
Thleweechodezeth. See Backs.
- THOMAS**; bay and point, near South Baymouth, Manitoulin island, lake Huron, Ont.
- THOMAS**; river, flows into the northerly end of Frances lake, Yukon. (Not Too-tlas.)
Thomasine. See Tomasine.
- THOMPSON**; cove, east of cape Spencer, St. John county, N.B. (Not Thompson's.)
- THOMPSON**; mountain, northwest of Bow lake, Alta.
- THOMSON**; lake, Lake township, Hastings county, Ont. (Not Thomson's.)
- THOR**; mountain, west of Upper Arrow lake, W. Kootenay, B.C.
- THREE FORK**; river, flows into Wabigoon lake, from the south, Rainy River district, Ont.
- THREEHILLS**; creek, north of Kneehills creek, Alta. (Not Three Hills.)
- Thron-duick*. See Klondike.
- Thumb*. See Galena.
- THURLOW**; township, Hastings county, Ont.
- Tiahn*. See Tian.
- TIAN**; point, Graham island, Queen Charlotte islands, B.C. (Not Tiahn.)
- TIGER**; brook, tributary to Rivière des Quinze, Pontiac county, Que.
- TILLET**; lake, north of Frances lake, Yukon. (Not Til-e-i-tsho.)
- TILLSONBURG**; town, Oxford county, Ont. (Not Tilsonburg.)
- TIMBER**; bay, and Timber Bay shoal, south shore of Manitoulin island, lake Huron, Ont.
- TIMISKAMING**; lake, on the boundary between Ontario and Quebec. (Not Temiscaming, Temiskaming, nor Temiscamingue.)
- TISHIUK**; lake, empties into Leaf river, Ungava. (Not Seal.)
- Tlet-tlan-a-tsoots*. See Finlayson.
- TOBERMORY**; harbour and village, at northwest extremity of Saugeen peninsula, Ont.
- TODMAN**; reef, at mouth of Thomas bay, Manitoulin island, L. Huron, Ont.
Todnustook. See Tuhnustuk.
- TOKUMM**; creek, south of Deltaform mountain, B.C.

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- TOLMIE; reef, between Kincardine and Clark point, Bruce county, Ont.
- TOMASINE; river, Pontiac county, Que. (Not Thomasine nor Tomassino.)
- TOMKINSON; point, Ursula channel, Pacific coast, B.C. (Not Tomkinsin.)
- Toochi*. See Tutshi.
- TOO-FLAT; creek, tributary to Klondike river, Yukon.
- Toohoolitas*. See Tuhulitas.
- Toonustook*. See Tuhnustuk.
- TOO-MUCH-GOLD; creek, tributary to Klondike river, Yukon.
- Too-tlas*. See Thomas.
- Tooya*. See Tuya.
- TORCH; river, flowing into Cumberland lake, eastern Saskatchewan. (Not Big Sturgeon.)
- Tornait*. See Newton.
- Torrent*. See St. Mary.
- TORRES; channel, between Teresa and Copper islands and west shore of Atlin lake, B.C. (Not West channel, Torres straits, nor Tory inlet.)
- TORTUE; river, Saguenay county, Que. (Not Fall.)
- Tory*. See Torres.
- TOWER; creek, tributary to St. Mary river, E. Kootenay, B.C.
- TOWER; peak, north of Quiet lake, Yukon.
- TOWER OF BABEL; mountain, east of Moraine lake, Alta.
- TRACY; creek and P.O., east of Kootenay river, north of Steele, B.C.
- TRADING; lake, Ridout township, Muskoka district, Ont.
- TRAVERS; lac de, at headwaters of St. Maurice river, Champlain county, Que.
- TRENT; river, empties into the bay of Quinte at Trenton, Ont.
- TRENTON; town, at western end of the bay of Quinte, Ont.
- TRIVET; point, on northerly part of Princess Royal island, Pacific coast, B.C.
- TRODELY; island, north of Charlton island, James bay, Ungava. (Not Little Charlton.)
- TROLLTINDER; mountain, south of mount Balfour, B.C.
- TROUT; creek, branch of McDame creek, Dease river, Cassiar, B.C.
- Trout*. See Hayes.
- TSETELUI; lake, at headwaters of Kakuchuya river, Cassiar, B.C. (Not Tseteloui.)
- Tshensagi*. See Chensagi.
- Tudjakdjuan*. See Resolution.
- Tudjakdjulusirn*. See Gabriel.
- TUHULITAS; inlet, north of Cyrus Field bay, Franklin. (Not Toohoolitas.)
- TULIP; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- TULNUSTUK; river, Saguenay county, Que. (Not Todnustook nor Toodnustook.)
- TUMMEL; river, tributary to Pelly river, Yukon.
- TUNAGAMIK; lake, at headwaters of Ottawa river, Joliette county, Que.
- TUNNUSSAKSUK; point, east shore of Ungava bay, Ungava.
- TUPPER; glacier and mountain, in the Selkirk, B.C.
- Turn*. See Dryad.
- TURNAGAIN; point, at entrance to Lynx bay, L. Winnipeg, Man. (Not Saskatchewan.)
- TURNER; mountain, east of Stikine river and north of Iskut river, Cassiar, B.C.
- TURNING; island, near southerly point of Cove island, at entrance to Georgian bay, Ont.
- TURQUOISE; lake, east of mount Balfour, Alta.
- TURTLE; point, northerly part of Gil island, Pacific coast, B.C.
- Turtle*. See Jarvis.
- TUSKET; island and village, Yarmouth N.S. (Not Great Tusk island.)
- TUSTLES; lake, north of Frances lake, Yukon. (Not Tus-tles-tu.)
- TUTESHETA; creek, tributary to Tahltan river, Cassiar, B.C. (Not Tateshita.)
- TUTSHI; lake and river, southeast of lake Bennett, Cassiar, B.C. (Not Toochi nor Tutchi.)
- TUTTLE; point, at entrance to Stupart bay, Hudson strait, Ungava.
- TUVALIK; Indian village, west coast of Ungava bay, Ungava.
- TUYA; lake, and river tributary to Stikine river, Cassiar, B.C. (Not Tooya.)
- TWELVE O'CLOCK; point, at the eastern entrance to Murray canal, Murray township, Northumberland county, Ont.
- TWIN; falls, on the upper part of Yoho river, B.C.
- Twinn*. See Vrooman.
- TWO-BIT; creek, east of Lower Arrow lake, W. Kootenay, B.C.
- TWO RIVERS; lake of, in Algonquin National park, Ont.
- TYENDINAGA; township, Hastings county, Ont.
- TYERS; river, tributary to Frances river, near Frances lake, Yukon.

U

- UINAKSOAK; cape, east shore Ungava bay, Ungava. (Not Uibvaksoak.)
- UNAHINI; river, tributary to Tatshenshini river, Yukon.
- Unaminikan*. See Manomin.

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- UNGAVA; provisional district and large bay, northeastern Canada.
- UNGER; island, in bay of Quinte, at mouth of Napanee river, Ont. (Not Unger's.)
- UPHILL; lake, northeast of Manitou lake, Rainy River district, Ont. (Not Moonshiner nor Kasakachewiwak.)
- Uppinakaw.* See Opinnagau.
- UPPER ARROW; lake, an expansion of Columbia river, W. Kootenay, B.C.
- Upper Bow.* See Bow.
- Upper Emerald.* See Yoho.
- Upper Kootanie.* See Duncan.
- UPPER LAHAVE; village, Lunenburg county, N.S. (Not Upper La Have.)
- Upper Manitou.* See Anzhekumming.
- UPPER SAVAGE; islands, east of Big island, Hudson strait, Franklin. (Not Savage.)
- URD; a peak of the Valhalla mountains, W. Kootenay, B.C.
- URSULA; channel, east of Gribbell island, Pacific coast, B.C.
- UTO; peak, near mount Sir Donald, Selkirk mountains, B.C.
- VERNEY; passage, between Hawkesbury and Gribbell islands, Pacific coast, B.C.
- VERTICAL; mountain, east of Kootenay river, E. Kootenay, B.C.
- VICTORIA; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- VICTORIA; glacier and mountain, Bow range of the Rockies, Alta. and B.C. (Not Mt. Green.)
- VIGILANT; rock, east of Grantham shoals, Manitoulin island, lake Huron, Ont.
- VINGOLF; mountain, west of Slocan lake, W. Kootenay, B.C.
- VIOLADALE; post village, Marquette electoral district, Man. (Not Viola Dale.)
- VOLUNTEER; spit, between Walker and Birch points, Manitoulin island, lake Huron, Ont.
- VON WILCZEK; valley, on Lewes river, above Pelly river, Yukon.
- VROOMAN; islands, McGregor cove, east end of lake Superior, Ont. (Not Twin.)
- VULTURE; col, between mounts Gordon and Olive, Rocky mountains, Alta.
- Vulture.* See Winnange.

V

- VALDES; island, in the southern part of the strait of Georgia, B.C.
- Valdes.* See Maurelle, Quadra, and Sonora. Recent surveys proved that the name Valdes covered three islands, which have been named separately as above, and the former name has been discarded to avoid duplication.
- VALHALLA; mountains; west of Slocan lake, W. Kootenay, B.C. (Not Val Halla.)
- VALKYR; mountains, east of Lower Arrow lake, W. Kootenay, B.C. (Not Valkyriur.)
- VALLEYVIEW; P.O. in eastern Assiniboia. (Not Valley View.)
- VANCOUVER; creek, tributary to McQuesten river, Yukon.
- VAN HORNE; brook, glacier, névé, and range of mountains, B.C.
- VAN HOUTEN; creek, east of Lower Arrow lake, W. Kootenay, B.C. (Not Van Hooen.)
- VAUX; glacier and mountain, northeast of Leanechoil station, C.P.R., B.C.
- VERMILION; a post of the H. B. Co. on Peace river, Athabaska. (Not Fort Vermilion nor Vermillion.)
- VERMILION; bay and railway station, Eagle lake, Rainy River district, Ont. (Not Vermillion.)
- Vermilion.* See Pink.
- WABAMUN; lake, south of St. Ann, northern Alberta. (Not White Whale.)
- WABANONI; river, flows into Obaska lake, Abitibi district, Que. (Not Wabinoni.)
- Wabaskoutyunk.* See Kempt.
- WABASKUS; lake, southeast of Abitibi lake, Pontiac county, Que.
- WABASSI; brook, Templeton township, Wright county, Que. (Not Wabasse.)
- WABI; bay and creek, at the head of lake Timiskaming, Ont.
- WABIGOON; lake, river, and railway station, Rainy River district, Ont. (Not Wabigwunn.)
- WABISHKOK; lakes, south of Kisseynew lake, Saskatchewan.
- WABISKAW; lakes and river, northeast of Lesser Slave lake, Atha. (Not Wabiscaw.)
- WADDELL; bay, Frobisher bay, Franklin. (Not Dyer sound.)
- WADSWORTH; lake, Tudor township, Hastings county, Ont.
- WAGAN; river, tributary to Restigouche river, Madawaska county, N.B. (Not Waagan.)
- WAGOSH; bay and reef, near Pulpwood point, Cockburn island, lake Huron, Ont. (Not Wahgoosh.)
- WAGWABIKA; lake, headwaters of Lièvre river, St. Maurice county, Que. (Not Wagwabeya.)
- Wanahpitue.* See Wanapitci.

W

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- WAIATT; bay, Okisollo channel, Pacific coast, B.C. (Not Wi-yat nor Wyatt.)
- Wai-nusk. See Winisk.
- WAKEHAM; bay, southeast of Wales sound, Hudson strait, Ungava.
- WAKONICHI; lake, south of lake Mistassini, Que. (Not Wahwanichi nor Wakinichi.)
- WALBRAN; point, north end of Loretta island, Devastation channel, Pacific coast, B.C.
- WALES; cape, island, and sound, south shore of Hudson strait, Ungava. (Not Prince of Wales.)
- WALKER; creek, north of Sixtymile river, near international boundary, Yukon.
- WALKER; point, south shore Manitoulin island, lake Huron, Ont.
- WALKHOUSE; bay and point, Manitoulin island, northeast of Inner Duck island, L. Huron, Ont.
- WALLACE; rock, near S. Baymouth, Manitoulin island, L. Huron, Ont.
- WALLERIDGE; point, Ameliasburg township, Prince Edward county, Ont.
- WALLENGER; creek, tributary to Wild Horse river, E. Kootenay, B.C.
- WALL-EYE; lake, south of Eagle lake, Rainy River district, Ont.
- WALTERS; point, north shore of Okisollo channel, Pacific coast, B.C.
- WANAPITEI; lake, railway station, and river, Nipissing district, Ont. (Not Wahnapiatae.)
- WANDERER; shoal, southwest of Lyal island, Bruce county, Ont.
- WANIPIGOW; river, emptying into the east side of lake Winnipeg, Man. (Not Hole.)
- WAPAGEISI; lake, east of Anzhekumming lake, Rainy River district, Ont.
- WAPICHTIGOW; river, tributary to Burntwood river, Keewatin.
- WAPTA; glacier, lake, and mountain. Rocky mountains, B.C.
- Wapta. See Cataract.
- Wapta. See Kicking Horse.
- Wapta. See Yoho.
- WAPUS; lake and river, north of Kakagi lake, Rainy River district, Ont. (Not Wapoose.)
- WAPUSANAN; lake, upper waters of Ottawa river, north of Grand lake Victoria, Pontiac county, Que.
- WAPUSTAGAMU; lake, on west branch of St. Augustine river, Saguenay county, Que. (Not Wapustagamoo.)
- WAPUTIK; mountains and snowfield, Rocky mountains, B.C. (Not Wapa-teehk, Wap-ut-teehk, Waputehk, nor Waputtehk.)
- WARD; inlet, Frobisher bay, Franklin. (Not A. H. Ward.)
- WARDNER; village, on Kootenay river, south of Bull river, E. Kootenay, B.C.
- WARNER; bay and point, east of Hopkins point, east coast of lake Huron, Ont.
- WARPATH; river, emptying into the west side of lake Winnipeg, Man. (Not War Path.)
- WARREN; island, south of Beament island, Bruce county, Ont.
- WARWICK; cape, east end of Resolution island, Franklin (Not Resolution.)
- WASHADEMOAK; river, tributary to St. John river, Queens county, N.B. (Not Washademoac nor Washedemoak.)
- WASHAGAMI; river, tributary to Ekwan river, Keewatin. (Not Washegummy.)
- WASHEIBEMAGA; lake, southeast of Saganaga lake, Rainy River district, Ont. (Not Kawasheibemagagamak.)
- WASHEKA; lake, upper Ottawa river, Pontiac county, Que. (Not Waskega.)
- WASHI; lake, on Albany river, east of Makokibatan lake, southeastern Keewatin. (Not Lake of the Narrows.)
- WASHIKUTI; bay and river, Saguenay county, Que. (Not Wath sheecotai.)
- WASHIMESKA; river, Lake St. John county, Que. (Not Unasienska nor Wassienska.)
- WASHMAWAPTA; glacier, east of Helmet mountain, Rocky mountains, B.C.
- WASKIK; lake, southwest of Sipiwesik lake, Sask. (Not Waskiktepigo.)
- Wassienska. See Washimeska.
- WASWANIPI; H. B. Co's post, lake, and river tributary to Nottaway river, Abitibi district, Que.
- Watcheshoo. See Watshishu.
- WATCHI; lake, northeast of Reeder lake, Sask. (Not Mountain.)
- WATERFALL; valley, at the head of Yoho river, Rocky mountains, B.C.
- WATERTON; lake and river, southern Alberta. (Not Chief Mountain lake nor Kootenai river.)
- WATSHISHU; river, Saguenay county, Que. (Not Watcheshoo nor Watsheeshoo.)
- WATSON; river and valley, north of lake Bennett, Yukon.
- WATT; railway station, Charlotte county, N.B. (Not Watt Junction.)
- Watt Junction. See Watt.
- WAUGHS; river, Colchester county, N.S. (Not Waugh's.)
- Wanguash. See Kaniapiskau.
- WAYY; lake, north of Battle river, Alta. (Not Wave.)
- WAWIAG; river, headwaters of Maligne river, Rainy River and Thunder Bay districts, Ont. (Not Kawawiagamak.)

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- WAY; point, southwest of Potter point, Ameliasburg township, Prince Edward county, Ont. (Not Salt.)
- WAYAGAMAK; lake, Champlain county, Que. (Not Wayagamack.)
- WEAVER; creek, tributary to Moyie river, E. Kootenay, B.C.
- WEDDING; river, tributary to Bell river, Abitibi district, Que.
- WENISK. See Winisk.
- WEENSE; creek, Brighton township, Northumberland county, Ont. (Not Weese's.)
- WEGGS; cape, south shore of Hudson strait Ungava.
- WEIBIKWEI; lake, at head of Winisk river, south eastern Keewatin. (Not Pepisquew nor Winisk.)
- WEIR. See Footprint.
- WEISEIENO; lake, near Manitou lake, Rainy River district, Ont.
- WEKUSKO; lake, Grass river, east of Reed lake, Sask. (Not Herb nor Sweet Herb.)
- WELCOME; lake, Lawrence township, Haliburton county, Ont.
- WELLAND; river, Welland county, Ont. (Not Chip pewa.)
- WELLER; bay, near west end of the bay of Quinte, Ont. (Not Weller's.)
- WELLESLEY; lake, west of White river, Yukon.
- WELLS; shoal, southeast of Lylal reef, Bruce county, Ont.
- WELSH; bank, north of Scott point, Bruce county, Ont.
- WEMISTAGOSEW; river, upper waters of Waswanipi river, Abitibi district, Que.
- WENASAGA; river, flowing into Lac Seul, Keewatin.
- WENKCHEMNA; peaks, in the Bow range of the Rockies, Alta. and B.C. (Not Desolation Range nor "The Stragglers.")
- Wepiskow. See Burntwood.
- WESKETAHIN; village, near the mouth of Unahini river, Yukon.
- WEST; bay, the western extremity of lake Evans, Abitibi district, Que.
- WEST; river, Bonaventure county, Que. Not West Port Daniel.)
- WEST; river, Pictou county, N. S. (Not West River of Pictou.)
- West. See Nelson.
- West. See Torres.
- WEST ARROWWOOD; creek, tributary to Bow river, Alta. (Not West Arrow-wood.)
- West Belanger. See Belanger.
- WESTBOURNE; bay, north shore of Hudson strait, Franklin.
- West Dog Head. See Whiteway.
- WEST DUCK; reef, northwest of Western Duck island, L. Huron, Ont.
- WESTERN; river, flows into Coronation gulf, Mackenzie. (Not Back's Western.)
- WESTERN DUCK; island, of the Duck group, lake Huron, Ont.
- West Fox. See Fox.
- West Niskitogiseur. See Kiskitto.
- West Port Daniel. See West.
- WEST SISTER; shoal, south of Yeo island, at entrance to Georgian bay, Ont.
- West Winisk. See Asheweig.
- WETETNAGAMI; lake, and river tributary to Opawika river, Abitibi district, Que.
- WETTIGO; lake, south of Nemiskau lake, Abitibi district, Que.
- WEYMONTACHI; Indian village, at the mouth of Manuan river, upper St. Maurice river, Que. (Not Weymontachingue.)
- WHALE; river, flows into Ungava bay, Ungava.
- WHALEBACK; mountain, at the headwaters of Yoho river, Rocky mountains, B. C. (Not Whalesback.)
- WHARTON; harbour, north shore of Hudson strait, Franklin.
- WHATSHAN; lakes and river, west of Lower Arrow lake, W. Kootenay, B.C.
- WHEATON; river, flows into west side of lake Bennett, Yukon.
- WHEELER; reef, southwest of Kitchener island, L. Huron, Ont.
- WHETSTONE; lake, Lake township, Hastings county, Ont.
- WHIPPLE; mountain, east of the elbow of Stikine river, Cassiar, B.C.
- WHITE; cliff, northeast of Hungerford point, Manitoulin island, lake Huron, Ont.
- WHITE; mountain, north of Atlin lake, Yukon.
- WHITE; pass, at head of Skagway river, Cassiar, B.C.
- WHITE; river, tributary to Yukon river, above Stewart river, Yukon.
- WHITE; strait, north shore of Hudson strait, Franklin.
- WHITE BEAR; bay, northeast of Markham bay, Hudson strait, Franklin.
- WHITE BEAR; lake and river, at headwaters of Gatineau river, Champlain County, Que.
- Whitefish. See Meacham.
- WHITEGOOSE; river, tributary to Migiskan river, below Paskagama lake, Abitibi district, Que.
- WHITE GROUSE; creek, east of Whatshan lake, W. Kootenay, B.C.
- WHITEHORSE; town and rapid, Lewes river, below Miles canyon, Yukon. (Not White Horse.)

- WHITE MAN ; pass, in the Rocky mountains, Alta. and B.C. (Not White Man's)
- White Mud. See Frenchman.
- WHITESAND ; P. O. and river, northeastern Assiniboia. (Not White Sand.)
- WHITESWAN ; river, flows into south end of Teslin lake, Cassiar, B.C. (Not White Swan.)
- WHITEWAY ; point, at west side of north entrance to the narrows of lake Winnipeg, Man. (Not Dog's Head nor West Dog Head.)
- White Whale. See Wabanun.
- WHITLEY ; bay, northwest of Burgoyne bay, Hudson strait, Ungava.
- WHOLDALA ; lake, an expansion of Dubawnt river, Mackenzie. (Not Wholdiah.)
- WHYTE ; mountain, west of lake Louise, Alta.
- WIACHUAN ; river, empties into Richmond gulf, Ungava. (Not Wiachewan nor Wiachouan.)
- WIKWASKOPAU ; lake, northwest of Grand lake Victoria, Abitibi district, Que.
- WILD ; bight, in west side of Fitzwilliam island, lake Huron, Ont.
- WILD HORSE ; river, tributary to Kootenay river, E. Kootenay, B.C. (Not Skirmish.)
- WILLIAM SMITH ; cape, northeast shore of Ungava bay, Ungava.
- WILLOWBUNCH ; lake, and P. O., southern Assiniboia. (Not Willow Bunch.)
- WILSON CORNERS ; P. O., Wakefield township, Wright county, Que. (Not Wilson's Corners.)
- WILTSHIRE ; village, Queens county ; P.E.I. (Not New Wiltshire nor North Wiltshire.)
- WINAWLASH ; lake, southwest of Grand lake Victoria, Pontiac county, Que.
- WINDY ; arm, Tagish lake, Yukon.
- WINDY ; lake, southwest of Oxford lake, Keewatin.
- WINISK ; lake and river, southeastern Keewatin. (Not Wai-nusk nor Weenisk.)
- WINNANGE ; lake, north of Dryberry lake, Rainy River district, Ont. (Not Vulture.)
- WINNIPEGOSIS ; a large lake in Manitoba. (Not Winnipegoos nor Winnipegoosis.)
- WINTERING ; lake, west of Landing lake, Keewatin.
- WITCHAI ; lake, on lower Grass river, Keewatin.
- WIWAXY ; peaks, southwest of mount Victoria, Rocky mountains, B.C.
- WODEN ; a peak of the Valhalla mountains, W. Kootenay, B.C.
- WOLF ; creek, tributary to Klondike river, Yukon.
- Wolf. See Grimsthorpe.
- Wolf. See Muhigan.
- Wolf Rand. See Muhigan.
- WOOD ; river, north of Wood mountain, Assa. (Not Wood Mountain river.)
- Wood. See Jacob.
- Woods. See Carroll Wood.
- Wood Mountain. See Wood.
- WORTHINGTON ; creek, west of Lower Arrow lake, W. Kootenay, B.C.
- WOTINIMATA ; lake, east of Shabogama lake, Abitibi district, Que.
- WRECK ; point, southwest of Tobermory harbour, east coast of lake Huron, Ont.
- WRIGHT ; creek, near west end of Surprise lake, Cassiar, B.C.
- WRIGHT ; creek, tributary to Blanche river, lake Timiskaming, Ont.
- WRIGHT ; point, north of Goderich, Huron county, Ont.
- WRIGHT ; sound, between Gil and Gribbell islands, Pacific coast, B.C.
- WTSKATASKO ; brook, tributary to Grass river, Sask.
- Wyatt. See Waiatt.

Y

- YAHK ; mountain, river, and railway station, in southwestern portion of E. Kootenay, B.C.
- YAWNINGSTONE ; lake, northwest of Cormorant lake, Sask.
- YEO ; channel, island, and spit, at entrance to Georgian bay, Ont.
- YETH ; creek, tributary to Inklin river, Cassiar, B.C.
- YOTO ; glacier, lake, park, pass, peak, and river, Rocky mts, B.C. (Not Collie glacier, Glacier creek, North Fork river, Upper Emerald lake, Wapta lake and pass.)
- YORK ; river, tributary to Madawaska river, Hastings and Renfrew counties, Ont. (Not York branch.)
- YORK ; sound, southwest shore Frobisher bay, Franklin.
- YOUELL ; island, east of Hopkins point, east coast of lake Huron, Ont.
- YOUNGS ; point, Weller bay, Ameliasburg township, Prince Edward county, Ont.
- YUCKNESS ; mountain, southwest of mount Lefroy, B.C.
- YUKON ; river and territory, northwest Canada. (Not Youcon, Youkon, Kwichpak, &c.)

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Z

ZEMAWDZA ; Indian village, Kitimat arm, Pacific coast, B.C. (Not Ze-mawd-za.)

ZENAZIE ; creek, south of Gladys lake, Cassiar, B.C.

ZINC ; mountain and valley, east of Ice river, Rocky mountains, B.C.

ZINKAN ; island, Pine Tree harbour, Bruce county, Ont.

ZWICK ; island, in the bay of Quinte, Ontario.

INDEX OF THE FOREGOING NAMES ARRANGED FOR PROVINCES AND TERRITORIES.

ALBERTA.

Aberdeen	Emerald	<i>Lobstick</i>	<i>Savasse Berry</i>
Abbot	Etzikoin	<i>Lonely Valley</i>	Serviceberry
Agnes	Fairview	Louis	Sheol
Annette	Fay	Louise	Siffleur
<i>Arrowwood</i>	<i>Fort Edmonton</i>	<i>Lower Bow</i>	Silverhorn
<i>Askov</i>	<i>Fort Macleod</i>	Macleod	<i>Small</i>
Aylmer	Ghostpine	Margaret	<i>S. Brch (Highwood R.)</i>
Balfour	Girouard	Marmot	Sprucegrove
Bath	<i>Glacier</i>	<i>Middle Branch</i>	Stewart
Battle	Goat	(<i>Highwood R.</i>)	Stimson
Beaverhill	Gordon	Minnewanka	Stirling
Biddle	Gough	Mirror	Stonyplain
Bident	Gould Dome	Mistaya	Sullivan
Blakiston	<i>Green</i>	Molar	Temple
Brett	<i>Hazel</i>	Moraine	Ten Peaks
Buffalo	Hector	Niblock	The Beehive
<i>Bull</i>	Helen	<i>Noores</i>	<i>The Goat's Looking Glass</i>
<i>Chief Mountain</i>	Highwood	Norquay	The Mitre
Chip	Horseshoe	Observation	<i>The Saddle</i>
<i>Coldwater</i>	Howse	Oldman	<i>The Stragglers</i>
Consolation	Huber	Olive	Thompson
Corral	Hungabee	Paradise	Threehills
Costigan	Isabella	<i>Pass</i>	Tower of Babel
Crowsnest	<i>Island</i>	Pekisko	Turquoise
Deltaform	Isle	Peyto	<i>Upper Bow</i>
<i>Desolation</i>	Katherine	Pinnacle	Victoria
<i>Devil's Head</i>	Kneehill	Pipestone	Vulture
<i>Devil's Pine</i>	Kneehills	Popes	Wabamun
<i>Dirt</i>	<i>Kootenai</i>	Portal	Waterton
Dolomite	LaBiche	Pulpit	Wavy
Douglas	Laggan	<i>Red Deer</i>	Wenchemna
Driedmeat	Lee	Rosebud	W. Arrowwood
E. Arrowwood	Lefroy	Saddle	<i>White Whale</i>
Edmonton	Little Bow	St. Mary	Whyte
<i>Eighteen-Mile</i>	<i>Little Fork</i>	St. Piran	
	(<i>of the Saskatchewan</i>)		

ASSINIBOIA.

Armstrong	Hillfarm	Moosejaw	Valleyview
<i>Big Cutarm</i>	Jumping Deer	Pakowki	<i>White Mud</i>
Buffalo Pound	Kaposvar	<i>Pebble</i>	Whitesand
Cutarm	<i>Little Cutarm</i>	<i>Peekopee</i>	Willowbunch
Frenchman	Lodge	Pinto	Wood
Frobisher	Long	Roche Percée	<i>Wood Mt. river</i>
<i>Highpound</i>	Lowes	<i>Silver</i>	
Highview	<i>Medicine Lodge</i>	Souris	

ATHABASKA.

<i>Beaver</i>	Dunvegan	<i>Moose</i>	Sisipuk
Beaverlodge	Eaglenest	Mudjatik	Spirit
Bonald	<i>Echafand</i>	Otauwau	Steeptank
<i>Boyer</i>	<i>Fort Dunvegan</i>	Paddle	Sweathouse
Brule	<i>Fort Vermilion</i>	<i>Pelican</i>	<i>Takipy</i>
Chipewyan	<i>Ghost</i>	Pink	Vermilion
Churchill	Kakut	<i>Pokkattawagan</i>	Wabiskaw
<i>Cold</i>	Kississing	Pouce Coupé	
Doctor	McFarlane	Primeau	
<i>Duck</i>	<i>Missinnipi</i>	Pukkatawagan	

BRITISH COLUMBIA.

Abbot	Burton	Dokdaon	Gordon
Abbott	Cahill	Donkin	Graham
Active	<i>Cahnish</i>	Dorothy	Granite
Afton	Cameron	Douglas	Grant
Airy	Campbell	Dryad	Grays
Akolkolex	Canyon	Duchessnay	Gray Wolf
<i>Akotkolex</i>	<i>Cape Horn</i>	Dudidonto	<i>Green</i>
Alsek	Cariboo	Duncan	Greens
Amiskwi	<i>Caribou</i>	Eagle	<i>Greys</i>
Amy	<i>Carroll</i>	Eagle Crag	Gribbell
<i>Anesty</i>	Carter	Edgar	Grizzly
<i>Angle Peak</i>	Cartier	Edmund	Grundy
Ann	<i>Cascade</i>	Egnell	Gun
Anstey	Cassiar	<i>Eightmile</i>	Habel
Antonio	Castor and Pollux	Elbow	Hackett
Anuk	Cataract	Elk	Halero
Anvil	Cathedral	Emerald	Haleyon
Argyle	Chancellor	Emilia	Hale
Arthur Seat	Chehalis	Ennis	Hall
Ashton	Cheops	Etta	Halsey
Asulkan	Chilako	Eva	Hanbury
Atlin	Chilcotin	Evans	Hansen
Avalanche	Chikoida	Ewing	Harold
<i>Bad</i>	<i>China Hat</i>	Falls	Hartz
Bain	Chismaina	Fantail	Haskin
Baker	Chonat	Farewell	Häslar
Baldur	Choquette	Farnsworth	Hatchau
Balfour	Christy	Fenz	Hatin
Bannock	Cinnamon	Field	Hawkesbury
<i>Barclay</i>	Clearwater	Fife	Hayes
Barham	Clio	<i>Fifteen-mile</i>	Hazel
Barkley	Coast	Fire	Heart
Barnes	Cogle	<i>Fish</i>	Hecate
Bastion	<i>Collie</i>	Fisher	Heimdal
Battle	Columbia	Fisherman	Hela
Beady	Cone	Flat	Helen
<i>Bear</i>	Consolation	Float	Helmet
Beatrice	Cony	Fort Nelson	Hermite
Beaver	Cooper	<i>Fort Steele</i>	<i>Hidden</i>
Beaverfoot	Copper	Fosthall	Hilda
Beavertail	Coste	<i>Four-mile</i>	Hippa
Bedlington	Cottonwood	Fox	Hitchcock
Bee	Cougar	Francisco	Hoder
<i>Beeghados</i>	Cranberry	Fraser	Hogg
Begbie	Cranbrook	<i>Freda</i>	Homan
Bennett	Crater	Freya	Hoodoo
Bernard	Creston	Fritz	Hooker
Bishop	Crowsnest	Galena	Hopkins
Bjerre	Cumming	<i>Galiano</i>	<i>Horn</i>
Black	Cundale	Gardner	Horsfall
Blaeberry	Dago	Garnet	Hotailuh
Blanshard	Daly	Gaudin	Howse
Blue	Davenport	Geikie	Huber
Blue Grouse	Dawson	Gertrude	Hughes
Bodega	Dean	Ghost	Hungabee
Bonney	Dease	Gil	Hungry
Boofus	<i>Deep</i>	Gimli	Hunter
Booth	Deer Park	<i>Glacier</i>	Hurd
Bor	Defot	Glacier Crest	Hurricane
Bosworth	Deltaform	Gladshiem	Hutchison
Boulder	Demers	Gladstone	Hutsigola
Bow	Dennis	Gladys	Hyland
Bowman	Denver	Glave	Ice-cap
Boxer	<i>Despatch</i>	Glenora	Illecillewaet
Brewery	<i>Desolation</i>	<i>Goat</i>	Incomappleux
Brewster	Dewille	Goat Canyon creek	Ingersoll
<i>Brisco</i>	Dibble	Goatfell	<i>Ingraham</i>
<i>Brown Dome</i>	<i>Discovery</i>	Gobeil	Inklin
Bull	Dispatch	Goodsir	Inonoaklin
Burgess	<i>Dixie</i>	Goodwin	Irishman

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BRITISH COLUMBIA—Continued.

Islet	Little Slocan	Mummery	Purity
Isolated	Little Tahltan	Munro	Pyramid
Jennings	Llewellyn	Mussen	<i>Quadacha</i>
Joassa	<i>Lone Tree</i>	<i>Naas</i>	Quadra
Johnson	<i>Long</i>	Nahlin	<i>Quanecca</i>
Johnston	Lookout	Nakina	Quartz
Jordan	Loop	Nakonake	Quesnel
Joseph	Loretta	Nakusp	Rainy
Kaha	Louis	Nass	Raley
Kahtate	Lower Arrow	Naumulten	Redding
Kaiete	Luke	Nelly	Revelstoke
Kaketsa	McArthur	Nelson	Ridgeway
Kakuchuya	McCallum	Nemo	Rinda
Kanish	McCormick	<i>Nesto</i>	Riordon
<i>Karmutsen</i>	McDame	Nigei	Robertson
Kaskawulsh	McDonald	Niles	Robson
Kate	Macdonald	Nimkish	<i>Rock</i>
Kates Needle	McDougal	Niord	Rogers
Katina	McGrath	Norbury	Rose
Kennicott	McGregor	Norns	Ross
Kerr	<i>Macha</i>	<i>North</i>	<i>Round</i>
Kersey	McIntosh	<i>North Branch</i>	Ruby
Ketchum	McKay	(<i>K. H. Riv.</i>)	Russel
Kicking Horse	McKee	<i>North Fork (Yoho R.)</i>	Ruth
Kid	Mackenzie	North Star.	<i>Rykerts</i>
<i>Ki-ette</i>	McLay	Observation	Saddle
Kildala	McLeod	Octopus	St. Eugène
Killarney	McMaster	Odaray	St. Mary
King	McMullen	Odin	<i>St. Patrick's</i>
Kingcome	Macoun	O'Donnel	<i>Sanderson</i>
Kitchener	Maitland	Oesa	Sanford
Kitimat	Manganese	Ogden	Sangrida
Kitkiata	Maple	O'Hara	San Josef
Kiwetinok	Mara	O'Keefe	Sapphire
<i>Kla-anch</i>	Marble Dome	Okisollo	Sarbach
Klemtu	Maria	Omineca	Saugum
Klutchman	Marion	<i>Otter</i>	Sawback
<i>Koketsa</i>	Mark	Otterhead	Sawyer
<i>Koos-ka-na:</i>	Marpole	Ottertail	Scalping Knife
Kootenay	Martins	Owen	Schaffer
Koshin	Mary	Pachena	Scud
Kunghit	Matsatu	Paisley	Seechelt
<i>Kusiwah</i>	Matthew	Palliser	Seiniamu
Kuskanax	Maurelle	Palmer Bar	Shakes
Kuskonook	Maus	Paradise	Shallow
Kuthai	Mayne	Park	Sharp
Kwadacha	Meacham	Peavine	Shaughnessy
<i>Kyeet</i>	<i>Meadow</i>	Pereleshin	Sherbrooke
Ladybird	<i>Mescoh</i>	Perley Rock	Sheslay
LaFrance	Michael	Perry	Shields
<i>Lake</i>	Michaud	Peveril	<i>Shouswap</i>
Laketon	Middle	Photograph	Shuswap
Lakit	Mineral	Pike	Sikanni Chief
Lamb	Minette	Pilot	Silver Salmon
Lardeau	Minto	Pingston	Similkameen
<i>Lardo</i>	Miskatla	Pinnacle	Sir Donald
Laura	Misko	<i>Pirate</i>	<i>Six-mile</i>
Laurie	Mista	Pitt	<i>Skaloo</i>
Lazy	Moberly	Plateau	Skelu
Leanehoil	Money	Plumper	Skidegate
Lefroy	Monroe	Pollinger	<i>Skirmish</i>
Leon	Moody	Popes	Slocan
Leonard	<i>Mooyie</i>	Porcupine	Sloco
<i>Lewis</i>	Mosquito	Porter	Snow-cap
Liard	Mountain	President	Snowdon
Lily	<i>Mouse</i>	Prevost	Snowslide
Lina	Moyie	Procter	Snowy
Linda	Muchuya	Promise	Sodalite
Lindeman	<i>Mud</i>	Pudding	Sonora
Linkwater	Mulvey	Pulton	<i>S. Similkameen</i>

BRITISH COLUMBIA.—*Concluded.*

<i>Spallumcheen</i>	Tarte	Tower	Wallenger
Spillimacheen	Tatlayako	Tracy	Walters
Spirit	Tatshenshini	Trivet	Wapta
Springer	Tatsho	Trolltinder	Waputik
Sproat	Tattiki	Trout	Wardner
<i>Stainforth</i>	Tawina	Tsetelui	Washmawapta
Staniforth	Taysen	Tulip	Waterfall
Stanley	Telegraph	Tupper	Weaver
Steele	Teresa	<i>Turn</i>	Wenchemna
Steep	Terminal	Turner	<i>West</i>
Stephen	Terrahina	Turtle	Whaleback
Stevens	The Dome	Tutesheta	Whatshan
Stikine	<i>The Golden Ears</i>	Tutshi	Whipple
Stovel	The Knob	Tuya	White
<i>Sucker</i>	The Monarch	Twin	<i>Whitefish</i>
Sugarloaf	The Needles	Two-bit	White Grouse
Sullivan	The Overlook	Upper Arrow	White Man
Summit	The President	<i>Upper Emerald</i>	Whiteswan
Sunday	The Rampart	<i>Upper Kootenaie</i>	Wild Horse
Sunshine	<i>The Stragglers</i>	Urd	Wiwaxy
Surge	The Steeples	Ursula	Woden
Surprise	The Vice President	Uto	Worthington
Swan	Thibert	Valdes	Wright
Swanzy	Thor	Valhalla	<i>Wyatt</i>
Swiss	<i>Thumb</i>	Valkyr	Yahk
Syringa	<i>Tiahn</i>	Van Horne	Yeth
<i>Tacho</i>	Tian	Van Houten	Yoho
Tackle	Tokumm	Vaux	Yukness
Tahltan	Tomkinson	Verney	Zemawdza
Takakkaw	<i>Toochi</i>	Vertical	Zenazie
<i>Taku</i>	<i>Tooya</i>	Victoria	Zinc
Talaha	<i>Torrent</i>	Vingolf	
Tallon	Torres	Waiaff	
Tanzilla	<i>Tory</i>	Walbran	

FRANKLIN.

Akulung	East	<i>Jesup Land</i>	Pritzler
Allen	Edith	Jordan	Queen Elizabeth
Anderson	<i>Egypt</i>	Jubilee	Ramsay
Archibald	Ellesmere	Julian	Rawson
<i>Arthur Land</i>	Emma	<i>Ka-lik-took-duag</i>	Reeves
Ashe	Fair Ness	<i>Kangerflung</i>	Resolution
Ava	Fisher	<i>Khartum</i>	Robert
Beaumont	Fletcher	<i>King Oscar Land</i>	Robinson
Bedford	<i>Fox</i>	<i>Kitigtung</i>	Saddleback
Beekman	Frofisher	Kneeland	<i>Savage</i>
<i>Best</i>	Gabriel	Korikduardu	<i>Schley Land</i>
Bishop	Glasgow	Lady Franklin	<i>Siggia</i>
Blanford	Glencoe	Leopold	Spicer
Blunt	God's Mercie	Loks Land	Strathcona
Bonney	Gordon	Lower Savage	Sylvia Grinnell
Bosanquet	Govan	Lubbock	<i>Tchork-back</i>
Brevoort	<i>Grant Land</i>	<i>Lumley</i>	<i>Toohoolitas</i>
Bruce	Greenwood Land	Macdonald	<i>Tornait</i>
Butler	Griffin	Markham	<i>Tudjakdjuan</i>
Chamberlain	Grinnell	Middle Savage	<i>Tudjakdjodusirn</i>
Chase	<i>Grinnell Land</i>	Montrose	Tuhulitas
Chorkbak	Hall	Monumental	Upper Savage
Chudliasi	<i>Harbour</i>	Murchison	Waddell
Church	Hatton	Murray	Ward
Clark	Haven	Newell	Warwick
Clements Land	Hector	Newton	Westbourne
Colmer	Henderson	Noel	<i>West Fox</i>
Countess Warwick	<i>High</i>	North	Wharton
<i>Crete</i>	<i>Hogarth</i>	<i>North Foreland</i>	White
Crooks	Icy	<i>North Lincoln</i>	White Bear
Cumberland	<i>Innarulligang</i>	<i>Northumberland</i>	York
Cyrus Field	Irving	Olga	
Diamond	<i>Jackman</i>	Overflow	
<i>Dyer</i>	James	<i>Penny</i>	

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KEEWATIN.

<i>Achigo</i>	Gods Mercy	Monsomshi	Sutton
<i>Asheweig</i>	<i>Great Fish</i>	<i>Munoshan</i>	<i>Takipy</i>
<i>Attawapiskat</i>	Hayes	Nelson	<i>Thleweechodezeth</i>
<i>Backs</i>	<i>Hill</i>	Opinnagau	<i>Trout</i>
<i>Belanger</i>	Hudson	Opanask	<i>Upinnakaw</i>
<i>Black</i>	<i>James Ross</i>	Paint	<i>Wai-nusk</i>
<i>Burntwood</i>	Kapiskau	<i>Pepisquew</i>	<i>Wapichtigow</i>
<i>Carys Swan Nest</i>	<i>Kaypiscow</i>	Pipestone	<i>Washagami</i>
<i>Cat</i>	Kissising	Roes Welcome	<i>Washi</i>
<i>Chimo</i>	<i>Lake of the Narrows</i>	Ross	<i>Weenisk</i>
<i>Churchill</i>	Landing	<i>Rowes</i>	<i>Weibikwei</i>
<i>Cold</i>	<i>Little Black</i>	Sachigo	<i>Weir</i>
<i>Cross</i>	<i>Little Sachigo</i>	<i>Sepewesk</i>	<i>Wenasaga</i>
<i>Doobaunt</i>	<i>Long</i>	Sitting	<i>Wepiskow</i>
<i>Dubawnt</i>	Manasan	Shabumeni	<i>West</i>
<i>East</i>	<i>Manuminan</i>	Shagamu	<i>West Winisk</i>
<i>Echinamish</i>	<i>Malawa</i>	<i>Shakaneh</i>	<i>Windy</i>
<i>Ekwan</i>	Methy	Shamattawa	<i>Winisk</i>
<i>Equan</i>	<i>Missinnippi</i>	Sipiwesik	<i>Wintering</i>
<i>Footprint</i>	Mitishio	<i>Squirrel</i>	<i>Witchai</i>

MACKENZIE.

<i>Ark-e-leenik</i>	Dubawnt	<i>Mountain</i>	<i>Thleweechodezeth</i>
<i>Backs</i>	<i>Great Bear</i>	Pethinne	<i>Weston</i>
<i>Back's Western</i>	<i>Great Fish</i>	<i>Setidgi</i>	<i>Wholdia</i>
<i>Bear</i>	Home	Sitidgi	
<i>Cathawachaga</i>	Kathawachaga	<i>Thelew</i>	
<i>Dahadinni</i>	Liard	Thelon	

MANITOBA.

<i>Albert</i>	<i>Duck river S.</i>	Manigotagan	St. George
Anderson	<i>East Doghead</i>	Matheson	St. Martin
<i>Bad Throat</i>	Ebb-and-Flow	Minnewakan	<i>Saskatchewan</i>
Berens	<i>Grand</i>	Morris	<i>Scratching</i>
<i>Big</i>	<i>Great Black</i>	<i>Muskrat</i>	<i>Snake</i>
Big Black	Hecla	Netley	Souris
<i>Bird</i>	<i>Hole</i>	<i>Nipuwini</i>	South Duck
Birds Hill	Huns Valley	North Duck	Steepprock
Black	Icelandic	Oakbank	Turnagain
Bloodvein	<i>Iles de Bois</i>	Oiseau	Violadale
Burton	Jackhead	<i>Outer Sturgeon</i>	Wanipigow
Dauphin	LaRivière	<i>Payoonan</i>	Warpath
<i>Deer</i>	<i>Little Black</i>	Peonan	<i>West Dog Head</i>
Doghead	<i>Little Saskatchewan</i>	<i>Punk</i>	Whiteway
<i>Dog's Head</i>	Lorette	<i>Rat Portage lake</i>	Winnipegosis
<i>Duck river N.</i>	McCreary	<i>Reindeer</i>	

NEW BRUNSWICK.

Albert	Caraquet	Jolicœur	Manawagonish
Aroostook	Chaleur	Joli Head	Mascabin
Aulac	Chignecto	<i>Kains</i>	Mascareen
<i>Baie des Chaleur</i>	Chiputneticook	Kanus	Meduxnekeag
Baie Verte	<i>Coac</i>	Kedgwick	<i>Meholland</i>
Barnaby	Cocagne	<i>Kingston</i>	<i>Menan</i>
Bartibog	Dawsonville	Koak	Midjik
<i>Bay Verte</i>	Deadman	Lanim	<i>Mijic</i>
Becaguimec	Enrage	<i>Le Nim</i>	Miramichi
Beechwood	<i>Etag</i>	Lenim	Miscou
<i>Belas</i>	Gaspereau	Lepreau	Missaguash
Berrys Mills	<i>Gounamitz</i>	<i>L'Etang</i>	Molus
<i>Bristol</i>	Grande Anse	<i>L'Etete</i>	Monquart
<i>Bumfrau</i>	Grand Manan	Letite	<i>Moulie's</i>
Cain	Great Bras d'Or	<i>Little Fork</i>	Mulholland
Cain River	<i>Great Shemogue</i>	McAdam	<i>Mya</i>
Campbellton	Grimross	McCoy	<i>Nacawicac</i>
Campobello	Gunamitz	Mace	Nackawic
<i>Canouse</i>	<i>Hopewell Corner</i>	<i>Maduxneakeag</i>	<i>Nepisiguit</i>

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NEW BRUNSWICK—*Concluded.*

Newburg	<i>Pequaket</i>	Presquile	Shogomoc
Newtown	Petitcodiac	<i>Quatawanakedgewick</i>	<i>Shoulie</i>
<i>Nickadour</i>	Petit Rocher	Rapide de Femme	Shulie
Nictau	Pikwaket	Restigouche	<i>South Mya</i>
Nictor	Piskahegan	Rexton	Stanley
Nigadu	<i>Pocmouche</i>	Richmond	<i>Tabasintac</i>
Nipisiguit	<i>Pocowagamis</i>	Rivière des Chutes	<i>Tabisintac</i>
<i>North Mya</i>	<i>Point de Bute</i>	Rusagonis	Tabusintac
Odellach	Point Sapin	<i>Rushagornis</i>	Tetagonche
Oromocto	Point Wolf	St. Andrews	<i>Tetagonche</i>
<i>Oronocto</i>	Pokemouche	St. Mary	Thompson
<i>Otellock</i>	Pokiok	St. Paul	Wagan
<i>Oulac</i>	Pokowagamis	St. Stephen	Washademoak
Painsec	Pont à Bnot	Shemogue	Watt
<i>Paskekegan</i>	<i>Poquiok</i>	Shiktahawk	<i>Watt Junction</i>
<i>Peckagonique</i>	Portobello	Shippigan	

NOVA SCOTIA.

<i>Ardoise</i>	Fairy	<i>Little R. Musquodoboit</i>	<i>Port Medway</i>
Aspy	Fourchu	Loutre, Harb. de	Port Mouton
Barney	Framboise	Maccan	Poulamon
Barney River	George	McNutt	Prim
Belliveau	Grand Etang	Margaree	Queensport
<i>Big</i>	<i>Great Bras d'Or</i>	Mauger	<i>Rogers</i>
<i>Big Port l'Hebert</i>	<i>Great Tusket</i>	<i>Meagher</i>	St. Ann
Boularderie	Guysborough	Medway	St. Croix
Bras d'Or	<i>Habitants</i>	Merigomish	<i>St. George</i>
Brier	Hackett Cove	Meteghan	St. Margaret
<i>Bryer</i>	<i>Head of Jordan R.</i>	Meteghan Station	St. Mary
Caledonia	Hobson	Middle	Salem
Caribou Mines	Hubbard Cove	<i>Middle Caledonia</i>	Scotsman
Charlo	Indian	Minas	Shelburne
Chignecto	Ingonish	Newtown	<i>South Joggins</i>
Cheticamp	Inhabitants	<i>Niganishe</i>	<i>South Joggings</i>
Chute Cove	Isaac Harbour	Parrsboro	Split
Conn Mills	Joggins	<i>Partipique</i>	Tangier
Crichton	John	Peggy Cove	Tenny
<i>Crow Harbour</i>	Jordan River	Philip	Tennycapc
Debert	<i>Keejim-Kujic</i>	Portapique	Tusket
Delap Cove	Kemptown	Port Bickerton	Upper Lahave
<i>Dennis</i>	Lahave	Port Hebert	Waugh's
Denys	L'Ardoise	Port Joli	West
D'Or	Liscomb	Port Latour	
East	Little Musquodoboit	<i>Port Matoon</i>	

ONTARIO.

Abitibi	<i>Bad Rice</i>	Belcher	<i>Boulder</i>
Advance	<i>Bagutchuan</i>	Belleville	Boulter
Agawa	Bain	Bending	Boyer
<i>Agnawa</i>	Baker	Benson	Brébeuf
Aiabewatik	Bald	Berry	Bright
Ainslie	Baptist	Big	Brighton
Albury	Baptiste	Birch	<i>Brulé</i>
Ameliasburg	Barclay	<i>Black</i>	Buckeye
Anne	Bark	<i>Black Bird</i>	Buller
Anstruther	Barren	Blackfish	Burke
Anzhekumming	Barrett	Blacks	Burnet
Arbutus	Barrette	<i>Black Sawhill</i>	Burnt
Argyle	<i>Bass</i>	Blake	Burnt Island
Ash	Batchawana	Blanche	Butler
Ashby	Bayfield	<i>Blind</i>	Buzzard
Asheigamo	Bays	<i>Blue</i>	Cache
Assinkepatakiso	Bayside	<i>Blueberry</i>	Calder
Atikwa	Beament	Blue Jay	Caldwell
Ansable	Beardwood	Bolger	Calf Pasture
Aylen	Beaverhouse	Bonnet	Cameron
<i>Bacheiranawng</i>	Beech	Boom	Camp
Bad Neighbour	Belanger	Boshkung	Campbell

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ONTARIO—Continued.

Canning	Douglas	Grassy	Kabakwa
Canoe	Drag	Grassy River lake	Kabitustigweiak
Cantin	Dryberry	Gravel	Kag-ish-a-bog-a-moy
Capt. John's	Dryden	Great Duck	Kagiwiosa
Cariboo	Dunn	Green	Kah-bah-bah-quah
Caribou	Dyment	Greenan	Kah-shah-gah-wig-e-moy
Carlton	Eagle	Greene	Kahrambejeragamoj
Carp	Eagle Rock	Greene Island	Kaishakomin
Carroll Wood	Earl Patches	Greenfield	Kaijick Manitou
Carrying Place	East	Greenough	Kakagi
Carson	East Belanger	Grimsthorpe	Kakinnozhans
Carter	East Sister	Grove	Kama
Castilian	Echo	Gryphon	Kamanatogama
Cataract	Edna	Gull	Kamaniskeg
Catchacoma	Edward	Gunn	Kaministikwia
Cavalier	Eels	Gunter	Kaminnassin
Cay-ke-quah-bekung	Effingham	Haliburton	Kaminawiskagwak
Cedar	Egan	Hammond	Kaminni
Channel	Ella	Hannah	Kamongus
Chantry	Emily Maxwell	Harmony	Kaopskikamak
Charlotte	Evelyn	Harris	Kaoskauta
Charlton	Everett	Harry	Kapesakosi
Chemung	Fagan	Hastings	Kashagawi
Chiefs	False Detour	Hawk	Kashagawiganog
China	Farquart	Hawk Cliff	Kashabog
Chippewa	Farr	Hawtrey	Katherine
Chisholm	Fisher	Hay	Kawagama
Christina	Fishing	Hector	Kawakashkagama
Cigar	Fishtail	Hemlock	Kawashegamuk
Cinder	Fitzwilliam	Hensley	Kawashibemagagamak
Clark	Flatland	Herschell	Kawashkagama
Clear	Fletcher	Hewson	Kawawia
Clearwater	Flint	Hopkins	Kawawiamak
Cleft Rock	Flowerpot	Horse	Kekekwa
Cockburn	Fog	Horseshoe	Kekkekwebi
Coehill	Foreleg	Horton	Kennabutch
Coldwater	Foresters	Houston	Ken-ne-big
Cole,	Fox	Hudson	Ken-ne-ses
Compass	Fraser	Huff	Kennewapekko
Copeway	Frechette	Hughes	Kennibik
Corisande	Froude	Hughson	Kennisis
Cornet	Gamskagamik	Hungerford	Kenogami
Cornwall Park	Gaspesia	Hungry	Kenozhe
Corsair	Gat	Huntress	Keshkabnon
Cove	Gatacre	Hurd	Ketchicum
Cove Island	Gauley	Huron	Kettle
Cow	Gawjewiagwa	Husten	Kilvert
Cox	Genesta	Hyndman	Kimball
Crab	Gens de terre	Indian	Kincardine
Crow	Georgian	Ingall	Kingscote
Crystal	Ghegheto	Inkster	Kinnickoneship
Dack	Ghost	Inner Duck	Kinnyu
Dane	Gig	Inverhuron	Kinoje
Dave	Gilbert	Ippervash	Kintail
Davis	Gilphie	Island	Kipling
Dawson	Girouard	Ile of Cores	Kiskopkechewans
Dean	Glenallan	Ivan	Kitchener
Deer	Glenhuron	Jack	Kitty
Denmark	Glycerine	Jackson	Knife
Deseronto	Goderich	James	Kolfage
Desert	Golden	Jamieson	Kukukahu
Diamond	Goose	Jarvis	Kushog
Dickey	Gorman	Jenkins	Labrador
Dinorwic	Grace	Jennie Graham	L'Amable
Dixon	Grand	Johnson	Lambert
Doctor	Grand Manitoulin	Johnston	Larder
Dominion	Grantham	Jones	Large Trout
Dorcas	Grant	Jordan	Larry
Doré	Grape	Juno	La Salette
Dotty	Grasett	Kabagukski	

ONTARIO—Continued.

Leask	Manomin	<i>Painkiller</i>	Russel
Lee	Mary	Papineau	<i>Sable</i>
Lève	Massasauga	Parker	Saganaga
Limestone	Mayflower	Parrywood	<i>Sah-wah-mish-she</i>
Line	<i>Mazokama</i>	Paudash	St. Clair
Little	Meander	Paugh	St. Joseph
Little Boshkung	Meggisi	<i>Pawghtchewan</i>	<i>St. Joseph d'Orleans</i>
<i>Little Cockburn</i>	Meldrum	<i>Pawgtchewan</i>	St. Mary
<i>Little Flatland</i>	Melville	Peak	St. Nora
<i>Little Grant</i>	Menesatung	Pearson	Salmon
<i>Little Green</i>	Menikwesi	<i>Pee-pee-ke-wah-be-kung</i>	Salt
<i>Little Jackfish</i>	Menin	Pelee	<i>Sand</i>
<i>Little Madawaska</i>	Meskwatessi	Pen	Sasakwei
<i>Little Opeongo</i>	Methuen	Penassi	Saturn
<i>Little Wabigoon</i>	Michael	Pencil	Sangeen
<i>Little Westemcoon</i>	Michipicoten	Penetangore	Saunders
Lobster	Middle Duck	Percy	Sawamisshi
Lobstick	<i>Mildram</i>	Perseverance	Saxon
Logie	Miller	Phoebe	<i>Schley Land</i>
Lomond	Milton	Pichenninis	Scotchie
Lonely	Mindemoya	Picture Narrows	Scott
Long	Mink	Pikitigushi	Scougall
<i>Loon</i>	Minnaweiskag	Pilot	Scout
Loscombe	Minnehaha	Pine	Sea
Loucks	Minnitaki	Pine Tree	Seaman
Longheed	Misery	Pipikwabi	Seashell
Louisa	Miskwabi	Point Edward	Seeley
Lucas	Mission	Porcupine	Seggemak
Lyal	Mississagi	Portage	Selby
Lynn	Mississagua	Port Elgin	Serpentine
<i>Lynx</i>	Moir	Potter	<i>Shallow</i>
Mabee	Monell	Poverty	Shamrock
McCallum	Mongus	Power	Shannonville
Macanley	Monk	<i>Powguchuan</i>	Shecake
McCarthy	Monmouth	<i>Present</i>	Sheldon
Macdonald	<i>Moonshine</i>	<i>President</i>	<i>Shemony</i>
McElhinney	Moore	Presqu'ile	Sherwood
McFadden	<i>Mud</i>	Priam	Shingwak
McGaw	Murphy	Prince Edward	Ship
MacGregor	Murray	Providence	Shoal
McHugh	Muscote	Provoking	Shongwashu
Mackay	Muskoka	Pulpwood	Shute
McKay	Mutchmore	Purvis	Sibert
McKellar	Myers	Quarry	Sidney
McKenzie	Nemeibennuk	Queen	Simcoe
McKim	<i>Ne-na-tik-go</i>	Quinte	Simon
McLelan	<i>Nepigon</i>	Ragged	Sims
McMaster	Nigger	Rathbun	<i>Small Trout</i>
MacMillan	Ninatigo	Red	Smith
McNab	Nipigon	Red Dan	Smithfield
McNevin	North	Rednersville	Smoke
Macpherson	<i>North Lizard</i>	Redstone	Smokehouse
McRae	Northport	<i>Reef</i>	Smooth-rock
Mad	Nozheiatik	Reid	Snake
Madawaska	Nunikani	Remic	Solmes
Maganatawan	Oak	<i>Remous</i>	Solmesville
Maggie	Onaman	Rickett	Sophiasburg
<i>Magnetawan</i>	Onderdonk	Rickley	Source
Magnetic	Opeongo	Ripple	Sonth
Maiden	Orleans	Rixon	Southampton
Main	Osbourne	Roberts	S. Baymouth
Maitland	Osipasinni	Robertson	Soyers
Malcolm	Otakus	Robinson	Square
Mang	Outer Duck	Rock	Strigley
Manitoba	<i>Oral</i>	Rockcliffe	Stafford
Manitou	Owen	Rossmore	Stanawan
Manitoulin	Ox	Route	Stevens
<i>Manitoulin gulf</i>	Oxdrift	Rowan	Stephen
Manitowaning	Oxtongue	Rowe	Stewart
Manitumeig	Pagwachuan	Rudyard	Stokes

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ONTARIO—*Concluded.*

Stoneburgh	Thomas	Volunteer	Welland
<i>Stony</i>	Thomson	Vrooman	Weller
Stoplog	Three Fork	<i>Vulture</i>	Wells
Stormy	Thurlow	Wabi	Welsh
Straggles	Tillsonburg	Wabigoon	Weslemkoon
<i>Sucker</i>	Timber	Wadsworth	<i>West Belanger</i>
<i>Summit</i>	Timiskaming	Wagosh	West Duck
Sunshine	Tobermory	<i>Wahnapitae</i>	Western Duck
Syndicate	Todman	Walker	West Sister
Taché	Tolmie	Walkhouse	Wheeler
Tallan	Trading	Wallace	Whetstone
Tangamong	Trent	Wallbridge	White
<i>Tasheigama</i>	Trenton	Wall-eye	Wild
Tasso	Turning	Wanapitei	Winnange
Taylor	<i>Turtle</i>	Wanderer	<i>Wolf</i>
Tea	Twelve O'clock	Wapageisi	<i>Woods</i>
Tecumseh	<i>Twin</i>	Wapus	Wreck
Teggau	Two Rivers	Warner	Wright
Telegraph	Tyendinaga	Warren	Yeo
<i>Temiscaming</i>	<i>Unaminnikan</i>	Washeibemaga	York
Terry	Unger	Wawiag	Youell
The Narrows	Uphill	Way	Youngs
The Ridge	<i>Upper Manitou</i>	Weese	Zinkan
Thibault	Vermilion	Weiseieno	Zwick
Thistle	Vigilant	Welcome	

PRINCE EDWARD ISLAND.

Cascumpeque	Malpeque	Peters Road	St. Peter
<i>East Souris</i>	Miminegash	Princetown	Skinner Pond
<i>Hd. of St. Peter's Bay</i>	Montague	<i>Richmond</i>	Souris
<i>Holland</i>	<i>New Wiltshire</i>	Roseville	Wiltshire
<i>Little (or S.) Miminigash</i>	<i>North Wiltshire</i>		

QUEBEC.

Abatagush	Boulean	Eagle	Hair Cutting
<i>Abika</i>	Broadback	East	Hannah
Abitibi	<i>Brownwater</i>	<i>E. Port Daniel</i>	<i>Hannah Bay R.</i>
Actonvale	Brushy	<i>Etchepashi</i>	Harricanaw
Agotawekami	Buck-hill	Eel	Height-of-land
Akos	Burnt Bay	Elizabeth	Hillhead
Anse au Vallon	<i>Cabistachuan</i>	Eskimo	Hugh
Anwatan	Carcajou	Eskwahani	Ice
Apika	Causapsca	Espoir	Iserhoff
<i>Arignole</i>	Chabatok	Etchipotchi	Ishimanikuagan
Ascot	Chakwa	Evans	Islands
Ashuapmichuan	Chaleur	Expanse	Jacques Cartier
Asinitchibastat	<i>Chaloupe</i>	<i>Fall</i>	<i>Jean de Terre</i>
<i>Askwahani</i>	Chat	File-axe	<i>Jupiter</i>
Askitichi	Chebistuanonekau	Fisher	Kabistachuan
Assiwanan	Chensagi	Florence	Kabona
<i>Atem</i>	Chibougamou	Foamfall	<i>Kahuch</i>
Atik	Chief	Gaotanaga	Kajakanikamak
Atikmahik	<i>Chisacouataisi</i>	Garden Island	<i>Kajoulwang</i>
<i>Atikosipi</i>	Christopherson	Gatineau Point	Kakabonga
Atim	Clay	Geikie	Kakashe
<i>Baie des Chaleur</i>	Coban	Gizzard	<i>Kakebonka</i>
Barriere	Coffee	Godbout	Kamachigama
<i>Bason</i>	Cold	Goldfinch	Kamitsgamak
Baxter	<i>Commandant</i>	<i>Grand</i>	Kampigukakatoka
Bay St. Paul	Commissioners	Grande Anse	Kamishigama
Bear-grease	Cone	<i>Grand Lac du</i>	<i>Kaniapiskan</i>
Beechridge	Cooper	<i>Commissaires</i>	Kanikawinika
Bell	<i>Cosupscoult</i>	<i>Grand Lake Jacques</i>	Kanimitti
Bersimis	Coudres	<i>Cartier</i>	Kanotaikan
<i>Betsiamits</i>	Deepwater	Grand lake Victoria	Kanusio
<i>Big</i>	<i>Despair</i>	Great Beaver	Kapemitchigama
<i>Big Obashing</i>	Dome	<i>Groswater</i>	Kapikitegoitch
Bouchette	Dumoine	Ha Ha	Kapitachuan

QUEBEC—*Concluded.*

Kapitagama	Melville	Oskelaneo	<i>Saut de Mouton</i>
Kapitswe	<i>Menjobaguse</i>	O'Sullivan	<i>Sawbill</i>
Katonche	Metabetchouan	Otanabi	Sift
Kawasachnan	<i>Metapedia</i>	Otechisk	Shabogama
Kawaskisigat	Metis	Ottawa	Shallop
Kawastaguta	<i>Michagama</i>	<i>Quasiem-ska</i>	Shamus
Kazabazna	Middleton	Pakonsigane	Shawenegan
<i>Keepawa</i>	Migiskau	Papineau	Shekatika
Kekek	Mikwasach	Pashashibu	Sheldrake
Kekeko	Mille Vaches	Pasiminikana	<i>Shesheinquann</i>
Kekeo	Millie	Paskagama	Shoshokwan
Kelvin	Mishomis	<i>Peashteebee</i>	Sifton
Kempt	Miskittenau	Pentecôte	Simon
Kenemich	<i>Mistassili</i>	<i>Pepechekau</i>	<i>Sincique</i>
Kenapiskau	Mistassini	Peribonka	Sleepy
Kewagama	Mistassinis	Piashti	Soskumika
Kiask	Mistikus	<i>Piastre</i>	Southwest
<i>Kickendatch</i>	Mitchinamekus	Pieromonta	Springhill
Kiemawisk	Moisie	Pijawyan	Sugarbush
Kikendatch	Mokwawastuk	Pikapao	Tadoussac
Kinojevis	Mondonak	Pinched-neck	Taibi
Kinonge	Montebello	Pipishikau	<i>Temiscaming</i>
Kipawa	Moosehorn	Pipmakan	Tesekau
Kirk	<i>Mooshaulagan</i>	Pitopiko	Thetford
<i>Kirkendatch</i>	Mushalagan	Pointe la Garde	Thirtyone-mile
Kirk Ferry	Muskosibi	Pontax	<i>Thomasine</i>
Kitchigama	Muskwaro	<i>Pontiac</i>	Tiger
Kokomenhani	Nabisipi	Poplar	Timiskaming
Kokomis	Najan	Port Daniel	<i>Toadustook</i>
Lady Beatrix	<i>Najualand</i>	Proud-sitting	Tomasine
<i>Lake Megantic</i>	Najwalwank	Punichuan	<i>Toonustook</i>
Lapéche	Namawash	Puskitamika	Tortue
Lily	Namegos	Quetachn	Travers
<i>Little Magog</i>	Namegosis	Quinze	<i>Tshensagi</i>
<i>Little Mecattina</i>	Natashkwan	Quio	Tulnustuk
<i>Little Mistassini</i>	Natchipotchi	Rabbit	Tunagamik
<i>Little Natashquan</i>	Nawapitechin	Rapides	Wabanoni
<i>Little Nottaway</i>	<i>Nemegos</i>	Raquette	<i>Wabaskoutyunk</i>
Little Rogers	<i>Nemegosis</i>	Reid	Wabaskus
Lonely	Nemikachi	Remic	Wabassi
Long	Nemiskau	<i>Remous</i>	Wagwabika
<i>Macoostigan</i>	Newagama	Ribbon	Wakonichi
<i>Maquereau</i>	Nikabau	Rigolet	Wapusanan
Maganasibi	Nipmenanni	Robert	Wapustagamu
Magog	Nipukatasi	Rogers	Washoka
Maikaskasagi	<i>Noddawai</i>	Romaine	Washikuti
Makustigan	Nomining	Rouge	Washimeska
Male	Northeast	<i>Ruban</i>	<i>Wassienska</i>
Manikuagan	Nottaway	Rupert	Waswanipi
Mann	Obashing	<i>Sackawatisi</i>	<i>Watcheeshoo</i>
Manuan	Obaska	Ste Angèle de Rimouski	Watshishu
Maquereau	Obatogaman	Ste Anne des Monts	Wayagamak
Marten	Obiduan	St. Antoine de Tilly	Wedding
Martimoki	Obikoba	<i>St Antoine, Lotbinière</i>	Wemistagosew
<i>Mashamengoose</i>	<i>Observation</i>	St. Chas. de Caplan	West
Matapedia	Olga	<i>St. George Port Daniel</i>	<i>West Port Daniel</i>
Matashi	Olomanoshibo	St. Henri	Wetetnagami
Matchimanito	Onkamniis	St. John	Wettigo
Mattagami	<i>Opamiska</i>	St. Maurice	Weymontachi
Mattawa	Opasatika	<i>St. Paul's Bay</i>	White Bear
Mattawagosik	Opatawaga	St. Roch des Aulnaies	Whitegoose
<i>Mecatina</i>	Opawika	St. Sixte	Wikwaskopauk
Megantic	Opemiska	<i>Salmon</i>	Wilson Corners
<i>Megiskun</i>	Opikwan	Sandy-beach	Winawiasch
<i>Mejomanguse</i>	<i>Opivutakan</i>	Sassaganaga	Wotinimata
Mekinak	Orignal	Sassawatisi	
Mekattina	Osisko	Sault au Cochon	

SESSIONAL PAPER No. 21a.

SASKATCHEWAN.

Athapapnaskow	<i>Herb</i>	<i>Net Setting</i>	Shell
<i>Atic-a-make</i>	Hill	<i>Niskitogiser</i>	Sipanok
Atikameg	<i>Indian Pear</i>	Onatamini	<i>Sturgeon</i>
<i>Basquia</i>	<i>Ithenotosquan</i>	Pakwahigan	<i>Sweet Herb</i>
<i>Big Reed</i>	Kiskitto	Pasquia	<i>Takipy</i>
<i>Big Sturgeon</i>	Kiskittogisu	<i>Payoonan</i>	<i>The Elbow</i>
Carrot	Kisseynew	Peonan	The Pas
<i>Cold</i>	Kississing	<i>Pine</i>	Torch
Cormorant	Leather	Pineroot	Wabishkok
Cowan	<i>Lobstick</i>	<i>Puke-lowoyein</i>	Waskik
Cranberry	<i>Maple</i>	Reed	Watchi
Cumberland	Minago	Reeder	Wekusko
Elbow	Missipisew	<i>Root</i>	<i>West Niskitogiser</i>
File	Moose	<i>Sandy</i>	<i>Wolf</i>
Goosehunting	<i>Mountain</i>	Saskeram	<i>Wolf Rand</i>
<i>Grass</i>	Muhigan	<i>Seepanock</i>	Wuskatasko
<i>Hanging Hide</i>	Namew	Setting	Yawningstone

UNGAVA.

Abloviak	Fisher	Koksoak	<i>Seal</i>
Akpatok	<i>Fort Chimo</i>	Kyak	<i>Shedlui</i>
Akwatuk	<i>Fosters</i>	Labrador reef	Solomons Temples
Alukpaluk	George	Larch	<i>South</i>
<i>Aquatuk</i>	<i>Goose</i>	Leaf	Stimukoktok
Aukpatuk	Gray	<i>Little Charlton</i>	<i>Straight</i>
<i>Beacon</i>	<i>Great Bishop Roggan</i>	McLelan	Stupart
Bennett	Grey Goose	Maiden	<i>Tasarak</i>
<i>Big</i>	Gyrialcon	Mazitonnuk	The Wart
<i>Big Rock</i>	High Fall	Moses Oates	Tisirink
<i>Bishop Roggan</i>	Hopes Advance	Nauyats	Trodely
Burgoyne	Hudson	Nedluk	Tunnussaksuk
Burwell	Inukshilgaluk	<i>Nephjee</i>	Tuttle
Button	Inukshuktuyuk	Neptune Head	Tulavik
Cairn	Itimenoktok	<i>North</i>	Uivaksoak
Charles	Jacob	Old Factory	Wakeham
Chidley	Joy	Omanek	Wales
Chimo	Junnusuksoak	Opinaka	<i>Wanguash</i>
Comb	<i>Kangerthialuksoak</i>	Panktorvik	Weggs
Deception	Kaniapiskau	Payne	W hale
Diana	Kattaktok	Plover	Whitley
Doctor	<i>Katukok</i>	<i>Prince Henry Foreland</i>	Wiachuan
Douglas	Keglo	<i>Prince of Wales</i>	William Smith
Dyke	<i>Kenogamissee</i>	Richmond	<i>Wood</i>
Eastinain	Kernertut	Roggan	
Eider	King George	St. George	

YUKON.

Adams	Brantnober	Cooper	Ensley
Aishihik	Brewer	Crater	Ethel
Alki	Browns	Crooked	Eureka
Allgold	Bryant	Cudahy	Fairfield
Alsek	Burnham	Dalton	Fay
Arkansas	Burns	Davis	<i>Fifteen-mile</i>
<i>Arkell</i>	Burton	Dawson	Finlayson
Alma	Calder	Deadwood	Five-finger
Atlin	Calf	Dewdney	Flat
Australia	Campbell	Dezadeash	Florence
Bach	Canyon	Dion	<i>Fort Selkirk</i>
Baker	Caribou	Disella	Fortymile
Bald	Carmack	Dognose	Frances
Bedrock	Cassiar	Dome	Frederick
Benson	Cave	Dominion	Fresno
Big Salmon	Chandindn	Donjek	Friday
Bird	Clear	Duckie	Galena
Bisel	Clinton	Eagle Nest	Garnet
Blackfox	Coal	Earn	Glacier
Bonanza	Cone	Eldorado	Gladman
Boswell	Boundary	Emil	Glenlyon

YUKON—*Concluded.*

Gnat	Kusawa	Nares	Simmons
Gold	<i>Kwichpak</i>	Narchilla	Simpson
Goldbottom	Laberge	Nello	Simpson Tower
Golden	Ladue	New Zealand	Sixty
Golden Horn	Lake	Nipple	Sixtymile
Gold-run	Lansdowne	Nisling	Slate
Granite	Lansing	Nisutlin	Small Duck
Gray	Lapie	Nogold	Soda
Green	Last-chance	Nordenskiöld	Stake
Grizzly	Laura	North	Star
Gull	Laurier	O'Brien	Stewart
Haeckel	<i>Lebarge</i>	<i>O'Connor</i>	Stony
Haggart	Leotta	Ogilvie	Sulphur
Haldane	Lewes	Oldman	Swede
Hall	Liard	Oldwoman	Tagish
Hancock	Little Atlin	Ophir	<i>Tahte</i>
Harper	Little Blanche	Orchay	Takhini
Harris	Little-gem	Ottawa	Taltmain
Hart	Little Salmon	Parker	Tantalus
Healy	Logan	Pelly	Tatchun
Henderson	Lombard	Perthes	Tatonduk
Henrietta	Lorne	Peterson	Tatshenshini
Hester	Lubbock	Pitts	Tay
Hoole	Lucky	Poker	Taye
<i>Hootalinqua</i>	M'Clintock	Porcupine	Terrace
Hopkins	McConnell	Porter	Teslin
Hunker	McEvoy	Prejevalsky	The Three Guardsmen
Hutshi	Macmillan	Ptarmigan	Thistle
Hutshiku	McPherson	Quartz	Thomas
Illes	McQuesten	Quebec	<i>Thron-diuck</i>
Independence	Maloney	Quiet	Tillei
Indian	Marsh	Quinn	<i>Tlet-tlan-a-tsoots</i>
Ingram	Mary	Reindeer	Too-flat
Janet	Maunoir	Remington	Too-much-gold
Jensen	Mayo	Richthofen	<i>Too-tlas</i>
Jim	Meadow	Rink	Tower
Joel	Mendenhall	Rob Roy	Tummel
Johnston	Michaud	Rose	Tustles
Jubilee	Michie	Rosebud	Tyers
Kalzas	Miles	Ross	Unahini
Kaskawulsh	Miller	Ruby	Vancouver
Katrina	Miners	Saint Cyr	Von Wilczek
Ketza	Minnie Bell	Satasha	Walker
Klatza	Mint	Sayyea	Watson
Klokhok	Montana	Scroggie	Wellesley
Klondike	Moose	Sekulmun	Wesketahin
Klotassin	Mooseskin	Selkirk	Wheaton
Klotz	Morley	Selwyn	White
Kluane	Morrison	Semenof	Whitehorse
Kluhini	Mosquito	Shakwak	Windy
Klukshu	<i>Mountain</i>	Sheep	Wolf
Koidern	Nahoni	Sifton	Yukon

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

1904



OTTAWA

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

1905

LISTE DES NAVIRES

ÉMISE PAR LE

MINISTÈRE DE LA MARINE ET PÊCHERIES

ÉTANT UNE

LISTE DES NAVIRES

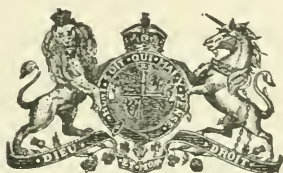
INSCRITS SUR LES

LIVRES D'ENREGISTREMENT DU CANADA

LE

31^e JOUR DE DÉCEMBRE

1904



OTTAWA

IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRÈS EXCELLENTE
MAJESTÉ LE ROI

1905

REPORT ON SHIPPING

To the Honourable

RAYMOND PREFONTAINE,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Fourteenth List of Shipping issued by this Department, being a list of the vessels whose names remained on the registry books of the Dominion of Canada on the 31st day of December, 1904, giving the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, the year in which she was built, her register dimensions and her register tonnage. In the case of steamers, the list shows the gross tonnage as well as the net tonnage of each steamship. The list also shows the name and address of the owner of each vessel, but in cases where there are more than one owner, the name and address of the managing owner, if known, is given.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1904, including old and new vessels, sailing vessels, steamers and barges, was 7,152, measuring 672,838 tons register tonnage, being an increase of 132 vessels, and a decrease of 10,309 tons register, as compared with 1903. The number of steamers on the registry books on the same date was 2,543, with a gross tonnage of 353,514 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$20,185,140.

The number of new vessels built and registered in the Dominion of Canada during the last year was 308, measuring 18,554 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$834,930 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1904. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1904, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

RAPPORT SUR LA MARINE MARCHANDE

A l'Honorable RAYMOND PRÉFONTAINE,

Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la quatorzième liste de la marine publiée par ce département, étant une liste de vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1904, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son gréement, l'année de sa construction, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, indique le tonnage brut ainsi que le tonnage enregistré de chaque vaisseau. La liste donne aussi le nom et l'adresse du propriétaire de chaque navire, mais dans les cas où il y a plus d'un propriétaire, le nom et l'adresse du propriétaire gérant sont donnés s'ils sont connus.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1904, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 7,152 d'un tonnage de 672,838 tonneaux enregistrés, ce qui forme une augmentation de 132 vaisseaux et une diminution de 10,309 tonneaux enregistrés pour l'année 1904 par rapport à 1903. Le nombre de steamers portés sur les registres à la même date était de 2,543, d'un tonnage brut de 335,514 tonneaux. En calculant sur le pied d'une moyenne de \$30 par tonneau, la valeur du tonnage enregistré au Canada le 31 décembre dernier serait de 20,185,140.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 308 de 18,554 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à \$45 le tonneau, on a une valeur totale de \$834,930 pour les navires neufs.

On trouvera ci-joint un état indiquant le nombre de vaisseaux, le tonnage enregistré aux différents ports d'enregistrement du Canada, au 31 décembre dernier, avec un tableau comparatif du tonnage de 1874 à 1904. Un état est aussi publié donnant le nombre de vaisseaux construits et enregistrés au Canada l'année dernière et un tableau comparatif des vaisseaux construits et enregistrés de 1874 à 1904 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

4-5 EDWARD VII., A. 1905

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1904.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1904.

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.....	355	47	2,185	7,458
Dorchester.....	5	.....	.....	1,661
Moncton.....	14	1	20	1,590
Richibucto.....	19	4	129	1,966
Sackville.....	12	5	65	660
St. Andrews.....	167	7	590	3,558
St. John.....	361	76	9,444	37,962
Total.....	933	138	12,433	54,855

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst.....	3	.....	.....	71
Annapolis.....	49	1	32	6,103
Arichat.....	117	2	71	3,586
Barrington.....	59	3	135	1,743
Canso.....	30	.....	.....	643
Digby.....	126	4	128	4,786
Guysboro'.....	16	.....	.....	630
Halifax.....	426	73	8,297	19,475
Liverpool.....	90	5	369	8,698
Lunenburg.....	318	9	902	32,833
Maitland.....	24	1	88	12,940
Parrsboro'.....	126	5	568	30,631
Pictou.....	59	20	2,718	6,051
Port Hawkesbury.....	72	3	131	2,103
Port Medway.....	21	1	138	1,854
Shelburne.....	86	4	94	4,845
Sydney.....	101	20	1,718	6,588
Truro.....	1	.....	.....	124
Weymouth.....	34	.....	.....	2,978
Windsor.....	107	14	1,911	46,432
Yarmouth.....	201	28	4,738	18,858
Total.....	2,066	193	22,038	211,972

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Amherst (Magdalen Islands).....	12	.....	.....	429
Gaspé.....	28	.....	.....	1,230
Montreal.....	599	227	66,507	97,689
Paspebiac.....	14	3	88	1,090
Quebec.....	634	154	20,938	39,901
Sorel.....	.....	.....	.....	.....
Total.....	1,287	384	87,533	130,339

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.....	13	8	244	303
Belleville.....	16	13	306	458
Bowmanville.....	2			282
Brockville.....	24	23	521	327
Chatham.....	21	14	489	634
Cobourg.....	6	1	23	758
Collingwood.....	77	74	10,206	7,338
Cornwall.....	2	2	46	32
Deseronto.....	17	11	1,203	1,463
Dunnville.....	1			57
Fort William.....				
Goderich.....	45	36	2,455	2,379
Hamilton.....	52	44	7,203	5,644
Kingston.....	195	109	12,541	24,716
Lindsay.....	52	32	869	1,862
Midland.....	2	2	3,972	2,455
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	407	225	27,723	32,967
Owen Sound.....	45	40	5,095	4,625
Peterborough.....	43	39	1,152	1,015
Pictou.....	20	12	2,892	3,100
Port Arthur.....	37	27	3,780	4,266
Port Burwell.....	6	5	59	99
Port Dover.....	13	8	235	616
Port Hope.....	47	28	1,956	3,979
Port Stanley.....	8	8	1,346	840
Prescott.....	40	18	1,249	6,880
Rat Portage.....	43	41	1,515	1,071
Sarnia.....	45	35	10,496	8,832
Southampton.....	14	12	593	607
Sault Ste. Marie.....	46	39	2,725	6,991
St. Catharines.....	97	62	4,680	10,871
Simcoe.....	5	2	35	271
Toronto.....	350	271	37,030	30,813
Wallaceburg.....	33	19	1,328	2,528
Whitby.....	3			514
Windsor.....	57	28	7,371	6,689
Total.....	1,886	1,288	151,338	176,430

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ÎLE DU PRINCE-ÉDOUARD.

Charlottetown.....	161	16	2,908	12,200
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4-5 EDWARD VII., A. 1905

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	160	94	7,154	9,942
Vancouver	262	184	18,376	19,965
Victoria	244	136	41,171	47,198
Total	666	414	66,701	77,105

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg	141	99	7,359	7,765
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YUKON DISTRICT—DISTRICT DU YUKON.

Dawson	12	11	3,204	2,172
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SUMMARY—SONMAIRE.

New Brunswick	933	138	12,433	54,855
Nova Scotia	2,066	193	22,038	211,972
Quebec	1,287	384	87,533	130,339
Ontario	1,886	1,288	151,338	176,430
P. E. Island	161	16	2,908	12,200
British Columbia	666	414	66,701	77,105
Manitoba	141	99	7,359	7,765
Yukon District	12	11	3,204	2,172
Grand Total	7,152	2,543	353,514	672,833

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 1903, both inclusive.

ETAT COMPARATIF montrant 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 1903, 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	114,990	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	213,804	1,739	216,377
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	140,929	1,275	139,548	1,330	139,562
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	149	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	1,019	156,086
Nova Scotia . . .	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,500	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	23,316	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

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COMPARATIVE STATEMENT showing the number of Vessels and number of tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin.*

Provinces.	1894.		1895.		1896.		1897.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,003	136,257	975	122,417	964	115,506	923	103,584
Nova Scotia.....	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056
Quebec.....	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077
Ontario.....	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349
P. E. Island.....	191	19,650	190	19,323	174	16,540	174	15,812
B. Columbia.....	336	26,455	346	25,988	363	26,622	364	28,604
Manitoba.....	98	6,715	106	7,307	115	7,934	115	7,272
Total	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754

	1898.		1899.		1900.		1901.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	903	89,257	920	86,288	927	78,708	915	75,293
Nova Scotia.....	2,167	262,176	2,121	243,457	2,121	226,817	1,980	214,560
Quebec.....	1,378	144,447	1,375	144,586	1,247	138,136	1,265	142,664
Ontario.....	1,452	134,180	1,488	135,234	1,610	141,112	1,635	145,227
P. E. Island.....	178	15,979	171	14,660	176	14,251	180	14,729
B. Columbia.....	444	40,304	488	44,415	515	51,095	676	62,102
Manitoba.....	121	7,439	126	9,108	128	7,147	130	7,445
Yukon District.....	.....	.....	9	1,604	11	2,268	11	2,463
Total	6,643	693,782	6,698	679,352	6,735	659,534	6,792	664,483

	1902.		1903.		1904.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	917	64,605	929	59,508	933	54,855
Nova Scotia.....	2,037	212,967	2,069	216,053	2,066	211,972
Quebec.....	1,288	136,660	1,288	138,570	1,287	130,339
Ontario.....	1,699	156,449	1,778	169,086	1,886	176,430
P. E. Island.....	156	13,464	164	13,739	161	12,200
B. Columbia.....	584	58,292	639	76,215	666	77,105
Manitoba.....	139	7,536	139	7,695	141	7,765
Yukon District.....	16	2,640	14	2,281	12	2,172
Total.....	6,836	652,613	7,020	683,147	7,152	672,838

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, 1904.

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 1904.

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	11	156	PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Dorchester	Nil.	Nil.	Amherstburg	Nil.	Nil.
Moncton	Nil.	Nil.	Belleville	Nil.	Nil.
Richibucto	Nil.	Nil.	Bowmanville	Nil.	Nil.
Sackville	Nil.	Nil.	Brockville	Nil.	Nil.
St. Andrews	9	145	Chatham	Nil.	Nil.
St. John	5	1,005	Cobourg	Nil.	Nil.
Total	25	1,306	Collingwood	6	230

PROVINCE OF NOVA SCOTIA—PROVINCE
DE LA NOUVELLE-ÉCOSSE.

Amherst	Nil.	Nil.
Annapolis Royal	2	645
Arsichat	11	208
Barrington	10	211
Canso	Nil.	Nil.
Digby	5	104
Guysboro'	Nil.	Nil.
Halifax	15	511
Liverpool	6	654
Lunenburg	16	1,259
Maitland	Nil.	Nil.
Parrsboro'	1	100
Pictou	3	332
Port Hawkesbury	1	14
Port Medway	Nil.	Nil.
Shelburne	6	327
Sydney	3	161
Truro	Nil.	Nil.
Weymouth	4	576
Windsor	2	540
Yarmouth	14	351
Total	99	5,993

PROVINCE OF QUEBEC—PROVINCE DE
QUEBEC.

Amherst (Magdalen Is- lands)	Nil.	Nil.
Gaspé	Nil.	Nil.
Montreal	6	2,607
Paspébiac	Nil.	Nil.
Quebec	14	596
Sorel	Nil.	Nil.
Total	20	3,203

PROVINCE OF ONTARIO—PROVINCE DE
L'ONTARIO.

Amherstburg	Nil.	Nil.
Belleville	Nil.	Nil.
Bowmanville	Nil.	Nil.
Brockville	Nil.	Nil.
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	6	230
Cornwall	Nil.	Nil.
Deseronto	Nil.	Nil.
Dunnville	Nil.	Nil.
Port William	Nil.	Nil.
Goderich	1	28
Hamilton	Nil.	Nil.
Kingston	11	76
Lindsay	Nil.	Nil.
Midland	1	5
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	30	1,844
Owen Sound	2	18
Peterborough	4	219
Pictou	1	5
Port Arthur	Nil.	Nil.
Port Burwell	1	9
Port Dover	Nil.	Nil.
Port Hope	Nil.	Nil.
Port Stanley	Nil.	Nil.
Prescott	Nil.	Nil.
Rat Portage	23	545
Sarnia	1	33
Southampton	Nil.	Nil.
Sault Ste. Marie	4	419
St. Catharines	Nil.	Nil.
Simcoe	Nil.	Nil.
Toronto	19	1,731
Wallaceburg	1	5
Whitby	Nil.	Nil.
Windsor	Nil.	Nil.
Total	105	5,167

PROVINCE OF PRINCE EDWARD ISLAND
—PROVINCE DE L'ÎLE DU PRINCE-
ÉDOUARD.

Charlottetown	2	185
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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.....	4	286	SUMMARY—SOMMAIRE.		
Vancouver	27	1,308	New Brunswick.....	25	1,306
Victoria.	17	768	Nova Scotia	99	5,993
Total	48	2,362	Quebec.	20	3,203
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.			Ontario.....	105	5,167
Winnipeg.:	9	338	Prince Edward Island...	2	185
YUKON DISTRICT.			British Columbia.....	48	2,362
Dawson City.....	Nil.	Nil.	Manitoba ...	9	338
			Yukon District.	Nil.	Nil.
			Total....	308	18,554

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STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1904-1905.

TABLEAU du tonnage des navires de chacun des Etat maritimes du globe, extrait du Répertoire Général pour 1904-1905.

Nationality.	Steam- ers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Ton- nage of Sail- ing Vessels.	Total Net Tonnage.
	Vapeurs	Tonnage brut des vapeurs.	Tonnage net des vapeurs.	Voiliers.	Tonnage net des voiliers.	Tonneaux.
British, including Canada and the Colonies.....	8,406	14,889,175	9,135,228	6,997	2,090,193	11,225,421
American.....	901	1,720,176	1,165,268	3,671	1,471,013	2,636,281
German.....	1,479	2,887,130	1,782,333	1,226	516,569	2,298,902
Norwegian.....	1,037	1,030,637	638,306	1,717	751,756	1,390,062
French.....	835	1,266,486	636,506	1,819	507,155	1,143,661
Italian.....	379	735,212	457,473	1,571	524,645	982,118
Canadian.....						
Russian.....	590	637,114	388,872	2,556	535,900	924,772
Spanish.....	456	713,775	453,678	546	87,839	541,037
Swedish.....	730	528,728	371,287	1,608	263,135	639,422
Dutch.....	392	631,600	378,863	679	90,963	469,826
Danish.....	408	511,310	310,761	969	128,595	439,356
Grecian.....	201	347,160	214,841	894	170,374	385,215
Japanese.....	556	645,978	403,043	1,596	184,565	587,908
Turkish.....	114	103,915	65,006	868	173,413	238,419
Austrian.....	266	555,482	345,684	106	19,676	365,360
Brazilian.....	202	136,214	86,419	347	76,312	162,731
Chilian.....	54	65,066	41,032	91	43,438	84,470
Belgian.....	126	154,093	101,880	11	2,138	104,018
Portuguese.....	40	48,180	30,328	273	56,565	86,893
Argentine.....	120	78,995	49,010	158	42,309	91,319
Hawaiian.....						
Peruvian.....	3	4,792	3,200	36	24,662	27,862
Chinese.....	43	56,476	36,088	8	925	37,013
Uruguay.....	32	26,822	16,826	76	32,053	48,879
Roumanian.....	26	25,193	14,408	21	3,765	18,173
Egyptian.....	15	11,274	6,679	8	1,576	8,255
Mexican.....	30	17,800	10,709	32	10,564	21,273
Nicaraguan.....	2	783	420	13	8,097	8,517
Guatemalan.....				10	2,503	2,503
Siamese.....	7	3,177	1,775	9	2,772	4,547
Venezuelan.....	8	3,718	1,936	21	3,134	5,070
Arabian.....				3	2,484	2,484
Haytian.....	5	1,790	908	10	1,736	2,644
Montenegrian.....				20	4,728	4,728
Colombian.....	1	881	457	5	1,385	1,842
Zanzibar.....	1	350	235			235
Persian.....	2	1,328	885	1	107	992
Bolivian.....				1	606	606
Bulgarian.....	4	5,134	3,042	2	256	3,298
San Domingo.....				9	1,334	1,334
Corean.....	4	2,602	1,978			1,978
Costa Rican.....	3	1,120	671	2	551	1,222
Sarawak.....	3	2,152	1,357	1	347	1,704
Liberian.....				3	916	916
Ecuador.....				1	257	257
Tunisian.....				3	565	565
San Salvador.....				3	514	514
Morocco.....						
Servian.....	1	264	102			102
Honduras.....	2	263	115	2	199	314
Cuban.....	43	41,581	26,869	124	12,260	39,129
Unknown.....	5	6,531	4,083	211	12,141	16,224
Oriental Republic.....						
Total.....	11,532	27,990,457	17,188,561	28,338	7,871,810	25,060,371

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COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1904 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	14,571	62	17,026	38	10,382
British Columbia.....	5	276			1	121	2	204	2	45
Manitoba.....							3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746			3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany					1	450				
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	4,931	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	23,967
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	92	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
Boitish 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
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 1875 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1904 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	090,412	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
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	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	17,094

1903.		1904.		—		—		—		—		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
135	12,907	99	5,993	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	1,076	20	3,203	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	10,719	105	5,167
6	171	2	185
56	3,494	48	2,362
5	248	9	338
Nil.	Nil.	Nil.	Nil.
328	30,323	308	18,554

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LIST of vessels whose names have been changed by Order in Council, under Section 21 of Chapter 72 of the Revised Statutes of Canada, during the year ended December 31, 1904.

LISTE des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 21, chapitre 72 des Statuts Révisés du Canada, durant l'année finissant le 31 décembre 1904.

Official Number. — Numéro matricule.	Present Name of Vessel. — Nom actuel du navire.	Port of Registry. — Port d'enregistrement.	Former Name of Vessel. — Ancien nom du navire.
77,915	Ahteek.....	Sault Ste. Marie	Albert Wright.
100,626	Angler.....	Port Dover.....	John A. Stabel.
	Belleville.....	Montreal.....	Spartan.
85,495	C. A. Boone.....	Toronto.....	Severn
92,681	Cardinal.....	Prescott.....	Mayflower.
103,956	Champlain.....	St. John, N.B.	Queen.
100,355	Chicoutimi.....	Montreal.....	Saguenay.
71,609	Cornwall.....	"	Algerian.
109,682	Dack.....	Prescott.....	Dean.
88,370	Eva Marie	Victoria, B.C.....	Rainbow.
112,080	Five Roses.....	Rat Portage, Ont.	Edith.
116,399	James Reid.....	Sarnia	Protector.
88,616	LaHave Packet.....	Lunenburg.....	Za Za.
103,703	Mikado.....	Yarmouth.....	Westport.
100,660	Navajo.....	Kingston.....	King Ben.
	Pictou.....	Montreal.....	Corsican.
107,900	Prescott.....	"	Bohemian.
107,349	Prince Albert.....	Yarmouth.....	Messenger.
116,268	Rheata.....	Toronto.....	J. H. DeGraff.
	St. Irene.....	Montreal.....	Canada.
90,807	Shamrock	Vancouver, B.C.....	Mamie
51,689	Skylark	Toronto.....	Sylvester Kneeland.
112,267	Tadousac.....	Montreal.....	Virginia.
75,538	Varennas.....	"	Cultivateur.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1905.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

PART I

STEAM VESSELS

PARTIE I

V A P E U R S

4-5 EDWARD VII., A. 1905

PART I.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, December 31, 1904.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre, 1904.

Abbreviations :—J.O., Joint owners. M.O., Managing owner. Pa., Paddle. Sc., Screw. (a) Register closed during 1905 while list was in preparation.
(b) Vessel reported to be sold.

Official number. Numero matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistre.		
88,639	A. B. Cook.....	St. Catharines.....	1885	Port Robinson, Ont.....	54 4 Ft.	12 0 Ft.	6 6 Ft.	34	23	13 sc..	James Bampton, Welland, Ont.
75,821	A. C. Whitney...	Halifax.....	1873	Boston, Mass., U.S.A....	76 0	17 5	5 6	63	41	75 sc..	The A. C. Whitney Co., Ltd., Halifax, N.S.
97,014	A. D. Cross.	St. Catharines.....	1897	Port Colborne, Ont.....	49 0	16 0	8 9	47	32	11 sc..	Mrs. Ida M. Armstrong, Port Colborne, Ont.
77,820	A. H. Jennie.....	Toronto.....	1882	Port Rowan, Ont.	119 0	21 1	9 3	197	121	.....	James M. Brinell, Toronto, Ont.
100,393	A. M. Petrie.	Hamilton.....	1892	Hamilton, Ont.	50 0	10 0	4 9	29	13	1 sc..	Miss Alice M. Petrie, Guelph, Ont.
96,573	A. V. Crawford...	Port Stanley.....	1891	Goderich, Ont.	72 0	15 7	7 2	51	35	20 sc..	Mrs. Ella B. Boone, Toronto, Ont.
96,767	A. Chambers.....	Goderich.....	1888	"	55 7	14 0	5 2	23	16	30 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
71,244	A. Scannan.....	Toronto .. .	1873	Buffalo, N.Y., U.S.A....	69 5	15 2	7 2	76	52	55 sc..	J. V. Crawford, Warton, Ont.
92,740	Abeona.....	"	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..	Wm. Harty, Kingston, Ont.
103,554	Aberdeen.....	Montreal.....	1895	Sorel, Que.....	79 3	18 3	9 0	87	55	43 sc..	Harbour Commissioners, Montreal, Que.

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103,227	Aberdeen.....	Ottawa.....	1894	Paisley, G.B.....	180 0	31 1	16 9	674	256	1200 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...	A. W. Hopburn, Pictou, Ont.
100,886	Aberdeen.....	St. John, N.B.....	1894	St. John, N.B.....	140 2	22 0	4 0	244	137	17 pa...	The Frederickton & Woodstock Steam- boat Co., Ltd., Southampton, N.B.
100,675	Aberdeen.....	Vancouver.....	1893	Vernon, B.C.....	146 2	29 9	6 8	554	349	17 pa...	Canadian Pacific Railway Co., Mont- real, Que.
100,148	Aberdeen.....	Winnipeg.....	1892	Battleford, N.W.T.....	58 6	42 3	3 8	26	26	2 pa...	John G. Oliver, Battleford, N.W.T.
97,007	Abino.....	St. Catharines.....	1894	Fort Erie, Ont.....	41 3	10 3	3 8	8	5	7 se...	Fred. Masters, Niagara-on-the-Lake, Ont.
100,395	Acacia.....	Hamilton.....	1893	Hamilton, Ont.....	92 4	19 4	6 6	107	73	7 se...	M. O. Mathews, M.O., Hamilton, Ont.
96,891	Acadia.....	Ottawa.....	1890	Chester, Pa., U.S.A.....	182 5	23 6	18 7	520	354	138 se...	E. and T. Lantahum, St. John, N.B.
92,488	Acadia.....	Windsor, N.S.....	1887	Hantsport, N.S.....	72 0	21 3	6 8	74	67	31 se...	G. E. Battand F. C. Batt, Charlotten- town, P.E.I.
111,652	Actea.....	Montreal.....	1894	Poughkeepsie, N.Y., U.S.A.	46 0	9 5	4 1	11	8	3 se...	Andrew F. Gault, Montreal, Que.
99,648	Active.....	Halifax.....	1893	Dysart, G.B.....	72 3	16 8	8 5	60	22	25 se...	H. V. Smith, Bay of Islands, Nfld.
100,186	Active.....	Montreal.....	1873	Montreal, Que.....	129 5	24 2	10 9	302	190	200 se...	Montreal Transportation Co., Mont- real, Que.
94,894	Active.....	Vancouver.....	1889	New Westminster, B.C.....	116 0	20 7	10 3	172	119	50 se...	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
100,367	Activity.....	Quebec.....	1892	Levis, Que.....	44 6	12 8	5 2	22	9	25 se...	J. D. Cameron, Quebec, 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, Sur- bury Co., N.B.
90,539	Ada.....	Montreal.....	1886	Montreal, Que.....	61 2	15 0	5 6	29	19	120 se...	Chas. Oglvie, 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 Alie.....	Toronto.....	1879	Port Dalhousie, Ont.....	66 5	13 2	4 0	69	41	10 se...	Joseph Goodwin, Toronto, Ont.
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.
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. Dansereau, Verelúes, Que.
71,286	Admiral.....	Port Stanley.....	1880	Petersville, Ont.....	45 6	10 3	3 3	9	8	7 se...	Peter G. Carpenter, Sombra, Ont.
72,247	Admiral.....	St. John, N.B.....	1876	Portland, N.B.....	119 6	22 0	5 7	158	100	66 pa...	Parker Glasier, Lincoln, Sunbury Co., N.B.
103,566	Adonis.....	Montreal.....	1890	Kingston, Ont.....	61 4	11 1	4 4	14	10	8 se...	J. B. Tressider, Montreal, Que.
90,702	Adrelexa.....	St. Catharines.....	1886	Port Robinson, Ont.....	61 0	10 3	4 6	20	14	2 se...	Edward Adamson, Toronto, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.				Tonnage.		H. P. of Engines and P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registre.			
111,482	Adriatic.....	Quebec.....	1900	Levis, Que.....	47 9 Ft.	20 0 Ft.	8 5 Ft.	136	87	39 sc..	Lorne C. Webster, Quebec, Que.	
.....	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 sc..	Montreal Transportation Co., Ltd., Montreal, Que.	
90,775	Advance.....	Windsor, Ont.....	1886	Windsor, Ont.....	48 8	15 1	4 0	72	49	20 sc..	Wm. A. Kennedy, Manitoulin, Ont.	
85,305	Agnes.....	Montreal.....	1883	Buckingham, Que.....	56 8	12 4	4 4	29	20	30 sc..	G. Bothwell, Buckingham, Que.	
85,325	Agnes.....	Owen Sound.....	1884	Meaford, Ont.....	50 0	13 7	6 0	23	16	30 sc..	Geo. T. Dunn, Owen Sound, Ont.	
107,362	Agnes.....	Toronto.....	1898	Toronto, Ont.....	55 0	9 2	3 9	14	10	3 sc..	Thos. Ellis, Reach's Point, Ont.	
116,777	Agnes.....	Vancouver.....	1901	Ladners, B.C.....	26 0	6 6	2 4	3	2	1 sc..	Duncan Bell-Irving, Vancouver, B.C.	
163,697	Agnes C.....	Sault Ste. Marie.....	1887	Green Bay, Wis., U.S.A.	47 0	9 0	5 0	20	10	— sc..	W. H. Plummer, Sault Ste. Marie, Ont.	
77,999	Agnes McMahon..	Ottawa.....	1879	St. Catharines, Ont.....	96 0	15 3	6 4	81	47	50 sc..	Israel Clement, Montreal, Que.	
116,241	Agnes Smith.....	Sault Ste. Marie.....	1904	Little Current, Ont.....	61 0	15 0	6 0	57	36	— sc..	John Henderson and Lorne Smith, J. O., Little Current, Ont.	
111,752	Agwinda.....	Rat Portage.....	1900	Rat Portage, Ont.....	105 0	22 5	4 0	307	143	1 ps..	Rainy River Navigation Co., Ltd., Rat Portage, Ont.	
163,672	Almie.....	Toronto.....	1896	Gravelhurst, Ont.....	80 4	13 0	4 6	70	48	11 sc..	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.	
77,915	Alcock.....	Sault Ste. Marie.....	1879	Port Hope, Ont.....	57 0	12 6	7 9	29	21	— sc..	W. H. Plummer, Sault Ste. Marie, Ont.	

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97,047 Aid	Liverpool	1891	Liverpool, N.S.	79 2	24 4	7 5	99	67	130 se ...	Alfred Dieckey, Stewiacke, N.S.
92,295 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	5 se ...	Peter Cavanaugh, Perth, Ont.
116,469 Aime	Victoria	1899	Cheminus, B.C.	38 0	9 0	3 2	9	6	3 se ...	Joseph Pearson and C. G. Lawrence, Cheminus, B.C.
116,789 Airdrie	Vancouver	1904	Steveston, B.C.	35 0	11 1	3 3	9	6	1 se ...	Thomas R. McLay, Vancouver, B.C.
111,935 Ajax	Lindsay	1902	Bobaygeon, Ont.	54 0	14 6	6 1	33	23	50 se ...	W. F. C. Boyd, M.O., Bobaygeon, 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.
88,600 Alameda	Yarmouth	1885	Aradia, N.S.	66 6	13 0	4 8	63	49	10 se ...	A. Straug, Cape Traverse, P.E.I.
103,484 Alarm	Victoria	1893	Georgetown, B.C.	52 0	13 8	7 0	34	23	5 se ...	Georgian Logging Co., Ltd., Gicla, B.C.
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, Ltd., Anticosti, Que.
83,040 Albani	Brockville	1882	Sorel, Que.	78 6	13 6	7 0	58	39	40 se ...	W. H. Constock, Brockville, Ont.
100,622 Albani	Port Dover	1892	Simcoe, Ont.	36 6	7 6	5 0	5	4	1 se ...	Wm. Davies, Toronto, Ont.
88,559 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		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.
111,942 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.
85,765 Alberta	Montreal	1883	Whiteinch, G.B.	263 5	38 2	23 3	2,282	1,552	300 se ...	Canadian Pacific Railway Co., Montreal, Que.
103,296 Alberta	New Westminster	1893	Bonner's Ferry, Idaho, U.S.A.	140 0	23 0	6 0	508	320	10 pa. ...	The International Navigation & Trading Co., Ltd., Kaslo, B.C.
116,942 Alberta	Rat Portage	1904	Rat Portage, Ont.	20 0	5 0	2 0	2	1	1 se ...	A. F. Gooding, Rat Portage, Ont.
116,950 Alberta	"	1904	Prince Albert, N.W.T.	130 0	31 0	4 0	315	214	15 pa. ...	F. W. Coates and R. Mosher, jr., J.O., Prince Albert, N.W.T.
111,433 Albion	Halifax	1902	Moser's River, N.S.	35 8	10 5	4 0	9	6	1 se ...	Carl H. Anderson, Moser's River, N.S.
107,716 Albion	Victoria	1899	Vancouver, B.C.	79 2	18 2	8 3	87	60	24 se ...	Pacific Towing & Lightering Co., Ltd., Victoria, B.C.
112,043 Aleyon	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 Aleyone	Montreal	1890	Chicago, Ill., U.S.A.	76 2	11 0	6 4	38	22	14 se ...	H. M. Molson, Montreal, Que.
100,096 Aleyone	St. John, N.B.	1892	St. John, N.B.	36 7	9 1	4 3	15	10	30 se ...	Henry Eagle, Chatham, N.B.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
85,769	Alert.....	Montreal.....	1879	St. John's, Que.....	40 3	7 2	3 1	4	2	7 sc ..	Louis H. Hébert, St. John's Que.
116,862	Alert.....	Ottawa.....	1914	Témiscamingue, Que.....	68 3	12 4	5 2	53	26	10 sc ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
92,421	Alert.....	Prescott.....	1886	Morrisburg, Ont.....	64 0	14 4	5 0	50	35	9 sc ..	Minister of Railways and Canals, Ottawa, Ont.
90,639	Alert.....	St. Catharines.....	1886	Port Robinson, Ont.....	58 4	15 0	7 2	47	32	28 sc ..	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	2 sc ..	John A. Kaye, Sault Ste. Marie, Ont.
107,529	Alert.....	Victoria.....	1899	New Denver, B.C.....	31 5	6 7	3 0	3	2	sc ..	Willis F. Cook, New Denver, B.C.
107,515	Alert.....	".....	1898	Linderman, B.C.....	34 0	8 0	4 0	7	5	1 sc ..	John J. McKenna, Lake Bennett, B.C.
94,807	Alert.....	".....	1889	Victoria, B.C.....	62 0	15 4	6 5	44	26	80 sc ..	Andrew Haslam, Nanaimo, B.C.
107,748	Aletha.....	Kingston.....	1901	Kingston, Ont.....	107 4	19 7	5 5	171	90	25 sc ..	Mrs. Aletha Roys, Kingston, Ont.
96,898	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 sc ..	Miramichi Steam Navigation Co., Ltd., Chatham, N.B.
100,598	Alexandra.....	Halifax.....	1889	Sorel, Que.....	79 2	13 8	4 2	34	23	35 sc ..	Frederick Perrin, Halifax, N.S.
100,282	Alexandra.....	Lindsay.....	1891	Lakefield, Ont.....	76 0	18 0	6 0	165	71	50 sc ..	Jos. B. Parkin, M.O., Lindsay, Ont.
116,340	Alexandra.....	Ottawa.....	1903	Témiscamingue, Que.....	148 0	45 4	8 1	417	280	96 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

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107,380	Alexandra.....	Sydney.....	1902	Port Morien, N.S.....	44 2	10 4	4 8	14	10	12 sc..	Robt. Spencer, Port Morien, N.S.
112,291	Alexandra.....	Winnipeg.....	1902	Winnipeg, Man.....	84 0	19 8	3 2	164	38	5 sc..	Red River Navigation Co., Ltd., Winnipeg, Man.
85,768	Alexandria.....	Pictou, Ont.....	1883	Montreal, Que.....	173 7	30 6	8 4	863	508	50 pa..	Arthur W. Hopburn, Pictou, Ont.
88,528	Alfie.....	Hamilton.....	1887	Hamilton, Ont.....	28 0	6 2	3 1	3	2	4 sc..	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.
80,771	Alfred Wilson.....	Sarnia.....	1879	Port Franks, Ont.....	45 0	12 7	3 5	33	22	8 sc..	D. Sutherland, Chatham, Ont.
71,009	Algerian.....	Montreal.....	1874	Kingston, Ont.....	175 3	27 1	9 9	914	576	88 pa..	Montreal Safe Deposit Co., Montreal, Que.
111,763	Algoma.....	Kingston.....	1901	Kingston, Ont.....	36 6	8 4	3 4	5	3	10 sc..	John H. Davis, Kingston, Ont.
116,637	Algoma.....	Rat Portage.....	1904	Fort Frances, Ont.....	56 0	14 0	5 5	69	47	3 sc..	The Rat Portage Lumber Co., Ltd., Rat Portage, Ont.
111,803	Algoma.....	Sault Ste. Marie.....	1901	Toronto, Ont.....	101 0	36 3	11 0	157	107	54 sc..	Robt. A. Lyon, Sault Ste. Marie, Ont.
95,051	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.
103,236	Alice.....	Montreal.....	1894	Sorel, Que.....	70 7	17 5	7 6	67	46	15 sc..	Simennes McNaughton Line, Ltd., Montreal, 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.....	62 0	12 6	4 8	26	18	10 sc..	Patrick Kelly, Kippewa, Que.
92,674	Alice.....	Pictou, N.S.....	1888	Pictou, N.S.....	42 8	11 7	4 4	16	11	20 sc..	W. H. Irving, Buctouche, N.B.
107,723	Alice.....	Vancouver.....	1900	Vancouver, B.C.....	66 8	12 6	4 2	35	24	2½ sc..	S. K. Champion, <i>et al.</i> , Vancouver, B.C.
112,244	Alice.....	".....	1902	Vancouver, B.C.....	33 0	9 2	4 4	11	8	2 sc..	Vancouver Power Co., Victoria, B.C.
116,403	Alice.....	Victoria.....	1901	Friday Harbour, Wash.,	26 6	8 4	3 2	3	2	1 sc..	Wm. Munroe, James Island, B.C.
117,001	Alice A.....	Vancouver.....	1895	Portland, Ore., U.S.A.....	38 0	7 6	2 6	9	6	2 sc..	Clark L. Ford, Vancouver, B.C.
80,909	Alice Brooks.....	Owen Sound.....	1882	Port Elgin, Ont.....	40 6	11 5	5 4	17	11	12 sc..	Edward Brooks, Port Elgin, Ont.
107,169	Alice G.....	Collingwood.....	1902	Collingwood, Ont.....	60 0	12 0	6 3	36	25	5 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
116,659	Alice Mand.....	Yarmouth.....	1904	Shelburne, N.S.....	65 0	14 3	6 6	45	30	16 sc..	Thomas N. McGrath, Tusket, N.S.
59,223	Alida.....	Halifax.....	1861	Philadelphia, Pa., U.S.A.....	79 4	18 0	6 2	64	30	50 sc..	Ed. Brownell, Porter's Lake, N.S.
100,757	Aligator.....	Toronto.....	1893	Pine Lake, Ont.....	31 0	11 5	3 4	6	4	25 pa..	F. Baker, Barrie, Ont.
116,732	Allan Sewell.....	St. John, N.B.....	1904	Mangerville, N.B.....	42 2	8 2	4 1	12	8	4 sc..	A. H. Sewell, Gilson, N.B.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Éregistré.		
107,367	Albena May.....	Toronto.....	1897	Walker's Point, Ont.....	47 5 Ft.	7 6 Ft.	3 1 Ft.	16	11	2 sc...	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 sc...	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 sc...	Paul Boucher, Sorel, Que.
116,599	Alma.....	".....	1895	Derby, Vt., U.S.A.....	29 7	8 6	3 6	6	4	1 sc...	Charles J. Lorimer, Stanstead, Que.
100,369	Alma.....	Quebec.....	1891	Portneuf, Que.....	36 0	10 0	5 0	12	8	20 sc...	A. Lenay, Portneuf, Que.
92,692	Alma T.....	Winnipeg.....	1889	Rat Portage, Ont.....	35 0	8 3	3 1	16	11	1 sc...	Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
71,241	Almeda Covell.....	Toronto.....	1868	Buffalo, N.Y., U.S.A.....	32 5	9 0	4 3	9	6	12 sc...	Nathaniel Dickey and John Ginty, J. O., Toronto, Ont.
107,176	Almida.....	Port Arthur.....	1899	Port Arthur, Ont.....	30 0	10 0	3 7	8	4	1 sc...	A. W. Nuttall, Port Arthur, Ont.
107,924	Alpha.....	New Westminster.....	.....	Juneau, Alaska, U.S.A.....	30 0	8 5	6 0	10	7	4 sc...	Lewis McLachlan, Whitehorse, V.T.
100,750	Alpha.....	Quebec.....	1898	Cheverie, N.S.....	72 6	18 2	7 2	61	42	20 sc...	Cie Maritime et Commerciale du Bas St. Laurent, Ltd., Anticosti, Que., Minister of Marine and Fisheries, Ottawa, Ont.
111,495	Alpha.....	Quebec.....	1900	Lévis, Que.....	47 5	12 2	4 9	20	7	12 sc...	Young Men's Christian Association Winnipeg, Man.
116,945	Alpha.....	Rat Portage.....	1902	Winnipeg, Man.....	30 0	6 2	2 2	2	2	1 sc...	Britannia Copper Syndicate, Ltd., Vancouver, B.C.
116,790	Alta.....	Vancouver.....	1904	San Francisco, Cal., U.S.A.....	32 0	7 7	2 8	9	6	3 sc...	Henry E. Shaver, Ottawa, Ont.
111,447	Alva.....	Ottawa.....	1901	Ottawa, Ont.....	50 0	13 2	4 6	27	22	12 sc...	

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103,211	Annabie du Fond.....	Ottawa.....	1894	Arnprior, Ont.....	41 6	16 4	3 3	17	11	20 pa... H. F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
69,929	Annanda.....	Quebec.....	1868	Island of Orleans, Que.....	32 0	11 0	5 0	11	7	10 se... Hyacinthe Beaulieu, Lévis, Que.
79,977	Amanda Greene.....	St. John, N.B.....	1877	Carleton, N.B.....	41 6	12 5	5 2	20	13	3 se... Alex. B. Holly, St. John, N.B.
100,662	America.....	Kingston.....	1895	Kingston, Ont.....	153 2	33 2	6 4	521	266	200 pa... The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
100,400	Ampere.....	Hamilton.....	1894	Hamilton, Ont.....	31 3	7 0	4 6	5	3	5 se... Allen Marshall, Hamilton, Ont.
112,121	Amphitrite.....	Lunenburg.....	1903	Mahone Bay, N.S.....	111 2	25 6	10 2	149	84	21 se... Clarence A. Larder, New Ross, N.S.
98,073	Amur.....	Victoria.....	1890	Sunderland, G.B.....	216 0	28 1	17 9	907	570	150 se... Canadian Pacific Railway Co., Montreal, Que.
111,916	Any.....	Toronto.....	1901	Cornwall, Ont.....	55 2	15 7	7 2	40	27	10 se... Rudolph Macdonald, Toronto, Ont.
112,182	Anchota.....	".....	1902	Kingston, Ont.....	42 0	7 8	3 1	6	3	5 se... Robt. J. McKee, Toronto, Ont.
92,308	Anderson.....	Collingwood.....	1888	Midland, Ont.....	42 0	11 0	5 6	16	11	12 se... James Clark, Wiarton, Ont.
100,636	Angler.....	Port Dover.....	1895	Buffalo, N.Y., U.S.A.....	53 0	11 0	5 8	20	14	8 se... John S. Allan, Port Dover, Ont.
92,708	Angler.....	Winnipeg.....	1891	Selkirk, Man.....	47 0	13 8	5 2	16	11	3 se... Dominion Fish Co., Ltd., Winnipeg, Man.
59,954	Anglesee.....	Quebec.....	{ 1870 1900	{ Lévis, Que..... Quebec, Que.....	{ 132 5 85 0	{ 21 9 20 6	{ 9 2 4 5	{ 280 161	{ 177 114	{ 60 pa... John C. Kaine, Quebec, Que. 5 pa... British Yukon Navigation Co. Ltd., Victoria, B.C.
107,512	Anglian.....	Victoria.....	1898	Teslin Lake, B.C.....	85 0	20 6	4 5	69	43	..... Ontario Bank, Toronto, Ont.
.....	Anglo-Saxon.....	Port Hope.....	1868	Port Perry, Ont.....	68 5	13 0	5 0	27	12	10 se... Andrew King, Halifax, N.S.
103,654	Anita.....	Halifax.....	1894	Tusket Wedge, N.S.....	55 9	12 9	6 4	8	6	15 se... E. E. Gilbert, Cardinal, Ont.
85,718	Anna.....	Prescott.....	1883	Cardinal, Ont.....	44 0	8 0	3 5	19	13	10 se... Frederick Burrow, M.O., Wiarton, Ont.
96,877	Anna Siemon.....	Owen Sound.....	{ 1888 1901	{ Port Franks, Ont..... Owen Sound ".....	{ 41 0 37 8	{ 10 0 9 6	{ 4 0 3 4	{ 8 42	{ 6 29	{ 15 se... D. Gillies, Carleton Place, Ont. 50 se... Peter Judge, Halifax, N.S.
92,345	Anne Marie.....	Quebec.....	1886	Lake St. Joseph, Que.....	56 6	14 0	6 8	42	1	2 se... E. A. Dunlop and J. Dunlop, jr., Pembroke, Ont.
100,222	Annie.....	Halifax.....	1892	Dartmouth, N.S.....	25 4	6 4	2 0	42	18	50 se... Mrs. Annie Pendergast, Kingston, Ont.
103,431	Annie.....	Ottawa.....	1886	Carleton Place, Ont.....	58 4	13 8	7 6	6	4	1 se... N. A. Beach, Georgeville, Que.
107,747	Annie Barrett.....	Kingston.....	1901	Kingston, Ont.....	37 5	8 0	3 2	14	9	1 se... John Forsythie, Barrie, Ont.
100,592	Annie C.....	Montreal.....	{ 1889 1894	{ Newport, U.S.A..... Georgeville, Que.....	{ 36 0 78 0	{ 8 6 16 6	{ 3 6 5 3	{ 80	{ 48	{ 30 se... Eugene O'Keefe, Toronto, Ont.
107,366	Annie C. Hill.....	Toronto.....	1890	Owen Sound, Ont.....	.....	.....	.....	.....	.....	.....
71,140	Annie Craig.....	Port Dover.....	{ 1879 1880	{ Port Burwell, Ont..... Port Dover ".....	{ 78 0	{ 16 6	{ 5 3	{ 80	{ 48	{ 30 se... Eugene O'Keefe, Toronto, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.			
103,270	Annie Carrier	St. John, N.B.	1897	Oromocto, N.B.	42 4 Ft.	8 8 Ft.	3 7 Ft.	11	7	2 sc.	John W. Carrier, Oromocto, N.B.	
83,158	Annie Lake	Belleville	1894	Belleville, Ont.	64 1	9 8	3 5	19	13	12 sc.	J. C. Lake, Belleville, Ont.	
103,885	Annie Laurie	Ottawa	1890	Sturgeon Falls, Ont.	36 5	8 3	3 0	3	3	4 sc.	T. Reynolds and H. Dreany, North Bay, Ont.	
107,165	Annie M.	Collingwood	1900	Collingwood, Ont.	56 0	12 0	6 3	33	22	2 sc.	Mrs. M. A. Clark, Collingwood, Ont.	
107,173	Annie Mc	Port Arthur	1897	Port Arthur, Ont.	33 0	7 8	2 4	13	11	5 sc.	Thomas McLeod, Port Arthur, Ont.	
96,851	Annie Moiles	Sarnia	1865	East Sarnia, Mich., U.S.A.	81 0	17 0	7 7	71	49	75 sc.	The Boutelle Towing & Wrecking Co., Ltd., Sarnia, Ont.	
92,398	Antelope	Kingston	1889	Kingston, Ont.	60 5	11 5	4 8	20	11	15 sc.	John A. Davis, Escott, Ont.	
92,532	Antelope	Montreal	1887	Montreal, Que.	82 4	18 4	7 2	83	57	13 sc.	Dickson Anderson, Montreal, Que.	
107,153	Antie	Vancouver	1894	Seattle, Wash., U.S.A.	30 8	7 0	3 0	4	3	1 sc.	H. H. Hayden, 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	18 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.	
100,394	Arabian	Hamilton	1892	Hamilton, Ont.	178 6	31 0	13 6	1,073	770	400 sc.	J. B. Fargrieve, Hamilton, Ont.	
92,642	Arbatus	Owen Sound	1887	Wallaceburg, Ont.	63 0	14 8	7 0	49	34	4 sc.	Owen Sound Tug, Lighter & Barge Line, Owen Sound, Ont.	
90,898	Arbutus	Pictou, N.S.	1889	Yarmouth, N.S.	61 0	14 9	6 0	47	32	15 sc.	H. A. Rhynard, Pictou, N.S.	

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85,555	Areadia	Pictou, N.S.	1884	Yarmouth, N.S.	68 0	16 7	6 4	62	42	30 se . .	Mrs. Elizabeth Beattie, Pictou, N.S.
103,912	Archer	Victoria	1897	Arrowhead, B.C.	49 5	13 0	4 0	15	10	3 se . .	The Fred. Robinson Lumber Co., Ltd., Revelstoke, B.C.
107,823	Archie	"	1900	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.
94,939	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	Argenta	Victoria	1900	Kaslo, B.C.	92 2	20 3	4 2	206	130	4 pa . .	Robert Irving, Kaslo, B.C.
116,866	Argo	Ottawa	1904	Turtle Portage, Que.	87 0	18 5	6 2	95	75	30 se . .	Alexander Lumsden, Ottawa, 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.
85,489	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	Rat Portage	1900	Keewatin, Ont	59 5	16 0	5 4	78	53	11 se . .	Clifford Lewis, Keewatin, Ont.
96,859	Argyle	Sarnia	1891	Buffalo, N.Y., U.S.A.	68 0	15 3	7 0	41	28	30 se . .	Sarnia Bay Towing & Salvage Co., Ltd., Sarnia, Ont.
116,454	Ariadne	Vancouver	1903	Vancouver, B.C.	34 9	8 7	3 9	14	9	2 se . .	Hugh A. Urquhart, 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 . .	John C. Kaine, Quebec, 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.
100,505	Arizona	Quebec	1892	Quebec, Que.	40 0	7 3	3 2	9	6	1 se . .	Quebec & Lake St. John Railway Co., Quebec, Que.
71,263	Arlington	Toronto	1878	Harwood, Ont.	61 0	13 0	4 0	23	16	25 se . .	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.
71,388	Armenia	Kingston	1873	Chatham, Ont	176 2	25 0	11 5	407	318	150 se . .	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
74,088	Arrow	Halifax	1876	Halifax, N.S.	42 5	9 4	5 0	10	8	10 se . .	Roderick Macdonald, Halifax, N.S.
116,832	Arrow	Kingston	1901	Kingston, Ont.	35 1	7 2	2 8	4	3	1 se . .	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 se . .	C. W. Vanderberg, Nakusp, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
112,071	Artemise.....	Peterborough.....	1902	Peterborough, Ont.....	34 0 Ft.	7 8 Ft.	12 9 Ft.	11	9	7 se...	N. T. Laplante, Peterborough, Ont.	
103,582	Arthur.....	Chatham, N.B.....	1895	Chatham, N.B.....	40 0	8 3	4 8	5	3	3 se...	J. P. M. Ruddock, Chatham, N.B.	
103,698	Arthur.....	Montreal.....	1890	Sorel, Que.....	90 3	19 1	4 8	78	36	17 pa...	Monville Lumber Mills Co., Mont- real, Que.	
103,367	Arthur.....	Quebec.....	1895	Roberval, Que.....	43 5	10 6	3 8	15	12	6 se...	Joseph Laveque, Roberval, Que.	
100,667	Aryan.....	Kingston.....	1895	Kingston, Ont.....	30 4	6 1	2 5	2	2	10 se...	M. R. Davis, Kingston, Ont.	
92,691	Athabasca.....	Winnipeg.....	1888	Athabasca Ldg., N.W.T.	146 0	28 4	4 0	167	105	10 se...	The Hudson Bay Co., London, Eng.	
85,764	Athabaska.....	Montreal.....	1883	Kelvinhaugh, C.B.....	262 8	38 2	23 3	2,269	1,545	300 se...	Canadian Pacific Railway Co., Mont- real, Que.	
116,944	Athendune.....	Rat Portage.....	1904	Rat Portage, Ont.....	33 0	7 0	3 2	4	3	2 se...	James H. Ashdown, Winnipeg, Man.	
107,833	Athens.....	Victoria.....	1901	Victoria, B.C.....	42 0	15 3	6 8	23	8	1 se...	John Robertson, Victoria, B.C.	
111,487	Atlantic.....	Quebec.....	1879	Philadelphia, Pa., U.S.A.	153 6	28 2	9 6	665	283	27 se...	Lorne C. Webster, Quebec, Que.	
92,743	Atlas.....	Sackville.....	1890	Port Elgin, N.B.....	46 0	12 4	4 8	16	11	30 se...	Prescott Lumber Co., New Mills, N.B.	
85,419	Augusta.....	St. Catharines.....	1883	Port Robinson, Ont.....	66 0	16 0	6 4	57	31	20 se...	Daniel McGrath, Port Dalhousie, Ont.	
66,063	Anrelia.....	Montreal.....	1869 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	56 4	14 2	7 8	34	23	9 se...	Robert Weddell, Toronto, Ont.	
53,887	Aurora.....	Quebec.....	1866	Point Lévis, Que.....	107 8	21 0	7 1	125	79	24 pa...	Jos. Blondin, Lachine, Que.	

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107,918	Aurora	St. Andrews	1893	Brooklyn, N.Y., U.S.A.	114 8	26 6	10 9	364	183	32 sc..	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
90,442	Aurora	Winnipeg	1885	Icelandic River, Man.	121 0	19 2	8 4	225	141	19 pa..	Wm. Dewar, Selkirk, Man.
107,525	Australian	Victoria	1899	Lake Bennett, B.C.	115 0	24 8	4 0	422	308	7 pa..	British Yukon Navigation Co., Ltd., Victoria, B.C.
103,156	Autolycus	Vancouver	1895	Vancouver, B.C.	53 1	10 0	5 5	25	17	9 sc..	Jas. A. McNair, Vancouver, B.C.
94,724	Avon	Windsor, N.S.	1888	Hantsport, N.S.	78 6	15 6	10 0	65	41	6 sc..	The Summerville Tow Boat & Ferry Co., Ltd., Summerville, N.S.
107,597	B. M. Fraser	Owen Sound	1900	Owen Sound, Ont.	69 0	17 0	7 8	50	54	10 sc..	T. C. Sims, Little Current, Ont.
107,715	Bailey	Vancouver	1899	Lake Bennett, B.C.	110 0	21 7	5 0	193	132	5 pa..	British Yukon Navigation Co., Ltd., Victoria, B.C.
83,918	Baines Hawkins	Sydney	1891	Blyth, G.B.	189 6	30 1	13 6	703	435	95 sc..	John C. Peters, Sydney, N.S.
100,306	Balize	Windsor, Ont.	1893	Cleveland, O., U.S.A.	132 0	20 0	12 0	247	168	18 sc..	John Charlton, Lynedock, Ont.
107,209	Balmoral	Winnipeg	1899	Rat Portage, Ont.	53 5	10 0	3 6	37	23	2 sc.	L. Bellefeuille, Rat Portage, Ont.
111,934	Bancroft	Lindsay	1903	Lindsay, Ont.	37 5	8 5	3 0	10	7	7 pa..	R. C. Carter, M.O., Deseronto, Ont.
111,933	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.
83,454	Barbara Boscowitz	Victoria	1883	Victoria, B.C.	119 0	23 0	10 0	338	253	21 sc..	The Boscowitz Steamship Co., Ltd., Victoria, B.C.
103,634	Baskatong	Ottawa	1895	Baskatong, Que.	36 5	16 0	3 4	13	8	20 pa..	John Gilmore, Ottawa, Ont.
80,728	Batiscan	Quebec	1880	Quebec, Que.	67 9	16 0	4 1	40	17	29 pa..	Evan John Price, Quebec, Que.
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.
71,118	Beatrice	Collingwood	1877	Collingwood, Ont.	63 0	12 3	5 6	31	21	25 sc..	Wm. J. Keays, M.O., Sarnia, Ont.
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.
103,886	Beatrice B.	Ottawa	1897	Ottawa, Ont.	61 8	16 5	7 0	59	43	25 sc..	T. G. Brigham, Ottawa, Ont.
112,231	Beatrice E. Waring	St. John, N.B.	1903	St. John, N.B.	140 9	25 6	5 0	593	373	43 pa..	Springfield Steamship Co., Ltd., Springfield, N.B.
107,167	Beatrice M.	Collingwood	1902	Collingwood, Ont.	60 0	12 0	6 3	36	25	4 sc..	John Bowman, Rossport, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
83,157	Beaver.....	Belleville.....	1892	Belleville, Ont.....	64 3 Ft. 10hs.	15 3 Ft.	7 3 Ft.	41	24	40 sc...	John Bonar, Cornwall, Ont.	
100,408	Beaver.....	Hamilton.....	1896	Kingston, Ont.....	32 0	6 0	3 0	3	2	5 sc...	Edward Porter, Hamilton, Ont.	
107,464	Beaver.....	Lindsay.....	1897	Lindsay, Ont.....	78 0	14 5	4 5	92	58	7 pa...	John Carew, Lindsay, Ont.	
100,428	Beaver.....	Ottawa.....	1893	Simcoe, Ont.....	36 0	16 0	3 2	13	6	20 pa...	A. Launsden, Ottawa, Ont.	
107,782	Beaver.....	".....	1899	Teniscamque, Que....	47 4	16 7	4 2	16	8	20 pa...	"	
83,416	Beaver.....	Port Hope.....	1883	Gore's Landing, Ont....	73 0	12 0	4 0	18	12	25 sc...	Thomas Harris, Gore's Landing, Ont.	
77,559	Beaver.....	Quebec.....	1873	Sorel, Que.....	142 0	24 5	9 0	273	104	75 pa...	John C. Kaine, Quebec, Que.	
107,691	Beaver.....	Toronto.....	1899	Midland, Ont.....	54 0	11 0	5 2	29	12	8 sc...	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	6 sc...	London & Pacific Gold Fields Co., Ltd., London, Eng.	
107,096	Beaver.....	Victoria.....	1898	Victoria, B.C.....	140 0	28 0	5 1	545	344	13 pa...	Canadian Pacific Railway Co., Mont- real, Que.	
100,748	Beaver.....	Windsor, N.S.....	1897	Canning, N.S.....	80 0	21 0	7 4	85	43	8 sc...	The St. John Steamboat Co., Ltd., St. John, N.B.	
92,705	Beaver.....	Winnipeg.....	1890	Norman, Ont.....	48 0	11 4	4 7	34	23	5 sc...	E. W. Brydges, Rat Portage, Ont.	
113,782	Belfast.....	Vancouver.....	1904	Vancouver, B.C.....	91 3	18 0	7 0	105	72	15 sc...	Thomas G. McBride, Vancouver, B.C.	
80,719	Bella.....	Paspebiac.....	1900	Cross Point, Que.....	52 6	22 1	5 0	43	29	5 pa...	J. L. MacDonald, Cross Point, Que.	

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94,802	Bella.....	Victoria.....	1888	Victoria, B.C.....	34 5	8 1	3 8	8	6	1 se ..	John Clayton, Bella Bella, B.C.
83,415	Bella Pair.....	Port Hope.....	1881	Bobcaygeon, Ont.....	50 0	7 0	4 0	7	5	9 se ..	W. D. Kelley, Bridgenorth, Ont.
103,631	Bella Ritchie.....	Ottawa.....	1895	Quyon, Que.....	87 7	24 0	6 4	69	75 pa..	C. M. Roys, Kingston, Ont.	
111,770	Bella Vister.....	Kingston.....	1902	Kingston, Ont.....	46 5	8 0	3 1	8	6	5 se ..	John H. Wilmoth, Tp. of Monk, Ont.
85,674	Belle.....	New Westminster.....	1884	New Westminster, B.C.....	75 0	15 4	6 7	67	45	60 se ..	B. C. Mills Timber & Trading Co., Vancouver, B.C.
116,335	Belle.....	Ottawa.....	1903	Carleton Place, Ont.....	29 0	6 6	3 0	3	2	6 se ..	Abner Nichols, Carleton Place, Ont.
71,184	Belle.....	Owen Sound.....	1876	Meaford, Ont.....	37 0	9 5	4 0	7	5	8 se ..	William Pilgrim, Meaford, Ont.
97,103	Belle.....	Port Burwell.....	1896	Port Burwell, Ont.....	44 0	11 5	5 0	16	8	6 se ..	G. A. Brown, Port Burwell, Ont.
85,746	Belle.....	Quebec.....	1883	Quebec, Que.....	68 3	16 0	6 6	51	35	140 se ..	William Price, Quebec, Que.
100,624	Belle (The).....	Port Dover.....	1899	Port Dover, Ont.....	66 5	13 1	6 5	31	18	13 se ..	The Dominion Bank, Toronto, Ont.
90,817	Belle Amelia.....	Port Hope.....	1883	Cobourg, Ont.....	39 0	8 0	3 2	4	3	8 se ..	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond.....	Montreal.....	1894	Montreal, Que.....	56 0	12 0	5 4	30	20	3 se ..	Mrs. Arabella D. Drummond, Radnor Forges, Que.
111,576	Bellella.....	Toronto.....	1901	St. Joseph, Mich., U.S.A.....	21 0	5 0	2 0	2	1	1 se ..	Alfred G. Peasey, Toronto, Ont.
88,700	Bellisle.....	St. John, N.B.....	1881	Calais, Me., U.S.A.....	86 5	18 8	4 8	155	98	25 pa..	The Bellisle Steamboat Co., Ltd., Springfield, King's Co., N.B.
111,532	Bernuda.....	Vancouver.....	1900	Vancouver, B.C.....	77 4	17 9	7 0	72	49	16 se ..	Joseph A. Russell, 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.
96,913	Bertha.....	Kingston.....	1891	Kingston, Ont.....	51 4	10 0	3 4	18	12	10 se ..	F. Montgomery, Parry Sound, Ont.
112,014	Bertha.....	Port Arthur.....	1901	Rosspoint, Ont.....	35 0	10 0	3 0	11	7	1 se ..	Frank Dompier, Rosspoint, Ont.
111,828	Bertha.....	Vancouver.....	1901	Vancouver, B.C.....	35 0	10 2	4 5	11	8	1 se ..	Philip N. Thompson, Vancouver, B.C.
71,220	Bertha Endress.....	Sault Ste. Marie.....	1876	Two Rivers, Wis., U.S.A.....	42 0	11 0	5 0	32	24	.....	H. A. Duneau, Sault Ste. Marie, Ont.
90,578	Bertha May.....	Toronto.....	1886	Gravenhurst, Ont.....	43 5	11 0	4 5	20	14	3 se ..	Chas. Mickle, Gravenhurst, Ont.
.....	Berthier.....	Montreal.....	1870	Sorel, Que.....	184 2	28 1	8 6	934	439	.....	Que. Montreal Safe Deposit Co., Montreal.
71,079	Bertie E.....	Amherstburg.....	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.....	Sackville.....	1898	Tidnish, N.S.....	42 2	14 0	6 1	24	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.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
111,589	Bessie.....	Peterborough.....	1901	Racine, Wis., U.S.A.....	18 3 Ft.	4 3 Ft.	2 3 Ft.	1	1	3 se ..	James R. Dedsworth, 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.....	Rat Portage.....	1904	Tp. of Splon, Ont.....	60 0	13 0	5 0	53	36	2 se ..	Jos. E. Badreau, Rainy River, Ont.	
77,846	Bessie & Harry	Halifax.....	1880	Halifax, N.S.....	46 0	12 8	6 2	22	13	25 se ..	Peter Judge, Halifax, N.S.	
73,034	Bienvenu.....	Quebec.....	1875	Pointeaux Trembles, Que	144 0	25 0	8 0	648	373	50 pa ..	Zéphin Arpin, Lanoraie, Que.	
103,851	Bijou.....	Halifax.....	1895	Pictou, N.S.....	25 0	5 5	2 3	2	1	3 se ..	Col. H. B. Kingscote, Halifax, N.S.	
116,833	Hill.....	Kingston.....	1900	Kingston, Ont.....	21 6	6 2	2 0	2	1	½ se ..	Manley Cross, Gananoque, Ont.	
92,665	Birdie Jones.....	Ottawa.....	1885	Hull, Que.....	28 3	5 4	2 7	2	2	2 se ..	A. W. Jones, Ottawa, Ont.	
64,608	Bismarck.....	St. John, N.B.....	1872	St. Mary's, N.B.....	65 3	12 0	4 0	49	10	16 pa ..	Arenibald Fitz Randolph, Fredericton, N.B.	
111,608	Blair of Athol	New Westminster.....	1900	Atlin, B.C.....	54 0	9 0	4 5	11	7	1 se ..	The Northern Lumber Co., Ltd., Atlin, B.C.	
97,124	Blandford.....	Quebec.....	1890	Quebec, Que.....	67 3	14 3	4 6	65	27	40 pa ..	Nazaire Letendre, Sorel, Que.	
96,989	Blonde.....	Vancouver.....	1891	New Westminster, B.C.....	56 0	12 2	5 6	33	23	7 se ..	The Arrowhead Lumber Co., Arrowhead, B.C.	
97,033	Blue Hill.....	Halifax.....	1887	E. Boston, Mass., U.S.A.....	135 0	18 0	7 0	196	98	38 se ..	Victoria Steamship Co., Ltd., Baddeck, N.S.	

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80,960	Bluebell	Pictou, Ont.	1888	Kingston, Ont.	48 5	8 9	3 6	12	8	5 se.	Hiram A. Calvin, Kingston, Ont.
107,509	Bobs.	Owen Sound	1900	Toronto, Ont.	66 0	10 5	5 0	38	26	6 se.	Parry Sound Lumber Co., Parry Sound, Ont.
111,506	Bobs.	St. John, N.B.	1900	St. Joseph, Mich., U.S.A.	15 2	4 8	1 8	1	1	— se.	Wm. Walker, Fredericton, N.B.
111,563	Bobs.	Toronto	1900	Toronto, Ont.	36 0	9 0	4 0	9	6	3 se.	George Gooderham, Toronto, Ont.
111,542	Bobs.	Vancouver	1901	Vancouver, B.C.	36 0	8 0	2 0	4	3	1 pa.	Miss Lucy Fader, Vancouver, B.C.
107,990	Bohemian	Montreal	1873 1900	Montreal, Que. Sorel	195 1	27 8	9 0	1,107	648	53 pa.	Montreal Trust & Deposit Co., Montreal, Que.
72,666	Bonanza	Vancouver	1875	Victoria, B.C.	92 0	26 0	6 3	109	74	5 se.	S. K. Champion, Vancouver, B.C.
107,851	Bonanza King	Dawson	1898	Dutch Harbour, Alaska	140 3	31 3	5 8	466	260	77 pa.	The British Yukon Navigation Co., Ltd., Victoria, B.C.
87,963	Bonavista	Montreal	1884	Newcastle-on-Tyne, G.B.	240 4	33 5	18 3	1,306	837	160 se.	Dominion Coal Co., Ltd., Montreal, Que.
77,997	Bonito	Ottawa	1879	Hull, Que.	53 4	10 8	4 0	17	12	18 se.	J. Lee, L'Original, Ont.
106,425	Bonnechère	"	1893	Simcoe, Ont.	35 0	16 0	3 0	13	6	20 se.	H. F. McLachlin and Claude McLachlin, J. O., Amprior, Ont.
107,620	Booth	"	1899	Wisawasa, Ont.	140 0	39 0	8 0	347	218	120 pa.	John R. Booth, Ottawa, Ont.
103,945	Borrioboola-Cha	Chatham, N.B.	1899	Dallonsie, N.B.	106 0	19 0	6 8	96	60	30 pa.	Wm. E. Starratt, St. John, N.B.
98,585	Boston	Yarmouth	1890	Linthouse, Glasgow, G.B.	245 0	36 1	20 0	1,695	734	550 se.	Dominion Atlantic Ry. Co., London, Eng.
100,661	Bothnia	Kingston	1895	Garden Island, Ont.	178 1	37 8	12 3	833	478	200 se.	Montreal Transportation Co., Ltd., Montreal, Que.
90,546	Boucherville	Montreal	1886	Sorel, Que.	178 9	26 3	9 2	419	256	85 pa.	Montreal Safe Deposit Co., Montreal, Que.
100,370	Bourgeois	Quebec	1892	Three Rivers, Que.	108 0	20 0	5 8	94	59	20 pa.	C. Bourgeois, sr., St. Angel, Three Rivers, Que.
116,597	Bout de Lile	Montreal	1904	Bout de Lile, Que.	61 0	14 2	2 3	15	10	2 pa.	Mederic Archambault, Bout de Lile, Que.
88,527	Brace	Hamilton	1884	Hamilton, Ont.	21 0	5 4	2 0	9	6	1 se.	Joseph Brace, Hamilton, Ont.
100,681	Brant	New Westminster	1892	New Westminster, B.C.	34 0	7 0	3 0	19	13	1 se.	Alex. Bowthorne, Vancouver, B.C.
107,788	Brant	Ottawa	1899	Charlottetown, P.E.I.	100 4	19 1	8 5	142	58	33 se.	Minister of Marine and Fisheries, Ottawa, Ont.
96,722	Bridgetown	Chatham, N.B.	1889	Chatham, N.B.	42 3	9 4	4 5	15	10	6 se.	Margaret E. Frackear, Chatham, N.B.
96,081	Bridgewater	Halifax	1889	Dumbarton, G.B.	120 0	20 0	9 0	208	119	54 se.	The Coastal Steam Packet Co., Ltd., Bridgewater, N. S.
103,221	Britannia	Ottawa	1888	Hull, Que.	35 8	7 9	3 0	4	3	5 se.	Samuel Bingham, Ottawa, Ont.
111,995	Britannia	Vancouver	1902	Vancouver, B.C.	104 8	22 4	6 9	326	222	33 se.	Terminal S.S. Co., Vancouver, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
100,188	Britannic.....	Collingwood.....	1886	Sorel, Que.....	150 8	25 6	9 2	428	228	41 pa.	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
111,441	British Lion ...	Ottawa.....	1892	Rebuilt.....	55 0	13 5	6 2	42	17	48 se.	E. A. Johnston, L'Original, Ont.
107,421	Brookville.....	Brookville.....	1900	Ottawa, Ont.....	105 0	21 5	5 7	191	88	14 se.	The Brockville Nav. Co., Ltd., Brookville, Ont.
92,615	Brothers.....	Port Arthur.....	1898	Toronto, Ont.....	39 4	9 8	5 8	18	12	6 se.	R. P. Nuttal, Port Arthur, Ont., and E. T. Morrow, Fort William, Ont.
116,274	Bruce.....	Halifax.....	1886	Port Arthur, Ont.	59 5	20 5	5 6	56	38	12 se.	Henry Beazley, Halifax, N.S.
83,145	Bruce.....	St. Catharines.....	1889	Dartmouth, N.S.	44 0	12 0	5 2	16	10	30 se.	Clas. Martin, Midland, Ont.
94,992	Brunette	New Westminster...	1882	Thorold, Ont.....	60 0	13 5	6 0	37	25	5 se.	Brunette Saw Mills Co., Ltd., New Westminster, B. C.
112,056	Brunswick.....	Windsor, N.S.....	1890	New Westminster, B.C. .	110 0	23 0	8 7	184	73	42 se.	Minas Basin SS. Co., Ltd., Canning, N.S.
107,157	Burpee	Vancouver.....	1901	Canning, N.S.	45 6	9 5	2 6	9	6	1 pa.	Isaac Burpee, St. John, N.B.
97,155	Burt	"	1898	Toronto, Ont.	66 3	13 8	5 7	50	34	4 se.	Wm. McPherson, Vancouver, B.C.
92,612	Butcher Boy	Port Arthur.....	1890	Victoria, B.C.....	95 6	20 6	6 6	215	146	18 se.	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,195	Bute	Vancouver.....	1879	Ray City, Mich., U.S.A.	28 6	6 7	2 6	4	3	3 se.	E. E. Evans, Vancouver, B.C.
111,785	Bute	Victoria.....	1890	New Westminster, B.C. .	29 0	8 4	2 9	7	3	1 se.	Cowichan Lumber Co., Ltd., Duncan's, B. C.
116,407	Bute.....	Victoria.....	1901	Sidney, B.C.....	60 5	14 4	7 0	49	26	3 se.	Albert Berquist, Sidney, B. C.

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85,405	C. A. Boone	Collingwood	1883	Wanbanishere, Ont.	63 6	15 5	7 4	41	30	75 se	Charles S. Boone, Toronto, Ont.
92,664	C. B. Powell	Ottawa	1887	Pembroke, Ont.	139 0	36 0	7 2	272	172	21 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,485	C. E. Ainsworth	Sault Ste. Marie	1901	Sault Ste. Marie, Mich.	81 6	18 4	7 4	76	48	60 se	Dominion Fish Co., Ltd., Winnipeg, Man.
116,243	C. E. Benham	"	1865	Cleveland, O., U.S.A.	102 4	19 0	7 0	140	93	— se	W. J. McMenemy, Bruce Mines, Ont.
103,214	C. E. Read	Ottawa	1894	Simcoe, Ont.	42 0	16 2	3 4	13	8	20 se	W. H. Hurdman, Ottawa, Ont.
92,657	C. F. Dumbur	St. Catharines	1871	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	1902	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	"	1883	Chatham, Ont.	85 0	24 0	6 5	122	83	75 se	A. M. Clark, M.O., Marysborough, Ont.
69,530	C. J. Brydges	Montreal	1874	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	1897	Port Elgin, Ont.	92 0	18 5	9 0	88	60	32 se	C. M. Bowman and W. J. Strong, Southampton, Ont.
97,132	C. S. Parnell	Quebec	1891	Quebec, Que.	44 9	11 9	4 3	17	9	28 se	M. Delaney, Quebec, Que.
117,062	C. W. Bangs	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	1 se	John F. Hurdman, Ottawa, Ont.
80,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont.	127 0	26 6	9 7	385	243	120 se	Chas. Beck, Ponetaungishere, 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.
71,212	C. W. Dennis	Toronto	1874	Buffalo, N.Y., U.S.A.	41 5	10 5	5 0	17	8	30 se	The Minister of Public Works, Ottawa, Ont.
88,308	C. W. Jones	Quebec	1885	Lévis, Que.	56 5	14 8	6 8	48	30	50 se	R. D. Waddell, Trenton, Ont.
107,533	C. Here	Kingston	1899	Kingston, Ont.	49 3	8 2	3 7	7	5	8 se	Mrs. Barbara Davis, Kingston, Ont.
87,493	Cacouna	Montreal	1884	Newcastle-on-Tyne, G.B.	250 0	35 4	16 4	1,451	931	142 se	Dominion Coal Co., Ltd., Montreal, Que.
107,145	Caledonia	Vancouver	1898	New Westminster, B.C.	142 4	30 4	4 0	569	359	17 pa	Hudson Bay Co., London, Eng.
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.
94,797	Calluna	Richibucto	1893	Richibucto, N.B.	55 0	13 9	6 1	22	15	5 se	Mrs. Annie A. Robertson, Richibucto, N.B.
103,421	Calumet	Peterborough	1895	Bobcaygeon, Ont.	54 0	8 1	4 0	22	15	6 se	Mossom M. Boyd, Bobcaygeon, Ont.
74,297	Cambria	Port Arthur	1887	Lévis, Que.	174 8	23 3	10 7	937	590	80 pa	E. N. Porter, St. Catharines, Ont.
100,024	Camilla	Toronto	1890	Roch's Point, Ont.	68 0	12 5	6 8	54	37	75 se	D. L. McKinnon, Copper Cliff, Muskoka, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Purregister.		
51,646	Campana.	Quebec.	1873	Glasgow, G.B.	240 8 Ft. 10lbs.	35 3 Ft. 10lbs.	20 7 Ft. 10lbs.	1637	1154	225 sc.	The Quebec Steamship Co., Ltd., Quebec, Que.
100,869	Campania	"	1893	Lake Megantic, Que.	48 4	13 2	5 0	23	16	4 sc.	G. M. Stearns, Lake Megantic, Que.
100,392	Canada.	Hamilton.	1872	Hamilton, Ont.	135 2	24 2	11 5	557	366	20 sc.	J. S. Nesbit, Sarnia, Ont.
	Canada.	Montreal.	1866	Sorel, Que.	248 0	31 2	10 8	1768	962		Montreal Safe Deposit Co., Montreal, Que.
116,870	Canada	Ottawa.	1904	Barrow-in-Furness, G.B.	206 0	25 1	13 3	411	136	209 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
71,101	Canada.	Toronto.	1874	Wallaceburg, Ont.	123 2	24 1	8 7	312	209	120 sc.	The Owen Sound & Georgian Bay Park & Summer Resort Co., Ltd., Owen Sound, Ont.
90,605	Canada Atlantic Transfer.	Ottawa.	1884	Coteau Landing, Que.	171 0	70 0	8 6	619	395	270 pa.	Montreal Lighterage Co., Montreal, Que.
107,094	Canadian.	Victoria.	1898	Victoria, B.C.	146 5	33 4	4 7	716	455	15 pa.	British Yukon Navigation Co., Ltd., Victoria, B.C.
103,245	Canadian.	Montreal.	1883	Sorel, Que.	61 3	9 7	3 9	22	15	11 sc.	Remi Godin, Sorel, Que.
107,088	Canard.	Ottawa.	1896	Ottawa, Ont.	21 7	4 4	2 0	1	1	1 sc.	P. J. B. Belanger, Ottawa, Ont.
100,808	Canuck.	St. John, N.B.	1900	Racine, Wis., U.S.A.	16 3	4 3	1 8	1		1 sc.	Robert Thomson, St. John, N.B.
80,767	Cape Blanc Boy.	Quebec.	1881	St. Laurent, Isle d'Orléans.	37 8	11 0	5 2	11	7	10 sc.	E. Huot, Montreal, Que.
97,808	Cape Breton.	Montreal.	1890	Hyton, G.B.	258 0	37 5	16 8	1764	1109	160 sc.	Dominion Coal Co., Ltd., Montreal, Que.
100,263	Capilano.	Vancouver.	1892	Vancouver, B.C.	120 0	22 2	9 6	231	157	28 sc.	G. T. Legg, Vancouver, B.C.

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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	Caponaming	Toronto	1888	French River, Ont.	41 6	11 1	5 0	18	12	2 se	The Ontario Lumber Co., Toronto, Ont.
64,885	Captain	St. John, N.B.	1871	Indianatown, N. B.	72 0	16 6	8 2	68	21	100 se	Archibald Tapley, and 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	Captor	Halifax	1903	Lunenburg, N.S.	52 6	12 2	6 2	22	17	27 se	Frank Roberts, Halifax, N.S.
116,692	Caraboo	Rat Portage	1902	Fort Smith, N. W. T.	50 0	10 2	5 0	29	19	1 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 Lake Manitoba Quarry & Trading Co., Ltd., Winnipeg, Man.
92,681	Cardinal	Prescott	1875	Montreal, Que.	125 0	23 5	11 0	392	236	22 se	The Edwardsburg Starch Co., Ltd., Montreal, Que.
116,249	Caribou	Sault Ste. Marie	1904	Goderich, Ont.	144 8	26 6	10 5	597	371	42 se	The Dominion Fish Co., Ltd., Winnipeg, Man.
92,388	Carlton	Hamilton	1878	Westport, Ont.	40 0	8 2	2 3	8	6	6 se	W. F. Thomson, Parry Sound, Ont.
92,559	Carmana	Belleville	1889	Sorel, Que.	90 0	15 5	5 3	56	38	17 se	T. S. Carman, Belleville, Ont.
112,261	Carmilia	Montreal	1902	"	66 4	17 5	8 2	63	39	28 se	The Minister of Public Works, Ottawa, Ont.
111,863	Carnita	Ottawa	1901	Carleton Place, Ont.	39 0	9 8	3 6	9	8	7 se	Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
78,012	Caro	Winnipeg	1883	Toronto, Ont.	38 0	7 8	3 9	14	10	1 se	G. W. Draper, Rat Portage, Ont.
111,912	Caroline	Toronto	1900	Mon River, Ont.	38 5	9 7	4 0	12	8	— se	Charles Martin, Midland, Ont.
100,048	Caroline	Victoria	1887	Victoria, B.C.	26 0	7 2	3 0	3	3	1 se	Rayben Mason and John Sinclair, J. O., Comox, B. C.
80,620	Carrie	Barrington	1880	Yarmouth, N.S.	50 0	12 0	4 8	15	7	12 se	James C. McGray, Cape Island, N.S.
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.	Rat Portage	1900	Bell City, Ont.	50 0	42 8	3 5	16	9	1 pa.	Sam. Lounsberry, Bell City, Ont.
.....	Carriella	Toronto	1869	Barrie, Ont.	70 0	12 0	4 5	35	24	.....	D. Long, Orillia, Ont.
103,919	Casau	Victoria	1898	Victoria, B.C.	140 0	30 5	5 0	590	364	17 pa.	Wm. A. Rennie, <i>et al.</i> , Vancouver, B.C.
112,243	Cascade	Vancouver	1902	Vancouver, B.C.	95 0	22 6	7 6	119	81	16 se	J. H. McNab, <i>et al.</i> , Vancouver, B.C.
112,142	Caspian	Kingston	1846	Kingston, Ont.	177 6	43 4	6 7	957	543	585 pa.	Lake Ontario & Bay of Quinte Steamboat Co., Ltd., Kingston, Ont.
103,472	Cassiar	Vancouver	1890 1901	Ballard, Wash. U.S.A. Vancouver, B.C.	120 6	29 0	6 9	598	384	43 se	Gordon T. Legg, Vancouver, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register.		
116,864	Catharine C.	Ottawa.	1903	Sturgeon Falls, Ont.	48 0	13 0	5 0	19	16	2½ sc	H. N. and W. A. Cockburn, Sturgeon Falls, Ont.
103,654	Catherine S.	Winnipeg.	1896	Rat Portage, Ont.	66 0	13 5	5 5	67	45	1 sc	John Short, Rat Portage, Ont.
92,432	Cecile	Toronto	1886	Burk's Falls, Ont.	31 7	7 2	3 3	11	8	1 sc	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
112,072	Comego.	Peterborough	1903	Detroit, Mich, U.S.A.	15 6	4 6	1 9	1	1	2 sc	Mrs. F. A. Price, Massanoga, Ont.
100,549	Centreville.	Digby	1898	Centreville, N.S.	67 4	18 4	7 0	60	32	9 sc	A. Bontlier, <i>et al.</i> , Centreville, N.S.
97,153	Chaco	Victoria		Norway	23 0	6 0	2 4	3	2	1 sc	U. E. Dickenson, Nanoose Bay, B.C.
71,083	Chaffey.	Montreal	1875	Portsmouth, Ont.	59 0	14 0	6 0	42	29	22 sc	Z. Leroux, Valleyfield, Que.
92,331	Challenger.	Quebec.	1886	Lévis, Que.	88 8	20 2	9 7	108	73	86 sc	The Minister of Agriculture, Ottawa, Ont.
	Chambly.	Montreal	1871	Sorel, Que.	153 1	24 3	7 8	535	247		Montreal Safe Deposit Co., Montreal, Que.
	Champion	Port Hope.	1868	Lindsay, Ont.	94 5	15 1	5 3	142	89		Geo. Crandell, Lindsay, Ont.
103,975	Champion	Quebec.	1897	Lévis, Que.	143 5	25 6	7 8	482	301	30 pa.	La Cie Maritime et Industrielle de Lévis, Lévis, Que.
80,017	Champion	St. John, N.B.	1880	Portland, N.B.	121 6	24 1	6 2	190	120	42 pa.	Archibald Tapley & Daniel F. Tapley, St. John, N.B.
116,756	Champion.	Toronto	1904	Orillia, Ont.	69 0	12 7	5 0	42	28	8 sc	Thomas W. Wood, Orillia, Ont.
107,728	Champion	Vancouver.	1900	Vancouver, B.C.	85 0	19 7	6 8	100	68	13 sc	Samuel K. Champion, Vancouver, B.C.

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116,999	Champlain.	Ottawa.	1904	Paisley, G.B.	120 0	30 3	17 6	522	225	87 se.	The Minister of Marine & Fisheries, Ottawa, Ont.
103,956	Champlain.	St. John, N.B.	1897	Valleyfield, Que.	110 8	22 4	7 9	392	267	28 se.	The Majestic Steamship Co., Ltd., St. John, N.B.
103,443	Chance.	Ottawa	1895	Ottawa, Ont.	43 1	7 1	3 6	5	2	12 se.	John Hewton, Kingston, Ont.
100,180	Charlemagne.	Montreal	1891	Montreal, Que.	87 3	18 6	7 6	76	52	67 se.	The Charlemagne & Lac Onareau, Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Arm- strong.	St. Catharines.	1891	St. Catharines, Ont.	56 0	13 8	7 5	49	33	40 se.	E. Armstrong, Port Colborne, Ont.
77,583	Charlevoix.	Quebec.	1874 1897	Buffalo, N.Y., U.S.A. Montreal, Que.	100 0	18 2	7 0	212	144	7 se.	Antoine Gagnon, Quebec, Que.
111,860	Charlie Jones.	Owen Sound.	1898 1904	Lévis, Que. Owen Sound, Ont.	43 9	12 0	4 0	16	12	2 se.	Charlie Jones, Owen Sound, Ont.
103,676	Charlie M.	Toronto	1897	Gravenhurst, Ont.	54 5	11 0	5 0	50	30	8 se.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
	Charlotte.	Montreal.	1870	Montreal, Que.	68 1	14 4	6 1	59	36		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 se.	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,743	Charmet.	Victoria.	1886	San Francisco, Cal., U.S.A.	200 0	42 0	12 9	1044	497	150 se.	Canadian Pacific Railway Co., Mon- real, Que.
103,099	Chateauguay.	Montreal.	1894	Montreal, Que.	133 8	20 2	7 1	222	119	20 se.	R. Lang, <i>et al.</i> , Chateauguay, Que.
103,165	Chelalis.	Vancouver.	1897	Vancouver, B.C.	59 3	13 0	6 5	54	37	13 se.	G. T. Legg, Vancouver, B.C.
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	Chieora.	Halifax.	1864	Liverpool, G.B.	221 0	26 0	10 9	931	540	180 pa.	Niagara Navigation Co., Ltd., Tor- onto, Ont.
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.
71,178	Chieftain.	Kingston.	1874	Garden Island, Ont.	136 8	24 1	9 4	435	197	100 pa.	The Calvin Co., Ltd., Garden Island, Ont.
94,820	Chieftain.	Victoria.	1890	Victoria, B.C.	79 5	16 5	7 8	65	39	22 se.	Robert Cunningham, Port Essington, B.C.
111,458	Chieftain.	Winnipeg.	1901	Selkirk, Man.	80 5	16 0	7 4	61	28	6 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
92,698	Chieftain.	Winnipeg.	1889	Big Forks, Rainy River, Ont.	52 0	12 0	5 4	40	27	2 se.	F. W. Coates, Port Frances, Ont.
107,726	Chinook.	Vancouver.	1900	Vancouver, B.C.	46 8	12 3	6 9	22	15	15 se.	Rev. H. C. Nixon, Denman Island, B.C.
100,753	Chippewa.	Toronto.	1893	Hamilton, Ont.	308 5	36 3	12 5	1514	764	188 pa.	Niagara Navigation Co., Ltd., To- ronto, Ont.
83,103	Christina.	Richibucto.	1886	Mission Point, Que.	70 3	17 2	5 5	57	36	20 pa.	W. Glover and K. Shives, Campb- ell, N.B.
107,089	Chunumy.	Ottawa.	1898	Hull, Que.	46 0	9 2	3 0	5	4	25 se.	Capital Sand & Brick Co., Ottawa, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
96,713	Circassian.....	Ottawa.....	1886	Aylmer, Que.....	46 5 P.F.	9 0 P.F.	2 5 P.F.	8	5	6 sc...	Alfred Bourgeau, Aylmer, Que.
97,117	Circe.....	Collingwood.....	1889	Collingwood, Ont.....	28 0	7 0	3 0	3	2	2 sc...	C. W. Tobey, Collingwood, Ont.
111,561	City Queen.....	Toronto.....	1900	Midland, Ont.....	70 5	15 7	4 5	69	42	11 sc...	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.
107,201	City of Alberton...	Winnipeg.....	1897	Fort Frances, Ont.....	62 0	14 0	4 3	67	39	3 sc...	The Preston Bell Furniture & Lum- ber Co., Ltd., Fort Frances, Ont.
111,919	City of Itala ..	Toronto.....	1901	Bala, Ont.....	76 3	12 7	4 8	74	47	3 sc...	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 sc...	Can. Pacific Car & Passenger Trans- fer Co., Ltd., Prescott, Ont.
92,734	City of Chatham...	Toronto.....	1888	Toronto, Ont.....	125 6	28 5	9 0	341	282	150 sc...	Chatham Navigation Co., Chatham, Ont.
94,766	City of Colling- wood.....	Owen Sound.....	1893	Owen Sound, Ont.....	213 0	34 0	12 6	1387	893	107 sc...	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
.....	City of Dresden...	Windsor, Ont.....	1872	Windsor, Ont.....	93 0	21 0	8 9	194	124	.....	Chas. D. Shirley, Blenheim, Ont.
63,145	City of Ghent.....	Halifax.....	1871	Great Grimby, G.B.....	135 9	20 4	9 7	199	119	40 sc...	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...	Chas. Ross, Port Maitland, Ont.
92,330	City of London...	Quebec.....	1888 1892	Kingston, Ont.....	120 0	27 0	7 8	516	294	37 sc...	North American Transportation Co., Ltd., Quebec, Que.
97,111	City of Midland ..	Collingwood...	1890	Owen Sound, Ont.....	176 4	28 3	10 7	974	662	38 sc...	Northern Navigation Co., of Ontario, Ltd., Collingwood, 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...	Jas. W. Steinhoff, Wallaceburg, Ont.

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96,995	City of Nanaimo...	Victoria.....	1891	Vancouver, B.C.....	159 0	32 0	9 4	761	518	58 se...	Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
116,393	City of New York	Sumia.....	1863	Cleveland, O., U.S.A.....	136 0	27 6	11 6	292	190	19 se...	George Wilkinson, <i>et al.</i> , Sumia, Ont.
107,598	City of Owen Sound.....	(1867 1900	Owen Sound.....	Montréal, Que.....	129 3	24 3	10 6	754	444	43 pa...	Trust and Guarantee Co., Toronto, Ont.
71,166	City of Peterboro?	(1876 1901	Peterborough.....	Owen Sound, Ont.....	100 0	19 2	6 2	230	161	12 se...	Peterborough Navigation Co., Peterborough, Ont.
100,134	City of Selkirk....	Winnipeg.....	1892	Selkirk, Man.....	143 7	23 9	9 1	458	311	32 se...	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	City of Stratford...	Toronto.....	1874	Port Dalhousie, Ont.....	32 4	8 8	2 7	4	3	1 se...	Andrew J. Jeffrey, Stratford, Ont.
103,806	City of Tipella....	New Westminster...	1890	Seattle, Wash., U.S.A...	43 6	9 6	3 3	19	12	2 se...	H. E. Laugis, M.D., Vancouver, B.C.
94,769	City of Toronto...	Owen Sound.....	1895	Owen Sound, Ont.....	150 0	24 0	9 2	782	492	34 pa...	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
94,813	City of Windsor...	Windsor, Ont....	1883	Detroit, Mich., U.S.A...	117 0	24 8	11 0	511	316	34 se...	D. L. McKinnon, Sudbury, Ont.
96,762	Clausman.....	Port Hawkesbury...	1890	Port Hawkesbury, N.S...	59 0	10 9	6 6	23	16	12 se...	Robert Stevenson, Wallace, N.S.
107,711	Clausman.....	Vancouver.....	1899	Vancouver, B.C.....	82 0	17 2	6 8	72	49	5 se...	MacKenzie Bros., Ltd., Vancouver, B.C.
74,382	Clara.....	Toronto.....	1877	Barrie, Ont.....	44 0	8 0	..	12	8	8 se...	William Penn Jaynes, Barrie, Ont.
111,829	Clara May.....	Owen Sound.....	1902	Tobermory, Ont.....	39 0	10 0	3 6	9	6	1 se...	William Newell and Roderick Shirk, J.O., Poplar, Ont.
90,798	Clara W. Young...	Vancouver.....	1888	New Westminster, B.C...	54 5	13 2	5 2	31	21	4 se...	A. Ewen, New Westminster, B.C.
116,551	Clare.....	Port Matland.....	1903	Princeport, N.S.....	79 0	24 7	6 9	88	59	— se...	R. H. Putnam, Onslow, N.S.
116,776	Clarence.....	Vancouver.....	1904	Vancouver, B.C.....	40 2	9 5	4 7	13	9	2 se...	Mrs. Eliza E. Wallace, Vancouver, B.C.
94,984	Clark Bros.....	Toronto.....	(1890 1901	Toronto, Ont.....	80 0	16 2	5 5	92	38	11 se...	Mrs. Mary Clark, Toronto, Ont.
112,248	Claymore.....	Vancouver.....	1902	Vancouver, B.C.....	29 4	7 0	2 3	7	5	1 se...	W. McCarthy, <i>et al.</i> , Vancouver, B.C.
111,679	Clayton.....	Parrsboro'.....	1902	Parrsboro', N.S.....	62 8	15 2	5 6	43	24	45 se...	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
103,170	Cleeve.....	New Westminster...	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.....	Toronto.....	1893	Hamilton, Ont.....	113 5	16 9	9 2	104	71	32 se...	A. F. Gooderham and T. G. Blackstock, J.O., Toronto, Ont.
107,538	Clifford Sifton...	Victoria.....	1899	Lake Bennett, B.C....	120 0	24 0	4 5	291	184	7 pa...	British Yukon Navigation Co., Ltd., Victoria, B.C.
90,750	Clifton.....	St. John, N.B.....	1886	Hampton, N.B.....	91 1	18 0	4 4	138	87	20 pa...	A. T. Mabee, St. John, N.B.
72,451	Clinton.....	St. Catharines.....	1874	St. Catharines, Ont.....	138 0	23 8	12 0	430	292	— se...	James Matthews, Toronto, Ont.
112,390	Clio.....	Sydney.....	1904	North Sydney, N.S.....	39 5	10 5	5 1	13	13	3 se...	John and Frederick Tuck, North Sydney, N.S.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Intégrité.		
83,031	Clipper.....	Ottawa.....	1880	Brockville, Ont.....	31 8 ft.	7 0 ft.	2 8 ft.	4	3	5 se...	A. Thompson, Ottawa, Ont.
116,260	Clipper.....	Toronto.....	1903	Midland, Ont.....	62 0	13 3	6 6	46	29	17 se...	Manley Chew, Midland, Ont.
107,147	Clipper.....	Winnipeg.....	1897	Rat Portage, Ont.....	69 5	12 0	4 3	53	32	8 se...	C. G. Pennock, <i>et al.</i> , Rat Portage, Ont.
111,993	Clive.....	Vancouver.....	1902	New Westminster, B.C.....	54 0	13 0	5 3	35	24	9 se...	Carlisle Canning Co., Ltd., Bolton, Eng.
77,779	Clucas.....	Goderich.....	1882	Goderich, Ont.....	60 0	13 8	5 7	28	19	19 se...	Dominion Fish Co., Ltd., Winnipeg, Man.
94,898	Clyde.....	New Westminster.....	1889	Vancouver, B.C.....	80 0	16 0	6 0	68	46	5 se...	J. B. Newcomb, M.O., Vancouver, B.C.
96,714	Clyde.....	Ottawa.....	1888	Baie des Pères, Que.....	61 5	13 5	3 4	29	26	17 se...	A. Lundsen, 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	Clymene.....	St. John, N.B.....	1901	St. John, N.B.....	39 7	8 0	3 5	10	7	2 se...	Robert Thomson, <i>et al.</i> , St. John, N.B.
116,651	Coast Guard.....	Barrington.....	1904	Shelburne, N.S.....	72 0	24 2	7 0	72	49	17 se...	The Provincial Wrecking Co., Ltd., Barrington, N.S.
86,071	Coban.....	Montreal.....	1882	Sunderland, G.B.....	230 0	33 1	16 0	1063	689	130 se...	Black Diamond Steamship Co., Ltd., Montreal, Que.
111,938	Coboconk.....	Lindsay.....	1902	Coboconk, Ont.....	30 7	12 4	3 1	9	6	8 pa...	Mrs. C. McFadden, Fencelon Falls, Ont.
71,165	Coboconk.....	Port Hope.....	1876	Fencelon Falls, Ont.....	80 8	15 8	5 0	103	86	40 pa...	Wm. Shields, Coboconk, Ont.
111,431	Cock O' the North.....	Halifax.....	1902	Dartmouth, N.S.....	31 5	5 5	3 3	3	3	8 se...	J. A. Glassey, Halifax, N.S.

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116,404	Colby	Victoria	1902	Seattle, Wash., U.S.A.	35 1	9 4	3 1	11	7	12 se	Sammuel W. Buckman, Victoria, B.C.
96,803	Collector	Halifax	1891	Dartmouth, N.S.	63 8	20 8	5 5	52	35	25 se	Louis Heflor, Halifax, N.S.
112,253	Colleen Ordre	Vancouver	1903	Vancouver, B.C.	28 6	9 0	3 9	5	3	1 se	Frederick Keeling, Vancouver, B.C.
80,911	Colonel By	Prescott	1868	Ogdensburg, N.Y., U.S.A.	45 0	9 2	3 9	9	6	9 se	P. Eligh, Burrill's Rapids, Ont.
112,395	Colonge	Ottawa	1902	Sand Point, Ont.	47 7	17 9	3 6	18	12	20 pa	Gillies Bros. Co., Ltd., Braeside, 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.
111,540	Columbia	Vancouver	1876	Gothenburg, Sweden	135 8	20 8	14 6	252	172	55 se	Grier, Starratt, Vancouver, B.C.
107,091	Columbian	Victoria	1898	Victoria, B.C.	146 5	33 4	4 7	716	155	15 pa	British Yukon Navigation Co., Ltd., Victoria, B.C.
71,105	Conet	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 Scngog, Ont.	45 0	8 0	1 2	8	3	7 se	Josiah Ball, Fesserton, Ont.
94,799	Comet	Richibucto	1901	Bass River, N.B.	51 0	9 5	3 7	21	14	15 se	John D. Walker, Bass 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.
96,982	Comet	Vancouver	1891	New Westminster, B.C.	77 0	16 0	7 7	85	59	17 se	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
90,523	Comfort	Chatham, Ont.	1891	Rondeau, Ont.	43 0	13 0	3 3	14	12	10 se	T. W. Whiteley and W. W. Stover, J. O. Sombra, Ont.
97,007	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.
75,699	Commodore Holiwell	Quebec	1878	Quebec, Que.	31 4	9 3	4 2	10	3	10 se	Thomas Fitzgerald, Quebec, Que.
116,267	Commodore Jarvis	Toronto	1903	Bronte, Ont.	109 0	27 0	6 0	287	97	11 se	Sand & Dredging, Ltd., Toronto, Ont.
71,614	Como	Montreal	1875	Sorel, Que.	95 0	17 2	5 2	75	47	16 pa	The La Parriere 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.
63,816	Conqueror	Montreal	1871	Renfrew, G.B.	136 6	21 7	11 8	233	24	150 pa	Simcocks McNaughton Line, Ltd., Montreal, Que.
52,630	Conqueror	Quebec	1865	"	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.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.		
88,540	Constance	Hamilton	1885	Greenock, G.B.	48 0 Ft.	15 0 Ft.	12 10ths. Ft.	1	1	1 sc	Jas. Turnbull, Hamilton, Ont.
94,899	Constance	New Westminster	1890	Victoria, B.C.	66 0	14 4	6 9	50	29	22 sc	Alex. Ewen, New Westminster, B.C.
100,412	Constance	Ottawa	1891	Owen Sound, Ont.	115 6	19 6	11 2	185	126	50 sc	The Minister of Customs, Ottawa, Ont.
103,686	Constance	Toronto	1898	Gravenhurst, Ont.	82 0	13 0	5 0	52	35	2 sc	G. H. Homer and R. Wade, J.O., Gravenhurst, 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.
64,996	Contest	Quebec	1872 1895	Quebec, Que Lévis, Que	132 3	23 0	10 5	274	104	100 hp.	Julien Chabot, Lévis, Que.
100,205	Cosquihum	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	Quebec	1903	St. Joseph de Lévis, Que.	48 5	12 3	5 0	23	9	5 sc	Achille Bernier, St. Joseph de Lévis, Que.
103,673	Corona	Toronto	1896	Toronto, Ont.	270 3	32 4	12 5	1274	649	310 hp.	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.
.....	Cosican	Montreal	1870	Montreal, Que.	379 2	27 0	11 2	946	502	.....	Montreal Safe Deposit Co., Montreal, Que.
107,890	Courier	"	1900	"	36 9	9 3	6 2	12	8	3 sc	Harbour Commissioners of Montreal, Montreal, Que.

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96,997	Courser	New Westminster	1892	New Westminster, B.C.	125 0	14 5	3 5	161	101	24 pa...	R. K. Holgate, Vancouver, B.C.
116,775	Counti	Vancouver	1904	Vancouver, B. C.	71 4	18 8	9 8	99	68	28 se...	Coutli Shipping Co., Ltd., Vancouver, B. C.
103,675	Crocle	Toronto	1897	Midland, Ont.	50 0	11 0	5 0	21	14	3 se...	Ira Hill, Midland, Ont.
111,533	Crescent	Vancouver	1896	Vancouver, B.C.	28 6	7 7	2 6	3	2	1 se...	Wesley Newton, Vancouver, B.C.
107,796	Crocket	St. John, N.B.	1894	St. John, N.B.	36 5	7 3	3 6	5	3	4 se...	Hon. J. Israel Tarte, Ottawa, Ont.
75,434	Cruiser	Toronto	1887	Portsmouth, Ont.	87 5	14 5	6 5	86	48	20 se...	The Cruiser Club, Toronto, Ont.
78,014	Cruiser	Winnipeg	1880 1898	Kewatin, Ont.	39 5	10 0	3 9	27	16	1 se...	Kewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
75,791	Crusader	Ottawa	1874	Ottawa, Ont.	28 6	6 6	3 2	3	2	4 se...	Robert Neil, Hull, Que.
112,229	Crystal Stream	St. John, N.B.	1873	Bull's Ferry, U.S.A.	132 6	25 6	9 3	482	304	43 pa...	People's Line S.S. Co., Ltd., Rochesay, N. B.
71,153	Cuba	Hamilton	1875	Kingston, Ont.	177 0	26 0	11 5	931	599	200 se...	Montreal & Chicago Merchants Shipping Co., Ltd., Toronto, Ont.
75,538	Cultivateur	Montreal	1874	Sorel, Que.	170 0	26 5	8 0	362	228	150 pa...	Montreal Safe Deposit Co., Montreal, Que.
100,663	Curlew	Belleville	1895	Kingston, Ont.	35 2	7 0	2 9	9	6	5 se...	H. A. Cartwright, Belleville, Ont.
100,413	Curlew	Ottawa	1892	Owen Sound, Ont.	116 3	19 8	11 3	158	96	50 se...	The Minister of Marine and Fisheries, Ottawa, Ont.
100,770	Curlew	Toronto	1891	Toronto, Ont.	29 0	6 6	3 4	3	3	9 se...	F. H. Gooch, Toronto, Ont.
111,877	Cygnat	Liverpool	1902	Yarmouth, N.S.	37 3	9 9	5 0	11	8	2 se...	J. A. Neville and W. A. Hernon, Liverpool, N. S.
116,698	Cygnat	Rat Portage	1904	Rat Portage, Ont.	32 0	9 0	3 0	4	3	2 se...	Dawson K. Elliott, Winnipeg, Man.
112,290	Cygnat	Winnipeg	1902	Selkirk, Man.	50 0	12 0	4 5	18	12	15 se...	Ewing & Fryer Fish Co., Ltd., Selkirk, Man.
103,579	Cynthia	Collingwood	1897	Collingwood, Ont.	60 0	11 6	6 4	35	24	4 se...	Dominion Fish Co., Ltd., Winnipeg, Man.
107,896	Cynthia (The)	Montreal	1900	Racine, Wis., U.S.A.	18 0	4 5	2 0	1	1	1 se...	F. Adams Briggs, Waterloo, Que.
103,997	Czar	Victoria	1897	Victoria, B.C.	101 0	21 5	11 0	152	93	56 se...	Esquimalt & Nanaimo Railway Co., Victoria, B. C.
116,482	D. A. Gordon	Wallaceburg	1902	Wallaceburg, Ont.	115 3	23 2	7 0	148	94	32 se...	John Lee, Wallaceburg, Ont.
96,706	D. A. Martin	Ottawa	1889	Kippewa, Que.	84 0	16 0	6 0	78	57	30 se...	A. Lumsden, Ottawa, Ont.
103,887	D. B. Mulligan	"	1897	Pembroke, Ont.	81 3	22 7	5 6	77	46	50 se...	John Ryan, et al., Pembroke, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Tonnage.		H. P. of Engines and Mode of Propulsion. H. P. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
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.	
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.	
78,907	D. L. Mather.....	Winnipeg.....	1882	Keewatin, Ont.....	92 0	19 0	8 0	163	70	150 sc...	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.	
103,575	D. L. White.....	Collingwood.....	1896	Midland, Ont.....	62 0	13 0	6 8	56	38	12 sc...	Canada Iron Furnace Co., Midland, Ont.	
71,134	D. P. Dey.....	Kingston.....	1866	Buffalo, N.Y., U.S.A....	35 1	11 0	4 1	11	6	6 sc...	The Canadian Construction Co., Ltd., 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.	
116,543	D. S. Walker.....	Kingston.....	1903	Farran's Point, Ont.....	68 4	14 8	7 8	56	22	40 sc...	Canadian Construction Co., Ltd., Montreal, Que.	
116,361	D. McLeod.....	Goderich.....	1903	Goderich, Ont.....	69 3	15 0	6 5	36	25	11 sc...	Dominion Fish Co., Ltd., Winnipeg, Man.	
97,119	D'Alton McCarthy.....	Collingwood.....	1893	Collingwood, Ont.....	66 0	14 0	6 4	54	37	3 sc...	Dominion Fish Co., Ltd., Winnipeg, Man.	
107,682	Duck.....	Prescott.....	1898	Clayton, N.Y., U.S.A....	46 5	9 3	3 3	18	12	5 sc...	Mrs. Elphie Reid, Prescott, Ont.	
112,222	Dahinda.....	St. John, N.B.....	1902	St. Joseph, Mich., U.S.A.	25 5	6 0	2 3	2	1	.. ..	R. S. FitzRandolph, Fredericton, N.B.
103,049	Daisy.....	Ottawa.....	1890	Carleton Place, Ont.....	30 2	6 2	2 0	2	1	3 sc...	Claude McLachlin, Arnprior, Ont.	
100,657	Daisy.....	".....		Alexandria Bay, N.Y., U.S.A.	39 0	6 1	3 1	2	2	5 sc...	G. B. Magee, Merrickville, Ont.	
74,353	Daisy.....	Pictou, N.S.....	1877	Fisher's Grant, N.S.....	40 6	10 8	4 0	11	7	15 sc...	Edward Malcolm, Port Malcolm, N.S.	

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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	John Dodd, <i>et al.</i> , Vancouver, B.C.
88,375	Daisy	Victoria	1885	Conox, B.C.	71 0	14 4	5 6	60	41	11 se	Victoria Lumber & Manufacturing Co. Ltd., Victoria, B.C.
111,457	Daisy	Winnipeg	1901	Saskirk, 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. Rat Portage, Ont.	57 0	12 0	5 2	38	21	3 se	Dominion Fish Co., Ltd., Winnipeg, Man.
94,881	Dana	Quebec	1889	Sorel, Que.	91 8	13 2	4 4	55	37	45 se	A. N. Mercer, Les Escoumins, Que.
51,656	Dandy	Montreal	1864	Buffalo, N.Y., U.S.A.	48 0	13 0	5 6	46	15	60 se	Sincaimes McNaughton Line, Ltd., Montreal, Que.
62,279	Danube	Victoria	1869	Govan, G.B.	215 6	27 7	20 7	887	561	100 se	Canadian Pacific Railway Co., Montreal, Que.
116,948	Dart	Rat Portage	1904	Rat Portage, Ont.	21 0	6 0	2 3	2	1	4 se	The Scott Hudson Building Co., Ltd., Rat Portage, Ont.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	136 0	28 4	10 7	311	196	75 pa.	The Dartmouth Ferry Commission, Dartmouth, N.S.
107,874	Dauntless	Lindsay	1900	Bobcaygon, Ont.	28 0	6 4	3 1	3	2	6 se	Thomas Robson, P'anelon Falls, Ont.
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.
64,967	Dauntless	Quebec	1871	Pointe Levis, Que.	82 0	18 4	9 5	81	35	60 se	Arthur C. Wand, Montreal, Que.
90,579	Dauntless	Toronto	1884	Gravenhurst, Ont.	44 6	8 0	4 5	8	5	1 se	S. C. Macdonald, Dunnville, Ont.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont.	103 3	17 3	9 8	182	75	200 se	Montreal Transportation Co., Montreal, Que.
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.
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, Lockport, N.S.
107,836	Dawson	Victoria	1901	Whithorse, Y.T.	107 0	34 0	4 5	779	491	19 pa.	The British Yukon Navigation Co., Ltd., Victoria, B.C.
116,695	Day Star	Rat Portage	1903	Rat Portage, Ont.	34 0	8 5	4 0	13	9		Foreign Mission Committee of the Presbyterian Church, Rat Portage, Ont.
107,494	Dr. 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.
111,597	Defender	New Westminster	1901	Langley, B.C.	85 0	16 5	4 0	216	137	13 pa.	Harrison River Mills, Timber & Trading Co., Ltd., Harrison, B.C.
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	John A. Gates, Vancouver, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
96,856	Delila	Sarnia	1896	Port Huron, Michigan, U.S.A.	32 0	6 2	3 4	4	3	2 sc	Jos. David, Carmanah, Ont.	
61,134	Delisle	Montreal	1869	Buffalo, N.Y., U.S.A.	62 4	14 8	7 4	46	17	50 sc	Minister of Public Works, Ottawa, Ont.	
117,004	Delphia	Vancouver	1902	Tacoma, Wash., U.S.A.	16	5 2	1 7	1		— sc	Hugh P. Smith, Vancouver, B.C.	
90,618	Delta	Moncton	1889 1895	Hillsboro, N.B.	34 5	12 8	4 9	20	12	15 sc	Edward Kinzie, Albert, N.B.	
100,644	Delta	Victoria	1889	Victoria, B.C.	47 5	9 5	4 4	15	10	6 sc	Packers SS. Co., Ltd., Vancouver, B.C.	
90,805	Delta	"	1886	Ladner's Landing, B.C.	54 0	14 0	4 3	25	17	1 sc	Jos. Quadros, Victoria, B.C.	
103,310	Denver	Vancouver	1896	New Westminster, B.C.	36 0	8 5	3 8	9	6	2 sc	Que. Canadian Pacific Ry. Co., Montreal.	
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 sc	C. G. Stackhouse, Ottawa, Ont.	
107,422	Derry Carne	Brockville	1900	Racine, Wis., U.S.A.	15 5	4 5	2 8	3	2	1 sc	W. D. Morris, Ottawa, Ont.	
75,914	Deseronto	Deseronto	1879	Deseronto, Ont	62 4	12 0	4 6	55	37	25 sc	The Rathbun Co., Deseronto, Ont.	
71,150	Despatch	Goderich	1878	Buffalo, N.Y., U.S.A.	71 5	15 3	5 6	33	22	25 sc	W. J. Pulling, Windsor, Ont.	
96,986	Despatch	New Westminster	1888	Revelstoke, B.C.	51 0	10 8	4 5	37	23	2 pa	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.	
103,297	Despatch	"	1889	Seattle, Wash., U.S.A.	33 6	9 0	2 9	7	5	1 sc	The Alberta & B.C. Exploration Co., Ltd., London, Eng.	

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112,392	Despatch.....	Winnipeg	1904	Sellkirk, Man	42 6	9 6	4 0	14	10	1 se ..	The Dominion Fish Co., Ltd., Sellkirk, 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 ..	H. J. Lewis, <i>et al.</i> , Edwardsville, N.S.
100,594	Diane.....	Montreal	1891	Sorel, Que.	65 3	10 0	4 8	23	16	10 se ..	H. Beauchemin, Sorel, 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 ..	H. J. Olive, St. John, N.B.
59,906	Diver.....	Quebec	1869	St. Thomas, Que	72 5	23 5	8 4	86	59	22 se ..	Pierre Bégin, Quebec, Que.
100,664	Dolce.....	Kingston	1894	Gananoque, Que	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, Baysville, Ont.
90,714	Dolphin.....	Halifax	1886	Dartmouth, N.S.	39 6	12 0	4 5	13	9	12 se ..	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 se ..	John T. Nicholson, Montreal, Que.
80,680	Dolphin.....	Ottawa	1881	Montreal, Que.	74 4	18 5	8 1	70	37	52 se ..	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,596	Dolphin.....	Owen Sound.....	.....	.....	49 0	12 5	5 1	24	17	33 se ..	The Rathbun Co., Deseronto, Ont.
92,441	Dolphin.....	Toronto	1871	E. Cowes, I. of W., Eng.	50 0	10 0	4 3	13	9	4 se ..	The Savanagh Lumber Co., Ltd., Penetanguishene, Ont.
111,962	Dolphin.....	Vancouver.....	1902	Land, B.C.	47 4	11 0	5 8	20	14	9 se ..	F. G. Thurlin, Land, B.C.
103,068	Dolphin.....	Yarmouth.....	1896	Yarmouth, N.S.	34 0	9 6	4 0	8	3	5 se ..	James S. Gray, Yarmouth, N.S.
111,922	Dolphin E.....	Toronto	1901	Bayonne City, N. J., U.S.A.	36 0	6 8	2 2	6	4	— se ..	Miss Minnie McVicar, Paris, Ont.
90,526	Dominion.....	Chatham, Ont.....	1890	Chatham, Ont	95 0	24 0	5 0	138	94	15 se ..	David Flook, Chatham, Ont.
83,419	Dominion.....	Port Hope.....	1884	Lindsay, Ont.	79 0	14 0	4 5	46	29	40 pa ..	Francis Burke, Lindsay, Ont.
90,707	Dominion.....	Windsor, Ont.	1868	St. Catharines, Ont.	135 0	25 8	11 4	478	304	26 se ..	Mrs. Henrietta Peck, Windsor, Ont.
116,414	Dominion.....	Victoria	1904	Victoria, B.C.	57 5	11 8	4 4	18	10	6 se ..	J. J. Goodwin, Victoria, B.C.
107,108	Dou	"	1898	Victoria, B.C.	27 8	7 8	3 5	4	3	1 se ..	E. Dickinson, Victoria, B.C.
111,788	Dou	"	1902	Victoria, B.C.	28 0	8 0	3 8	4	3	2 se ..	John Braden, Victoria, B.C.
103,154	Donney	Vancouver.....	1895	Vancouver, B.C.	38 6	10 2	4 5	15	10	2 se ..	Mrs. Emma A. Robertson, Vancouver, B.C.

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					Dimensions.				Gross. Brut.	Register. Enregistré.		
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.					
96,710	Dorax.	Ottawa.	1889	Opemican Lake, Que.	61 6 10ths.	13 0 10ths.	5 5 10ths.	48	44	30 sc.	The Minister of Public Works, Ottawa, Ont.	
111,764	Dorcas.	Kingston.	1897	Kingston, Ont.	31 2 10ths.	5 6 10ths.	3 0 10ths.	3	2	3 sc.	Mrs. Electa Stevenson, Gananoque, Ont.	
111,562	Dorothe.	Toronto.	1900	Penetanguishene, Ont.	33 0 10ths.	8 4 10ths.	3 3 10ths.	8	6	1 sc.	W. F. Thomson, Rose Point, Ont.	
96,861	Dorothy.	Prescott.	1888	Kingston, Ont.	38 4 10ths.	7 1 10ths.	3 4 10ths.	10	6	4 sc.	Mrs. Adeline E. Holmes, Montreal, Ont.	
111,980	Dorothy.	Vancouver.	1902	Vancouver, B.C.	42 5 10ths.	10 2 10ths.	4 8 10ths.	20	13	9 sc.	W. H. Armstrong, Vancouver, B.C.	
100,397	Dortha.	Brockville.	1894	Hamilton, Ont.	71 0 10ths.	12 6 10ths.	4 8 10ths.	51	35	25 sc.	Geo. T. Fulford, Brockville, Ont.	
103,220	Dot.	Ottawa.	1891	Kingston, Ont.	31 0 10ths.	7 0 10ths.	3 0 10ths.	2	2	5 sc.	R. W. Stephens, Ottawa, Ont.	
88,292	Dot.	Quebec.	1884	Quebec, Que.	33 8 10ths.	9 5 10ths.	4 0 10ths.	10	7	5 sc.	D. Champoux, D'Israeli, Wolfe Co., Que.	
103,212	Dottie.	Ottawa.	1888	Carleton Place, Ont.	25 4 10ths.	5 2 10ths.	2 1 10ths.	1	1	3 sc.	Mrs. Jeannie F. Ferguson, North Bay, Ont.	
92,733	Douglas.	Toronto.	1888	Midland, Ont.	30 4 10ths.	7 9 10ths.	4 2 10ths.	5	4	6 sc.	The Georgian Bay Consolidated Lumber Co., Wabanshene, Ont.	
98,630	Douglas.	Victoria.	1881	Renfrew, G.B.	214 0 10ths.	25 0 10ths.	14 7 10ths.	741	459	160 sc.	John J. Alexander, Mazatlan, Mexico	
101,291	Douglas H. Thomas.	Sydney.	1892	Maryland, U.S.A.	116 5 10ths.	21 0 10ths.	13 0 10ths.	212	144	58 sc.	The Dominion Coal Co., Ltd., Montreal, Que.	
88,285	Dream.	Ottawa.	1886	Kingston, Ont.	50 6 10ths.	10 3 10ths.	4 2 10ths.	12	9	10 sc.	The Minister of Customs, Ottawa, Ont.	
116,219	Dream.	Quebec.	1903	Grandes Piles, Que.	56 5 10ths.	10 8 10ths.	3 8 10ths.	27	19	2 sc.	W. S. Coté, Grandes Piles, Que.	

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92,356	Dream	St. John, N.B.	1881	Newark, N.J., U.S.A.	63 9	14 1	5 0	45	30	12 sc ...	W. H. Thorne, St. John, N.B.
100,209	Drone	Vanconver	1892	Vanconver, B.C.	40 0	16 0	3 5	29	18	10 pa ...	William Braid, Vanconver, B.C.
112,303	Druid	Ottawa	1902	Paisley, G.B.	160 0	30 1	12 5	503	149	59 sc ...	Minister of Marine and Fisheries, Ottawa, Ont.
116,981	Dryden Ball	Rat Portage	1903	Dryden, Ont.	35 0	10 0	3 5	15	10	14 sc ...	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., Mon- treal, Que.
111,442	Dundaff	Ottawa	1899	Hull, Que.	30 5	6 9	3 6	2	1	4 sc ...	P. Waters, Hull, Que.
83,068	E.B. Eddy	Prescott	1881	Hull, Que.	98 0	20 7	8 0	78	38	150 sc ...	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
100,130	E. C. Ashley	Wallaceburg .....	.....	.....	40 5	9 5	6 5	10	7	.....	D. A. Gordon, Wallaceburg, Ont.
96,705	E. C. Laverdure	Ottawa	1889	Ottawa, Ont.	66 6	13 7	5 0	54	49	22 sc ...	James Beaton, Ottawa East, Ont.
103,445	E. H. Bronson	"	1895	Pembroke, 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 ...	C. R. Morrison, M.O., Sarnia, Ont.
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.
111,549	Eagle	Vanconver	1901	Vanconver, B.C.	48 5	14 5	6 0	35	24	11 sc ...	Wm. A. Wadham, Vanconver, B.C.
111,454	Eagle	Winnipeg	1900	Saskirk, Man.	32 0	10 5	3 6	7	6	8 sc ...	Ewing & Fryer Fish Co., Ltd., Saskirk, Man.
94,906	Earl	New Westminster	1890	Vanconver, B.C.	72 0	16 0	7 0	75	50	21 sc ...	Minister of Agriculture, Ottawa, Ont.
111,587	Echo	Peterborough	1901	Peterborough, Ont.	27 0	6 7	3 0	5	3	4 sc ...	John S. M. Alexander, Peterborough, Ont.
80,656	Ed. Arpin	Montreal	1879	St. John's, Que.	38 0	8 2	3 5	6	4	5 sc ...	Ed. Arpin, St. John's Que.
116,253	Eddie B.	Toronto	1902	Victoria Harbour, Ont.	29 5	10 0	2 9	9	6	1 sc ...	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	— sc ...	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 sc ...	Royal Trust Co. and Hugh Robertson, J. O., Montreal, Que.
85,515	Edith	Toronto	1883	Toronto, Ont.	22 0	5 4	2 2	2	1	1 sc ...	J. P. Clark, Toronto, Ont.

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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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
103,901	Edith	Victoria	1897	Victoria, B.C.	67 0	14 0	5 5	42	26	9 sc	The B.C. Caning Co., Ltd., London, Eng.
116,541	Edith Ann	Kingston	1903	Kingston, Ont.	43 4	8 9	3 9	11	7	5 sc	John Davis, Kingston, Ont.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont.	56 4	12 1	6 8	39	23	40 sc	B. Tett, Bedford Mills, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont.	36 6	9 3	3 9	12	8	6 sc	Thomas H. Lawry, Hamilton, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont.	31 0	10 0	3 0	9	7	— sc	Robt. Douglas, Sault Ste. Marie, Ont.
167,368	Edna	Toronto	1898	Parry Sound, Ont.	64 0	11 5	5 7	55	36	3 sc	Mrs. Carrie E. Pratt, Parry Sound,
103,379	Edna Brydges	Winnipeg	1895	Rat Portage, Ont.	75 0	17 5	6 1	176	129	5 sc	Rainy River Navigation Co., Ltd., Rat Portage, Ont.
111,789	Edna Grace	Victoria	1903	Victoria, B.C.	58 0	14 5	6 7	42	22	8 sc	A. G. McGregor, Victoria, B.C.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont.	79 2	16 0	7 2	51	36	21 sc	James Purvis, Gore Bay, Ont.
100,921	Edna R.	Yarmouth	1892	Yarmouth, N.S.	67 0	15 6	5 6	50	24	40 sc	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	— sc	Packers' Steamship Co., Ltd., Vancouver, B.C.
85,426	Edward Blake	St. Catharines	1884	Welland, Ont.	48 7	12 2	4 9	22	15	12 sc	Thos. Conlon, Thorold, Ont.
103,213	Eileen	Ottawa	1893	Moose Creek, Ont.	61 8	9 8	3 2	11	9	15 sc	Mrs. Stella Ann Kelly, Montreal, Que.
92,462	Eldon	Pictou, N.S.	1887	Pictou, P.E.I.	49 3	15 9	5 7	38	21	20 sc	W. H. Paint, Port Hawkesbury, N.S.

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97,017	Eleanor	St. Catharines.....	1895	Port Maitland, Ont.....	56 0	12 0	5 8	26	18	12 se ..	E. Martin, Port Maitland, Ont.
63,114	Eleanor M. Gates.	Sydney	1869	Wilmington, Del, U.S.A.	73 0	16 5	7 9	59	46	23 se ..	R. H. Cam, Louisburg, N.S.
90,878	Electric	Charlottetown	1887	Arcadia, N.S.,	85 9	16 9	8 2	107	78	25 se ..	Three Rivers Steamship Co., (George- town and Montague, P.E.I.)
100,877	Electric	St. John, N.B.	1889	St. John, N.B.....	34 0	6 8	3 0	4	3	2 se ..	Frank B. Carvell, Woodstock, N.B.
92,449	Electric	Toronto	1887	Toronto, Ont.....	69 9	12 4	7 2	49	29	1 se ..	John J. Wright, Toronto, Ont.
65,401	Elfin.....	Charlottetown	1872	Georgetown, P.E.I.....	81 0	21 6	7 4	122	34	35 pa ..	The Chairman, Board of Works of P. E.I., Charlottetown, P.E.I.
116,752	Elgin L. Lewis.	Toronto	1904	Orillia, Ont.	70 0	12 3	5 0	50	30	6 se ..	Wm. Annand, Orillia, Ont.
96,880	Elite	Goderich.....	1894	Goderich, Ont.....	60 6	11 8	4 8	22	15	24 se ..	Seth Chapman, Gore Bay, Ont.
100,410	Elk	Hamilton.....	1893	Cleveland, O., U.S.A.....	44 0	8 6	4 2	9	6	19 se ..	Chas. B. Price, Port Rowan, Ont.
111,494	Elk	Vancouver.....	1902	Vancouver, B.C.....	26 2	6 4	3 1	3	2	1 se ..	Wm. Rae, <i>et al.</i> , Vancouver, B.C.
107,843	Elia.....	Port Rowan.....	1898	St. Williams, Ont.	49 2	12 0	4 5	15	10	13 se ..	J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
111,492	Elia.....	Quebec.....	1900	Quebec, Que	22 2	5 1	2 5	2	1	2 se ..	Pierre A. Guay, Chicoutimi, Que.
116,971	Elia H	St. Catharines.....	1884	Buffalo, N.Y., U.S.A.....	50 9	11 1	5 2	18	13	25 se ..	Wm. P. Dixon, Niagara Falls, N.Y., U.S.A.
77,589	Elia Ross	Deseronto	1879	Montreal, Que.....	99 2	27 8	6 4	228	125	85 pa ..	The Rathlum Co., Deseronto, Ont.
78,638	Elia Taylor.....	Chatham, Ont.....	1883	Chatham, Ont.....	60 0	14 0	6 0	34	23	70 se ..	R. Leeson, Merriton, Ont.
107,749	Ellen.....	Kingston.....	1901	Rockport, Ont.....	62 4	10 0	3 8	25	17	30 se ..	Frederick Huck, Rockport, Ont.
92,689	Elsie.....	Pictou, N.S.	1892	New Glasgow, N.S.....	56 1	10 3	5 6	22	15	12 se ..	Nova Scotia Lumber Co., Ltd., Sher- brooke, N.S.
96,897	Elsie Ross.....	Ottawa.....	1889	Carleton Place, Ont.....	34 6	7 5	3 0	10	8	18 se ..	David Gillies, Carleton, Place, Ont.
.....	Elswood.....	Kingston.....	1865	Bedford Mills, Ont.....	49 1	11 8	5 9	39	17	.....	Neal Macdonald, Montreal, Que.
116,792	Emerson.....	Montreal	1903	Collingwood, Ont.	108 0	23 0	14 0	267	188	91 se ..	Montreal Transportation Co., Ltd., Montreal, Que.
96,900	Emile.....	Ottawa.....	1892	Ottawa, Ont.....	50 0	13 0	5 2	12	8	20 se ..	John O'Leary, Ottawa, Ont.
100,402	Enma.....	Hamilton.....	1894	Hamilton, Ont.....	34 6	6 8	4 6	6	4	6 se ..	R. S. Watts, Hamilton, Ont.
107,260	Enma.....	New Westminster.....	1898	Lake Bennett, B.C.....	54 0	16 0	3 0	82	52	3 pa ..	Wm. J. Raut, Lake Bennett, B.C.
111,444	Enma	Ottawa.....	1897	Ottawa, Ont	28 0	7 2	2 4	2	1	3 se ..	W. O. Spearman, Ottawa, Ont.
100,946	Enma.....	Toronto.....	1894 1901	Collingwood, Ont..... Parry Sound, "	89 3	18 0	6 6	146	94	2 se ..	Mrs. Carrie E. Pratt, Parry Sound, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
100,430	Emma C.	Ottawa	1890	Ottawa, Ont.	21 0	6 0	2 5	1	1	3 se	L. J. Consolles, Ottawa, Ont.	
107,256	Emma Nott	New Westminster	1898	Lake Bennett, B.C.	56 0	16 0	3 5	73	46	7 pa	Arthur C. Simonds, Dawson, Y.T.	
103,163	Emeline	Vancouver	1896	Vancouver, B.C.	29 4	7 9	3 4	5	4	2 se	Thos. D. Cyrs and Will Fraue, Vancouver, B.C.	
73,086	Empress	Montreal	1873	Ottawa, Ont.	185 3	27 6	8 1	678	372	152 pa	Ottawa River Navigation Co., Montreal, Que.	
100,422	Empress		1886	Montreal, Que.	63 0	14 3	5 6	36	28	40 se	Mary E. Perkins, Sturgeon Falls, Ont.	
107,815	Empress	Peterborough	1899	Lakefield, Ont.	93 0	15 8	5 4	84	57	— se	Trent Valley Navigation Co., Peterborough, Ont.	
100,679	Empress	Vancouver	1894	Vancouver, B.C.	33 8	7 9	3 6	3	2	1 se	George Cassidy, Vancouver, B.C.	
107,448	Empress	"	1897	Hong-Kong, China	27 6	7 6	3 6	7	5	2½ se	O. P. Marshall, Vancouver, B.C.	
78,009	Empress	Winnipeg	1883	Rat Portage, Ont.	95 4	20 0	7 0	129	73	150 se	A. F. D. Macfadden and W. A. Weir, J.O., Rat Portage, Ont.	
100,766	Empress Victoria	Toronto	1894	Huntsville, Ont.	76 0	17 0	6 0	106	72	5 se	C. F. Marsh, Huntsville, Ont.	
100,022	Emulator	"	1890	Magnetawan, Ont.	49 7	10 2	4 6	25	17	2 se	A. Walton, Magnetawan, Ont.	
85,704	Energy	Wallaceburg	1883	Wallaceburg, Ont.	81 0	20 0	6 5	116	70	40 se	J. Hackett, Amherstburg, Ont.	
116,271	Enterprise	Halifax	1903	Ship Harbour, N.S.	58 2	12 3	6 6	24	14	27 se	Frank Roberts, Halifax, N.S.	
103,240	Enterprise	Montreal	1893	Beauharnois, Que.	49 9	11 5	4 4	13	9	2 se	W. J. Pomponé, Ottawa, Ont.	

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94,714	Enterprise.....	Port Stanley.....	1892	Port Bruce, Ont.....	58 0	12 0	5 5	18	13	3 se ..	Levi Young, Port Bruce, Ont.
85,514	Enterprise.....	Toronto.....	1869	Rama, Ont.....	81 4	23 0	6 2	148	99	60 se ..	Huntsville Lake of Bays & Lake Sim- coe Nav. Co., Ltd., Huntsville, Ont.
103,160	Enterprise.....	Vancouver.....	1896	Vancouver, B.C.....	34 0	9 3	1 7	12	8	2 se ..	Ernest Millar, Vancouver, B.C.
100,023	Equal Rights.....	Toronto.....	1890	Penetanguishene, Ont.....	36 0	9 3	3 8	6	1	1 se ..	Mrs. Eunice A. Langford, Dorset, Ont.
116,431	Era.....	Rat Portage.....	1900	Resolution, N. W. T.....	53 0	11 5	5 0	50	28	6 se ..	Jas. Hildot, Fort Rae, N. W. T., and Edmund Nagle, Resolution, N. W. T.
100,021	Erastus Winan.....	Toronto.....	1890	Huntsville, Ont.....	65 0	13 3	3 4	54	36	6 se ..	Mrs. Mary Dutton and Lorenzo McHardy, J. O., Huntsville, Ont.
116,431	Erie.....	Kingston.....	1902	Kingston, Ont.....	30 3	6 1	2 8	3	2	7 se ..	James Halliday, Kingston, Ont.
100,686	Erie.....	New Westminster.....	1894	New Westminster, B. C.....	50 0	11 0	4 8	27	18	9 se ..	John Leckie and F. E. Kinnell, J. O., Vancouver, B. C.
112,018	Erie.....	St. Catharines.....	1902	St. Joseph, Mich., U. S. A.....	18 1	4 6	3 7	2	2	2 se ..	Mrs. Edna R. Price, St. Catharines, Ont.
83,142	Erin.....	".....	1881	St. Catharines, Ont.....	174 0	26 0	12 6	651	411	75 se ..	Thos. Conlon, Thorold, Ont.
111,827	Erin II.....	Vancouver.....	1891	New Westminster, B. C.....	34 5	6 7	2 8	3	2	1 se ..	Maria V. Mattison, Howe Sound, B. C.
103,153	Ermine.....	".....	1893	".....	30 3	7 8	3 2	9	6	4 se ..	Alexander Grierson, Vancouver, B. C.
100,087	Ernest.....	St. John, N. B.....	1892	Oronocto, N. B.....	37 6	9 5	3 6	13	9	7 se ..	A. Fitz Randolph, Fredericton, N. B.
97,010	Escort.....	St. Catharines.....	1894	Port Colborne, Ont.....	44 8	15 5	9 7	40	27	24 se ..	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 se ..	MacKenzie Bros., Ltd., Vancouver, B. C.
112,176	Espanola.....	Toronto.....	1897	Toronto, Ont.....	36 0	9 0	3 5	7	5	1 se ..	Spanish River Paper & Pulp Co., Toronto, Ont.
96,990	Esperanza.....	New Westminster.....	1891	New Westminster, B. C.....	47 0	11 0	5 5	31	21	2 se ..	St. Mungo Canning Co., New West- minster, B. C.
80,535	Esperanza.....	Toronto.....	1876	Buffalo, N. Y., U. S. A.....	57 0	18 1	4 8	17	11	6 se ..	C. E. Niebergall, Wiaraton, Ont.
97,113	Estella.....	Collingwood.....	1891	Parry Sound, Ont.....	38 0	6 0	3 2	9	6	2 se ..	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 se ..	Charles H. Gyrlls, Lakefield, Ont.
103,923	Esturian.....	".....	1897	Bobcaygeon, Ont.....	94 0	19 0	5 5	139	85	38 pa	The Trent Valley Navigation Co., Bobcaygeon, 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	1 4	13	9	8 se ..	John Hastie, Shagunadah, Ont.
103,332	Ethel.....	Montreal.....	1895	Sorel, Que.....	64 0	19 2	9 0	72	19	39 se ..	Sincaimes McNaughton Line, Ltd., Montreal, Que.

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					Dimensions.			Gross. Brut.	Register. Enregistré.		
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
					Ft. Pieds.	Ft. Pieds.	Ft. Pieds.				
103,656	Ethel.....	Winnipeg.....	1896	Rat Portage, Ont., ...	39 3	9 4	3 6	10	7	1 se...	The Cameron Islands Mining & Development Co., Ltd., Rat Portage, Ont.
92,710	Ethel Banning....	Winnipeg.....	1890	Fort Frances, Ont.....	50 2	13 3	4 9	38	26	3 se...	A. F. D. MacGachien and W. A. Weir, J. O., Rat Portage, Ont.
116,737	Ethel Jean.....	Halifax.....	1904	Ship Harbour, N. S., ...	58 4	13 8	6 5	48	33	17 se...	Grand River Pulp & Lumber Co. Ltd., Halifax, N. S.
103,677	Ethel May.....	Toronto.....	1897	Mortimer's Point, Mus.	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.
98,584	Ethelwold.....	Montreal.....	1890	Belfast, Ireland.....	208 1	28 1	12 7	956	533	130 se...	North American Mail SS. Co., Montreal, Que.
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...	Deschambault & Lotbinière Steamship Co., Quebec, Que.
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.
111,906	Eugenie.....	Arichat.....	1901	Detroit, Mich., U.S.A...	35 0	8 0	2 1	5	5	8 se...	Thos. D. Morrison, D'Esconsse, N.S.
92,644	Euna.....	Wallaceburg.....	1878	Mt. Clemens, Mich., U.S.A.	36 0	9 0	4 2	6	4	2 se...	D. W. Crowe, Chatham, Ont.
112,654	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.

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94,988	Enrydia.....	Toronto.....	1863	Montreal, Que.....	142 0	24 7	8 8	319	90	43 pa...	The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
103,381	Eva.....	Chatham, N.B.....	1895	Douglstown, N.B.....	43 0	12 5	5 0	18	12	3 se...	R. Leggie, M.O., Loggieville, N.B.
71,172	Eva.....	Kingston.....	1870	Brockville, Ont.....	33 0	5 9	3 4	12	7	3 se...	Geo. Robertson, Kingston, Ont.
85,304	Eva.....	Montreal.....	1882	Montreal, Que.....	42 0	7 7	3 6	6	4	10 se...	Geo. Bothwell, Buckingham, 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...	V. Martinolich, Vancouver, B.C.
91,689	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...	J. C. Judd, Morton, Ont.
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.
58,826	Evangelina.....	Montreal.....	1869	Cowes, I. of W., G.B.....	60 6	11 5	5 6	24	16	12 se...	Ch. Sims and Thos. C. Sims, Little Creek, Algoma, Ont.
77,979	Evangelina.....	Victoria.....	1881	Victoria, B.C.....	45 0	10 5	5 0	14	9	20 se...	Rt. Rev. Bishop of Caledonia, Metlakatla, B.C.
83,216	Evangelina.....	Windsor, N.S.....	1882	Hantsport, N.S.....	81 2	16 8	7 5	69	28	50 se...	T. C. Marsters and T. A. Marsters, J. O. Hantsport, N.S.
96,876	Evelyn.....	Goderich.....	1893	Goderich, Ont.....	61 0	13 8	5 3	32	22	10 se	Dominion Fish Co., Ltd., Winnipeg, Man.
100,301	Evelyn.....	Windsor, Ont.....	1892	Sandwich, Ont.....	67 5	17 1	9 3	85	46	33 se...	French River Tug Co., Windsor, Ont.
97,003	Evelyn Hodgkins.....	St. Catharines.....	1888	Thorold, Ont.....	29 2	7 0	3 6	4	3	5 se...	Freeman Hodgkins, Toronto, Ont.
107,184	Everard.....	Sault Ste. Marie.....	1900	Gore Bay, Ont.....	51 0	13 0	6 0	25	17	12 se...	M. Graham, Kagawong, Ont.
116,453	Exvolvo.....	Vancouver.....	1903	Vancouver, B.C.....	32 5	9 5	4 1	13	9	1 se...	Jos. H. Benoit, Alert Bay, B.C.
92,438	Express.....	Toronto.....	1887	Toronto, Ont.....	35 9	7 3	3 6	4	3	1 se...	John B. Bowerman, Port Perry, Ont.
107,948	F. B. Bradey.....	St. Catharines.....	1901	Dunnville, Ont.....	47 4	13 9	6 9	29	19	10 se...	Freeman Green, Dunnville, Ont.
103,151	F. R. M. & D. Co. No. 1.....	Vancouver.....	1894	Lytton, B.C.....	133 6	30 0	6 3	715	486	13 pa...	Mrs. Rachael M. McFarlane, Vancouver, B.C.
103,639	F. W. Avery.....	Ottawa.....	1895	Simcoe, Ont.....	37 0	16 0	3 6	14	9	20 se...	F. W. Avery, Ottawa, Ont.
113,782	F. W. Roebling.....	Halifax.....	1890	Milford, Del., U.S.A.....	102 2	22 1	12 7	162	78	40 se...	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
116,393	F. Dupie.....	Montreal.....	1904	Sorel, Que.....	73 6	20 1	9 9	114	70	48 se...	Sincaims-McNaughton Line, Ltd., Montreal, Que.
100,852	Fabida.....	Quebec.....	1893	Anse St. Jean, Que.....	70 2	21 9	8 5	81	55	3 se...	Andrew Nickle, Montreal, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Inregistre.		
112,276	Fairmount.....	Montreal ..	1903	Walsand, G.B.....	248 6 Ft.	42 0 10fts.	26 6 10fts.	1895	1184	230 sc ..	Montreal Transportation Co., Ltd., Montreal, Que.
71,264	Fairy.....	Cobourg.....	1878	Harwood, Ont.....	52 6	10 1	7 7	23	15	29 sc ..	F. B. Polson, Toronto, Ont.
80,761	Fairy.....	Sydney.....	1881	Quebec, Que.....	37 1	11 2	5 3	16	9	8 sc ..	Geo. M. Fraser, Edwardsville, N.S.
88,534	Fairy Queen ..	Hamilton.....	1888	Carleton Place, Ont.....	22 0	5 0	2 5	2	1	3 sc ..	Andrew Newlands, M.O., Galt, Ont.
71,175	Falcon.....	Kingston.....	1874	Kingston, Ont.....	40 0	8 8	3 1	13	7	8 sc ..	J. G. Richardson, Brockville, Ont.
111,981	Falcon.....	Vancouver.....	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.....	Windsor, N.S.	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.....	St. John, N.B.	1891	Milledgeville, N.B.....	83 1	21 0	4 7	111	70	33 pa ..	H. J. Olive, St. John, N.B.
96,943	Fannie.....	"	1875	Philadelphia, Pa., U.S.A.	50 9	12 5	6 1	33	23	30 sc ..	The J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
71,187	Fanny.....	Owen Sound.....	1878	Owen Sound, Ont.....	31 0	7 6	3 7	5	3	5 sc ..	Chas. Clarke, Collingwood, Ont.
85,322	Fanny Arnold.....	"	1882	"	89 0	18 0	9 0	73	50	75 sc ..	Spanish River Co., Spanish River, Ont.
111,941	Favorite.....	New Westminster...	1901	New Westminster, B.C.	100 0	29 0	3 8	257	162	9 sc ..	G. Harvey, M.O., New Westminster, B.C.
71,243	Favorite.....	Toronto.....	1874	Buffalo, N. Y., U.S.A....	67 5	14 0	6 9	51	24	70 sc ..	John Grey, North Sydney, N.S.
103,308	Fawn	New Westminster...	1896	Kamloops, B.C.....	62 0	11 0	4 0	33	22	— sc ..	Mrs. Amelia C. Ward, Kamloops, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross.) Brut.	Register. Enregistré.		
83,072	Florence.....	Ottawa.....	1881	Rockland, Ont.....	81 0 Ft.	18 3 Ft.	4 7 Ft.	62	24	60 se ..	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,127	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	6	4	12 se ..	E. P. Ainsworth, Brighton, Ont.
85,453	Florence.....	Quebec.....	1883	Quebec, Que.....	91 2	22 8	9 5	133	90	25 se ..	Wm. Clarke, Toronto, Ont.
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.....	51 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	1 4	9	6	1 se ..	M. Ferguson, Nanaimo, B.C.
90,785	Florence.....	".....	1886	Victoria, B.C.....	61 0	18 5	4 2	59	10	5 se ..	H. M. Dumbleton, Victoria, B.C.
103,067	Florence C.....	Halifax.....	1895	Yarmouth, N.S.....	56 7	13 5	5 8	39	23	10 se ..	J. W. Langille, Halifax, N.S.
91,770	Florence M.....	Owen Sound.....	1897	Owen Sound, Ont.....	44 0	7 2	3 5	8	6	2 se ..	J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main ..	Toronto.....	1901	Mortimer's Point, Ont.....	82 4	13 2	5 0	79	52	13 se ..	C. O. Shaw, Huntsville, Ont.
107,894	Florida.....	Montreal.....	1900	St. Thomas de Pierreville, Que.	100 0	18 7	5 8	201	128	5 se ..	Elsche Mondon, Yamaska, Que.

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100,031	Florissant.....	Toronto	1891	Toronto, Ont.	30 0	6 0	3 0	3	2	3 se ..	C. Efford, Toronto, Ont.
116,140	Flossie	Vancouver	1903	Vancouver, B.C.	30 0	8 4	3 4	5	2	2 se ..	Dan Woodward, Eburne, B.C.
90,751	Flushing	St. John, N.B.	1882	Athens, N.Y., U.S.A.	115 9	24 0	8 2	178	121	61 se ..	Parker Glasier, Lincoln, Sunbury Co., N.B.
107,712	Flyer.....	New Westminster....	1899	Vancouver, B.C.	65 6	14 3	6 9	18	32	14 se ..	Geo. E. Gilley, New Westminster, B.C.
103,674	Flyer.....	Toronto	1892	Kingston, Ont.	39 2	6 4	2 8	4	3	3 se ..	John Rogers, Port Sandfield, Ont.
116,455	Flying Cloud....	Vancouver	1903	Vancouver, B.C.	36 4	10 1	4 7	16	10	1 se ..	Charles McFarlane, Denman Island, B.C.
107,297	Flying Cloud....	Winnipeg	1897	Selkirk, Man.	32 0	9 8	3 0	6	4	8 se ..	M. Ewing, <i>et al.</i> , Selkirk, Man.
112,028	Foam	Quebec	1900	Quebec, Que.	42 6	10 8	4 3	16	7	3 se ..	John S. Thom, Quebec, Que.
116,412	Forager	Victoria	1904	Victoria, B.C.	84 0	18 8	6 6	90	57	13 se ..	Patler Towing & Freighting Co., Ltd., Victoria, B.C.
107,178	Forester	Port Arthur	1899	Port Arthur, Ont.	32 0	7 8	3 0	5	3	1 se ..	Thomas R. Woodside, Port Arthur, Ont.
92,344	Forrest	Quebec	1887	Chicoutimi, Que.	58 0	11 1	7 0	26	18	15 se ..	La Cie de Pulpe de Chicoutimi. Chicoutimi, 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.
.....	Frances	Kingston.....	1864	Bedford Mills, Ont.	55 2	11 4	7 6	47	24	.....	T. H. Kirby, Ottawa, Ont.
80,715	Frances	Paspebiac.....	1885	Oak Bay, Que.	58 0	20 0	4 0	19	8	5 pa ..	J. H. Taylor, Campbellton, N.B.
107,895	Frank.....	Montreal.....	1900	Cardinal, Ont.	40 0	10 0	3 2	16	3	25 se ..	The Gilbert Bros. Engineering Co., Ltd., 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	Selkirk, Man.	65 0	15 0	7 8	52	35	13 se ..	Northwest Navigation Co., Limited, Winnipeg, Man.
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	Sangeen, 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 ..	Canadian Towing & Transportation Co., Ltd., Montreal, Que.
112,083	Frank Marshall....	Rat Portage	1903	Rat Portage, Ont.	52 0	12 5	5 5	30	20	— se ..	Frank Marshall, Rat Portage, Ont.
70,287	Frank Percw.....	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.
92,648	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.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
103,159	Fraser.....	Vancouver.....	1896	Vancouver, B. C.....	67 2 Ft.	12 4 Ft.	4 8 Ft.	36	25	6 se...	Wm. Hickey, Vancouver, B. C.
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...	Dominion Fish Co, Ltd., Winnipeg, Man.
92,302	Fred Davidson.....	".....	1887	Penetanguishene, Ont.....	62 0	14 7	6 9	43	29	10 se...	Chas. L. D. Sims, Little Current, Ont.
103,260	Fred Glasier.....	St. John, N. B.....	1896	Lincoln, N. B.....	37 9	8 8	4 1	10	7	6 se.	Packer 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	38	39	24 se...	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	60 se...	Wm. H. Batt, Charlottetown, P. E. I.
103,699	Fredie.....	Sault Ste. Marie.....	1897	Richard's Landing, Ont.	28 0	7 6	3 4	5	3	— se...	F. V. Rodgers, Richard's Landing, Ont.
80,621	Fredie V.....	Yarmouth.....	1881	Yarmouth, N. S.....	61 0	13 2	5 6	27	13	40 se...	Hugh Cann, Yarmouth, N. S.
112,301	Frederick.....	Winnipeg.....	1904	Selkirk, Man.....	63 8	15 0	6 4	36	27	10 se...	The North-west Navigation Co., Ltd., Selkirk, Man.
103,773	Frederick A.....	Chatlam, N. B.....	1896	Pictou, N. S.....	57 0	14 3	5 8	31	21	16 se...	M. F. Mooney, St. John, N. B.
100,584	Frolic.....	Montreal.....	1890	Montreal, Que.....	47 0	9 2	5 8	16	10	2 se...	Octave Mousselette, Grand Mere, Que.
111,767	Front-nac... ..	Kingston.....	1901	Garden Island, Ont.....	89 0	21 8	7 8	111	64	75 se...	The Calvin Co., Ltd., Garden Island, Ont.

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107,668	Frontenac	Quebec	1899	Levis, Que	119 6	28 1	9 6	304	206	48 se	La Compagnie Maritime et Industrielle de Levis, Levis, Que.
163,882	G. B. Greene	Ottawa	1896	Queyon, Que.	142 4	44 8	8 0	255	218	125 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,647	G. B. Pattee II	Ottawa	1904	Queyon, Que.	61 5	14 7	6 1	51	38	42 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.
88,291	G. H. Noffe	Ottawa	1881	Buffalo, N.Y., U.S.A.	42 0	11 0	6 0	14	9	20 se	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
163,239	G. K. King	St. John, N. B.	1897	Goulds Point, N. B.	57 2	15 1	6 4	45	31	17 se	John E. Moore, 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.
163,570	Gadabout	Montreal	1895	New York, N.Y., U.S.A.	30 6	6 8	2 6	3	2	1 se	C. R. Hosmer, Montreal, Que.
167,469	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.	60 0	12 5	3 8	46	30	6 se	L. R. Johnstone, et al., Wabigoon, Ont.
112,079	Gale	Rat Portage			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	Gambins	Halifax	1881	Halifax, N.S.	48 0	15 2	5 5	28	19	20 se	Halifax Breweries Co., Ltd., London, Eng.
100,035	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, Minasaga Island, Ont.
77,904	Garnet	Montreal	1885	Valleyfield, Que.	124 7	21 6	7 1	152	96	30 pa	Montreal & Cornwall Nav., Co., Cornwall, Ont.
112,270	Garnet	Montreal	1903	Cornwall, Ont.	140 0	21 7	6 8	385	195	30 pa	Margaret Gillespie, Cornwall, Ont.
70,228	Gaspeian	Quebec	1874	Walsend-on-Tyne, G.B.	160 8	27 1	11 3	490	287	70 se	François Bouchard, Quebec, Que.
107,710	Geisha	Toronto	1900	Toronto, Ont.	50 9	10 0	4 2	20	13	1 se	John Hendry, Toronto, Ont.
100,546	Gem	Digby	1896	Westport, N.S.	32 0	6 5	4 6	5	2	6 se	John E. Moore, Westport, N.S.
107,085	Gem	Ottawa	1897	Rat Portage, Ont.	33 0	7 6	4 0	11	7	12 se	Thos. Smith, Rat Portage, Ont.
163,684	Gem	Toronto	1897	Port Sydney, Ont.	51 4	10 0	4 0	27	18	3 $\frac{1}{2}$ 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.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Imregistré.			
107,482	Genl. Weitzel...	Sault Ste. Marie ...	1881	Buffalo, N.Y., U.S.A...	57 0	12 0	5 9	32	24	5 sc ...	W. H. Plummer, Sault Ste. Marie, Ont.	
85,526	General Walseley.	Toronto	1884	Oakville, Ont.	103 0	20 2	6 1	123	70	65 hp.	John Nisbet, M. O., Owen Sound, Ont.	
85,353	Geo. A. Harris ...	Ottawa.....	1882	Hull, Que	90 0	18 8	7 2	87	56	100 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.	
75,644	George Douglas...	St. Catharines	1880	Thorold, Ont.	56 6	11 6	6 3	42	18	75 sc ...	James Cannan, Owen Sound, 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., Revelstoke, B.C.	
71,218	George Maytham ..	Sarnia.....	1870	Buffalo, N.Y., U.S.A...	53 6	15 7	7 8	40	27	50 sc ...	D. B. McCrae, Meldrum Bay, Ont.	
96,879	George Swann....	Goderich ...	1894	Kincardine, Ont.	48 1	13 2	4 6	18	12	26 sc ...	Thomas McGaw, Kincardine, Ont.	
111,809	Geo. W. Cuyler....	Sault Ste. Marie....	1880	West Bay City, Mich., U.S.A.	61 0	14 6	5 4	56	38	— sc ...	B. H. Turner, Little Current, Ont.	
100,302	Georgia.....	Windsor, Ont.....	1885	Sangateuk, Mich., U.S.A....	43 0	12 6	5 5	28	19	15 sc ...	John Sullivan, Little Current, Ont.	
80,596	Georgian.....	Toronto.....	1864	Georgian Bay, Ont.	130 0	21 8	11 5	377	227	75 sc ...	The Canadian Pacific Ry. Co., Montreal, Que.	
63,610	Georgiana.....	Montreal.....	1874	Buffalo, N.Y., U.S.A...	64 5	18 0	7 5	54	28	40 sc ...	Sinclair's McNaughton Line, Ltd., Montreal, Que.	
92,617	Georgina.....	Port Arthur.....	1893	Port Arthur, Ont.	74 0	14 8	7 0	44	30	25 sc ...	J. Maloney, Port Arthur, Ont.	
97,120	Geraldine.....	Collingwood.....	1893	Parry Sound, Ont.	66 0	14 4	6 8	65	45	6 sc ...	J. Galna, M.O., Parry Sound, Ont.	

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107,164	Germanic	Collingwood	1899	Collingwood, Ont.	184 0	32 0	12 1	1014	676	63 se	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
69,636	Gertie	Montreal	1873	Buffalo, N.Y., U.S.A.	51 6	12 3	7 3	21	14	4 se	Israel Clement, Lachine, Que.
116,377	Gertie	Port Arthur	1903	Fort William, Ont.	67 0	17 6	5 0	50	35	— se	Samuel Forest, Fort William, Ont.
107,496	Gertie C.	Toronto	1899	Fesserton, Ont.	47 0	10 5	4 6	15	10	3 se	John Ganton, Lion's Head, Ont.
100,045	Gertrude	Brockville	1895	Brookville, 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.
85,420	Gertrude A. Ranney	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	Cape Island Steamship Co., Ltd., 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	Prescott	1884	Cardinal, Ont.	72 0	19 0	5 5	41	28	35 se	Gilbert Bros., Engineering Co., Ltd., Montreal, Que.
85,370	Gilphie	Ottawa	1884	Lockeport, N.S.	75 0	11 6	11 0	19	18	75 se	Geo. Gillies, Gananoque, 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., Ltd., 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.
103,295	Gipsy	Vancouver	1893	Seattle, Wash., U.S.A.	32 0	9 0	3 1	10	7	1 se	J. W. Hackett, Vancouver, B.C.
90,536	Glacial	Montreal	1885	Sorel, Que.	103 2	24 0	7 8	109	74	38 se	C. Bourgeois, Ste. Angèle, Que.
111,929	Glad Tidings	Toronto	1902	Orillia, Ont.	42 0	10 0	4 0	10	7	2 se	Wesley Woodruff, Niagara Falls, Ont.
61,393	Gladiator	Sydney	1894	Brooklyn, N.Y., U.S.A.	74 0	18 0	8 0	70	37	150 se	J. W. Gordon, North Sydney, N.S.
107,722	Gladys	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 se	Controller Northwest Mounted Police, Ottawa, Ont.
107,526	Gleaner	Victoria	1899	Lake Bennett, B.C.	115 0	24 6	5 5	241	149	5 pa.	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 se	Wallace Bros., Packing Co., Ltd., Vancouver, B. C.
116,768	Glenada	Toronto	1904	Magnetawan, Ont.	69 0	12 4	4 3	65	44	2 se	Arthur Walton, Magnetawan, Ont.
100,006	Glencoe	Annapolis Royal	1891	Granville, N.S.	52 0	19 0	4 0	32	25	3½ se	W. H. Weatherspoon, Granville, N.S.
90,537	Glenarry	Montreal	1872	St. Catharines, Ont.	170 0	26 0	11 2	732	438	300 se	Melbourne S. S. Co. Ltd., Toronto, Ont.
107,941	Glenora	St. Catharines	1886	Kingston, Ont.	45 3	10 4	4 1	17	10	12 se	H. W. Saxton, Bayham, Ont.
107,941	Glenora	St. Catharines	1900	Fort Erie, Ont.	45 3	10 4	4 1	17	10	12 se	H. W. Saxton, Bayham, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
100,028	Gleirosa.....	Toronto.....	1891	Magnetawan, Ont.	66 5	13 5	4 3	63	43	2 sc ..	Arthur Walton, Magnetawan, Ont.
.....	Glide	Kingston.....	1866	Brockville, Ont.	74 2	13 2	5 1	78	37	.....	Montreal Transportation Co., Mont- real, Que.
85,368	Glide	Ottawa.....	1884	Ottawa, Ont.	72 6	18 8	6 4	80	59	60 sc ..	Win. Lawlor, Hawkesbury, 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.
71,248	Golden City.	Toronto.....	1873	Buffalo, N.Y., U.S.A....	57 6	12 3	5 7	35	26	60 sc ..	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 sc ..	J. McFatrige, jr., Halifax, N.S.
116,457	Goliwog.....	Vancouver.....	1903	Vancouver, B.C.....	25 0	9 0	4 2	6	4	1 sc ..	Arthur G. Thymne, Vancouver, B.C.
94,716	Gordon Brown....	Port Stanley.....	1901	Port Stanley, Ont.....	69 1	12 2	5 1	33	22	13 sc ..	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier.	Windsor, Ont.....	1884	Wallaceburg, Ont.	52 7	13 9	6 4	26	18	24 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
88,628	Gordon Jerry.	"	1884	River Roscom, Ont.....	102 0	24 7	6 1	124	84	6½ sc ..	S. W. Marchmont, Toronto, Ont.
100,149	Gordon M.....	Winnipeg.....	1895	Keewatin, Ont.....	30 0	6 5	2 4	3	2	1 sc ..	Henry W. Mackey, Keewatin, Ont.
100,499	Gorge.....	Victoria.....	1892	Victoria, B.C.....	29 2	7 1	3 3	3	2	5 sc ..	James L. Raymur, Victoria, B.C.
107,944	Gosson	St. Catharines.....	1888	Detroit, Mich., U.S.A...	38 6	10 2	3 2	15	10	6 sc ..	Michael J. Hogan, Quebec, Que.
116,714	Grace.....	Quebec.....	1899	Quebec, Que.	29 3	7 6	3 2	4	4	12 sc ..	Robert Rowley, Lake Edward, Que.

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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.
116,366	Gracie	Goderich	1904	Goderich, Ont.	72 5	15 1	6 8	41	28	13 se ..	Dominion Fish Co., Ltd., Winnipeg.
103,880	Gracie ..	Montreal	1894	Lachine, Que.	42 1	9 0	3 1	11	7	1 pa. ..	M. A. Jessener, Cornwall, Ont.
116,636	Gracie B.	Rat Portage	1904	Keewatin, Ont.	41 0	9 0	5 0	20	13	1 se ..	Camp Bay Gold Mining Co., Ltd., Rat Portage, Ont.
107,213	Grahame	Winnipeg	1896	FortChippewyan, N.W.T. 140 0	24 0	24 0	4 6	260	233	10 pa. ..	The Hudson's Bay Co., London, Eng.
116,653	Granville	Yarmouth	1904	Shelburne, N. S.	97 0	21 6	9 0	134	49	30 se ..	Valley Steamship Co., Ltd., (Gran- ville Ferry, N. S.)
112,172	Gravenhurst	Toronto	1902	Muskoka, Ont.	52 0	10 6	4 5	29	20	2 se ..	Peter Campbell, Muskoka, Ont.
111,846	Gray Loggie	Chatham, N. B.	1901	Loggieville, N. B.	77 2	25 3	7 4	99	67	12 se ..	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.
107,936	Greenwood	New Westminster	1900	New Westminster, B.C.	44 0	12 4	3 6	23	16	2 se ..	Packers Steamship Co., Ltd., Van- couver, B. C.
85,711	Grenada	Prescott	1883	Prescott, Ont.	80 0	15 3	4 0	57	43	35 se ..	Alex. Smallman, Dundee, Que.
112,241	Greta	Vancouver	1902	Vancouver, B.C.	22 0	7 3	2 3	2	1	1½ se ..	S. Maddison, Vancouver, B.C.
112,091	Grilse	Lunenburg	1902	Mahone Bay, N.S.	109 2	25 6	11 8	126	81	85 se ..	Jos. Holloway, Glen Cove, N.Y., U.S.A.
92,410	Grip	Chatham, N.B.	1887	Chatham, N.B.	37 8	7 5	4 2	7	5	6 se ..	Mrs. Annie Adams, Chatham, N.B.
97,071	Guhare	Ottawa	1893	Scotsoun, Glasgow, G.B. 137 0	29 5	13 6	262	106	64 se ..	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	Gypsie	Peterborough	1899	Peterborough, Ont.	25 8	6 0	2 8	3	2	2 se ..	Dixon Best, Peterborough, Ont.
112,180	Gypsy	Toronto	1902	Toronto, Ont.	39 0	8 0	3 0	11	8	3 se ..	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
75,686	H. C. Curtis	Prescott	1878	Quebec, Que.	52 4	13 8	5 6	36	25	40 se ..	W. H. Davis, Ottawa, Ont.
.....	H. F. Bronson	Montreal	1870	Montreal, Que.	91 8	18 0	7 1	137	70	.....	Montreal Transportation Co., Mont- real, Que.
117,063	H. L. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	1 se ..	J. F. Hurdman, Ottawa, Ont.
85,513	H. L. Lovering	Toronto	1883	Port Severn, Ont.	62 0	16 0	6 6	55	38	60 se ..	The Georgian Bay Lumber Co., Ltd., Wanbaushene, Ont.

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LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistre- ment.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.				Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
51,687	H. M. Mixer.....	Kingston.....	1865	Buffalo, N.Y., U.S.A....	53 0	13 1	9 6	30	9	40 sc...	John Wade, Grenville, Que.	
100,183	H. Bonenfant....	Montreal.....	1883	Charlemagne, Que.....	63 5	28 0	3 3	22	14	2 pa..	Honoré Bonenfant, Charlemagne, Que.	
103,096	H. Bonenfant....	".....	1893	".....	61 0	29 6	3 4	31	21	2 pa..	Alexandré Chatelain, L'Orignal, Ont.	
103,341	H. Larose.....	".....	1895	Sorel, Que.....	46 4	12 6	5 0	13	9	3 sc...	H. Larose, St. Thomas de Pierreville, Que.	
103,032	H. Trudel.....	Ottawa.....	1890	Simcoe, Ont.....	35 0	16 0	3 3	13	6	20 pa..	R. A. Klock, <i>et al.</i> , Klock's Mills, Ont.	
116,764	Haddington	Toronto.....	1904	Toronto, Ont.....	256 0	42 6	15 0	1603	1010	87 sc...	Bertram Engine Works Co., Ltd., Toronto, Ont.	
94,686	Halero.....	Collingwood.....	1889	Collingwood, Ont..	34 0	9 0	3 8	8	5	3 sc...	Sir John A. Boyd., Toronto, Ont.	
116,470	Halcyon.....	Vancouver.....	1898	Vancouver, B.C.....	32 2	8 0	3 5	4	3	— sc...	Percy W. Charleson, Vancouver, B.C.	
96,794	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.	
95,099	Halifax.....	".....	1880	Govan, G.B.....	250 3	35 5	21 5	1875	1078	350 sc...	The Canada Atlantic & Plant SS. Co., Ltd., Halifax, N.S.	
103,895	Halifax.....	New Westminster...	1897	New Westminster, G.B.	45 0	12 0	4 9	28	19	6 sc...	Lean Tung, M.O., New Westminster, B.C.	
96,715	Hall.....	Ottawa.....	1889	Montreal, Que.....	102 8	22 5	7 4	247	136	50 sc...	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.	
107,241	Halys..	New Westminster...	1888	Washington Territory, U.S.A.	40 0	11 0	4 0	44	34	2 sc...	W. W. West, Kootenay, B.C.	
103,337	Hamilton.....	Montreal.....	1847 1895	Niagara, Ont..... Sorel, Que.....	175 2	25 2	10 8	938	477	63 pa..	Montreal Safe Deposit Co., Montreal, Que.	

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103,842	Hamilton.....	Ottawa.....	1896	Sand Point, Ont.....	131 4	39 5	7 3	320	202	75 pa..	The Upper Ottawa Improvement Co., 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. Kiekham, Vancouver, B.C.
100,885	Hampstead.....	St. John, N.B.....	1893	Hampton, N.B.....	94 0	17 7	7 0	235	159	20 se..	The Hampstead Steamship Co., Ltd., Oak Point, N.B.
107,348	Harbinger.....	Yarmouth.....	1901	Shelburne, N.S.....	97 0	20 0	8 4	109	46	17 se..	The 'Harbinger' Steam Trawling Co., Yarmouth, N.S.
84,351	Harlaw.....	Windsor, N.S.....	1881	Port Glasgow, G.B.....	105 1	24 5	11 8	451	267	71 se..	The Halifax & Newfoundland S.S. Co., Ltd., Halifax, N.S.
103,444	Harold.....	Ottawa.....	1887	Arnprior, Ont.....	17 0	4 5	1 8	1	1	2 se..	Samuel Sunstrum, jr., Golden Lake, Ont.
96,857	Harold B. Phillips.....	Sarnia.....	1880	Lorraine, Wis., U.S.A.....	59 0	16 0	8 0	66	31	40 se..	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
94,843	Harold Gauthier.....	Windsor, Ont.....	1888	Walkerville, Ont.....	36 0	9 0	4 2	9	6	2 se..	O. E. Fleming, Windsor, Ont.
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.
90,453	Harry Montgom- ery.....	Winnipeg.....	1887	Selkirk, Man.....	24 0	8 0	3 5	4	2	1 se..	Wm. Hughes, Selkirk, Man.
72,984	Harry Sewell.....	Wallaceburg.....	1875	Wallaceburg, Ont.....	52 0	11 8	5 1	25	17	12 pa..	Jas. O'Leary and Geo. W. Downs, Port Lambton, Ont.
73,953	Harvey Neelon.....	St. Catharines.....	1876	Port Dalhousie, Ont.....	74 0	16 6	7 9	65	47	64 se..	M. Lemoux, Midland, Ont.
97,185	Havana.....	Windsor, N.S.....	1891	Hantsport, N.S.....	181 4	23 7	16 8	471	246	60 se..	James A. Farquhar, et al., Halifax, N.S.
103,636	Hawrywa.....	Ottawa.....	1896	Ottawa, Ont.....	35 3	7 3	3 6	4	3	4 se..	J. C. Brennan, Ottawa, Ont.
100,623	Hazard.....	Port Dover.....	1892	Simcoe, Ont.....	62 7	11 7	6 7	34	23	5 se..	E. Harris, Port Dover, Ont.
92,706	Hazel.....	Winnipeg.....	1890	Selkirk, Man.....	37 0	9 5	3 7	8	5	1 se..	Dominion Fish Co., Ltd., Winnipeg, Man.
112,277	Hazel E.....	Montreal.....	1901	Magog, Que.....	45 2	8 4	3 6	13	9	1 se..	G. N. Hodge and N. H. Walley, J.O., Granby, Que.
107,834	Hazelton.....	Victoria.....	1901	Victoria, B.C.....	134 0	24 0	4 4	378	236	9 pa..	Robert Cunningham, Port Essington, B.C.
112,067	Hazlitt.....	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..	Emerson Danagh, 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 F. McKinnon, Toronto, Ont.
103,657	Heather Belle.....	Winnipeg.....	1896	Norman, Ont.....	39 3	11 0	3 5	21	14	1 se..	H. J. Davis, Rat Portage, Ont.
107,613	Hebron.....	Ottawa.....	1899	Ottawa, Ont.....	98 4	24 0	8 0	149	98	70 se..	James H. Hall, et al., Ottawa, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
112,381	Hectanooga...	Sydney.....	1902	U. S. A.....	30 0	7 0	2 8	2	2	— sc...	Dr. Horace Rhindress, North Sydney, N.S.
103,962	Hector.....	Montreal.....	1898	Sorel, Que ...	53 0	15 8	5 7	21	14	12 sc...	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
112,051	Hector.....	St. Catharines	1903	Port Colborne Ont.....	67 5	16 6	9 9	66	45	13 sc...	Michael J. Hogan, Montreal, Que.
77,771	Helen ..	Goderich.....	1877	Southampton, Ont.....	34 0	10 0	4 0	5	3	8 sc...	B. Mackie, Little Current, Ont.
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.
107,323	Helen May Butler.	Halifax.....	1895	West Mystic, Comm., U. S. A.	91 4	16 5	7 0	67	46	15 sc...	Robert J. Leslie, Halifax, N.S.
107,635	Helen S.....	Toronto.....	1899	Collin's Inlet, Ont.....	80 0	16 2	9 5	86	58	17 sc...	The Collins Inlet Lumber Co., Tor- onto, Ont.
80,584	Helena.....	"	1877	Gravenhurst, Ont.....	44 0	7 6	2 8	13	9	10 sc...	Joseph C. Hucksins, Toronto, Ont.
116,581	Help	Liverpool.....	1903	Liverpool, N.S.....	76 0	27 7	8 4	146	90	29 sc...	George W. Brooks, et al., Liverpool, N.S.
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.
71,107	Henry Smith..	Chatham, Ont	1877	Wallaceburg, Ont.....	69 5	16 0	6 6	40	27	60 sc...	C. W. Gauthier, Sandwich, Ont.
111,921	Hepburn	Toronto.....	1901	Racine, Wis., U. S. A.....	50 5	8 6	4 2	15	10	3 sc...	John H. Wilmot, Beaumaris, Ont.

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103,635	Herbert	Sault Ste. Marie, Mich., U.S.A.	42 6	12 0	7 0	21	10	4 se	James Connor, Port Arthur, Ont.
92,736	Herbert M.	Toronto	43 0	10 2	5 8	26	18	5 se	Chas. Mickle, Gravenhurst, Ont.
111,448	Hercules	Ottawa	46 6	18 0	4 6	21	18	20 se	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,949	Hercules	St. John, N.B.	73 0	20 0	8 2	87	24	50 se	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
107,105	Hercules	Victoria	79 5	14 8	5 9	65	44	17 se	A. Campbell, Kaslo, B.C.
	Hero	Hamilton, Ont.	65 6	11 8	6 2	.....	37	.....	Thomas Barrie, Sombra, Ont.
94,751	Hero	St. John, N.B.	92 2	21 3	6 2	128	81	50 pa.	Parker Glasier, Lincoln, Sunbury Co., N.B.
97,020	Heward McLaugh	St. Catharines	47 0	15 7	8 0	42	29	11 se	M. P. Davis, Ottawa, Ont.
111,936	Hiawatha	Lindsay	48 6	10 6	4 0	22	18	12 pa.	R. Kennedy, M.O., Lindsay, Ont.
72,982	Hiawatha	Sarnia	92 7	20 0	7 6	163	111	150 se	Sarnia Tug & Transit Co., Sarnia, Ont.
100,768	Hiawatha	Toronto	56 0	13 3	6 3	46	31	8 se	Royal Canadian Yacht Club, Toronto, Ont.
83,214	Hiawatha	Windsor, N.S.	132 3	21 3	8 0	230	117	225 se	J. A. Farquhar, Halifax, N.S.
103,891	Hiawatha	Pictou, N.S.	51 3	14 6	6 3	49	34	8 se	T. R. Powell and J. R. Christie
88,508	High Rock (The)	Kingston	41 6	10 0	3 9	8	5	15 se	Fisher's Grant, N.S.
103,229	High View Launch	Ottawa	25 2	6 2	2 6	2	1	4 se	Thomas Wilson, Montreal, Que.
80,856	Highland Mary	Halifax	68 8	22 0	7 0	74	50	180 se	Mrs. Maria McAllister, Pembroke, Ont.
111,452	Higlander	Winnipeg	66 0	14 5	6 6	59	39	3 se	Wm. Beazly and Henry Beazly Ferguson's Cove, N.S.
116,783	Hilda	Vancouver	58 0	13 4	6 3	33	22	8 se	R. Smith, Selkirk, Man.
97,079	Hillsborough	Charlottetown	105 0	25 0	8 4	229	66	30½ pa.	S. K. Champion and Wm. W. White, Vancouver, B.C.
95,094	Hollyhock	Vancouver	26 0	7 0	3 3	3	1	2 se	The Government of Prince Edward Island, Charlottetown, P.E.I.
92,303	Home Rule	Collingwood	28 0	5 7	2 4	3	2	2 se	Mrs. Margaret McIntosh, Vancouver, B.C.
97,001	Home Rule	St. Catharines	74 9	17 0	9 4	81	45	50 se	Wilfred France, Penetanguishene, Ont.
111,499	Honfleur	Quebec	38 5	10 2	4 9	19	13	3 se	James B. Hackett, Amherstburg, Ont.
103,897	Hong Kong	New Westminster	59 2	12 2	5 4	36	25	4 se	Charles Potvin, St. Jérôme, Que.
103,242	Honoré	Montreal	51 8	12 7	9	22	15	3 se	T. J. Kickham, Vancouver, B.C.
									S. Thompson and W. J. Finn, Cascades Point, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
(a) 61,963	Hope	Quebec	1871	Point Lévis, Que.	43 8	11 0	4 7	15	7	16 se	J. S. Thom, Quebec, Que.
103,141	Hope	"	1893	Quebec, Que.	41 6	11 0	4 2	19	7	16 se	"
77,562	Hope	St. John, N.B.	1878	Sorel, Que.	131 0	23 0	7 9	306	168	50 pa	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
117,067	Hope	Vancouver	1902	Richardson, Wash., U.S.A.	47 0	12 7	4 9	26	18	8 se	Dan Woodward, Woodward, B.C.
88,368	Hope	Victoria	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., Port Erie, Ont.
99,799	Horse Shoe	Victoria	1888	Victoria, B.C.	47 6	11 9	4 8	18	11	3 se	Robert Holgate, Vancouver, B.C.
100,720	Hosanna	Montreal	1893	Sorel, Que.	58 6	23 0	6 0	89	59	19 se	Richelieu & Ontario Navigation Co., Montreal, Que.
90,549	Houghton	"	1863	Newburgh, U.S.A. . .	60 5	16 6	6 4	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	Alfred Wallace, Vancouver, B.C.
83,364	Hubert Larkin	Quebec	1882	Lévis, Que.	61 0	13 5	6 2	49	33	45 se	W. J. Poupore, Ottawa, Ont.
100,181	Hudson	Montreal	1891	Sorel, Que.	128 5	25 1	6 4	158	80	75 pa	Sinclair's McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	Ottawa	1899	Parry's Bay, Ont.	73 5	17 0	3 3	45	37	60 pa	H. E. Hudson and J. C. Hudson, Parry'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. Elkins, et al., St. John, N.B.

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	1897		1897	Rat Portage, Ont.....	33 0	7 4	3 2	5	3	1 se...	
103,664 Hudson's Bay Messenger.		Winnipeg.....	1897	Rat Portage, Ont.....	33 0	7 4	3 2	5	3	Hudson's Bay Co., London, Eng.	
107,161 Hugh S.		Collingwood	1897	Collingwood, Ont.....	50 0	12 4	5 9	24	16	Mrs. Hannah N. Stalker, Collingwood, Ont.	
66,691 Humbert.....		Quebec.....	1873	South Quebec, Que	50 2	11 5	5 7	13	3	Mrs. Alfred Paré, Lachine, Que.	
107,439 Hummer.....		Vancouver.....	1895	Vancouver, B.C.....	26 1	7 2	3 0	3	2	The Wurtzburg Co., Ltd., Vancouver, B.C.	
83,343 Hunkidori.....		Quebec.....	1881	Quebec, Que.....	30 4	9 4	4 7	10	3	James Murphy, Quebec, Que.	
116,694 Hunter.....		Rat Portage.....	1903	Rat Portage, Ont.....	30 0	8 6	4 0	11	8	Wm. H. Bonelia, Rat Portage, Ont.	
116,765 Hunter.....		Toronto.....	1894	Simcoe, Ont.....	37 0	10 0	3 5	14	9	The Ontario Lumber Co., Ltd., Toronto, Ont.	
107,132 Huron.....		Goderich.....	1898	Goderich, Ont.....	71 7	17 0	6 6	55	38	W. Marlon, Goderich, Ont.	
107,245 Huron.....		New Westminster	1892	New Westminster, B.C.....	30 0	7 0	3 0	7	5	The Cleeve Caning & Cold Storage Co., Ltd., Vancouver, B.C.	
71,216 Huron.....		Sarnia	1875	Point Edward, Ont.....	28 5	53 9	12 8	1052	688	Grand Trunk Railway Co., Montreal, Que.	
85,321 Huron.....		Toronto.....	1882	Owen Sound, Ont.....	71 7	15 3	8 5	70	56	The Ontario Lumber Co., Toronto, Ont.	
100,918 Huron Belle.....		Collingwood	1889	Sand Beach, U.S.A.....	50 0	12 0	5 0	27	18	Geo. A. Fraser, Simcoe, Ont.	
107,168 Huronic.....		"	1902	Collingwood, Ont.....	321 0	43 0	23 4	3330	2211	Northern Navigation Co., Collingwood, Ont.	
100,637 Hyak		Victoria.....	1892	Golden, B.C.....	81 0	11 2	3 9	39	25	The Upper Columbia Nav. & Transp. Co., Golden, B.C.	
88,250 Hydra.....		Deseronto	1892	Trenton, Ont.....	40 0	7 0	4 7	6	4	Seth Benson, Deseronto, Ont.	
100,460 Hygeia.....		Sydney	1886	Levis, Que	72 6	16 6	6 7	58	39	Cape Breton Electric Co., Ltd., Sydney, N.S.	
92,440 Hygeia.....		Toronto.....	1886	Kingston, Ont.....	30 0	5 4	2 6	2	1	Samuel May, Toronto, Ont.	
112,283 L. C. U		Digby.....	1892	Yarmouth, N.S.....	25 5	7 5	3 5	4	4	H. W. Cam, Bridgetown, N.S.	
96,807 L. B. Hamblen.....		Halifax.....	1891	Providence, R.I., U.S.A.	68 2	14 6	5 3	32	22	Wm. Hackett, North Sydney, N.S.	
111,761 Lagara		Kingston.....	1901	Kingston, Ont.....	40 8	9 6	4 0	7	5	John H. Davis, Kingston, Ont.	
83,325 Ida.....		Ottawa.....	1880	Lake Barriere, Que	56 2	18 0	4 9	17	11	J. C. Edwards, Ottawa, Ont.	
88,561 Ida.....		"	1884	Deseronto, Ont.....	95 6	20 6	6 2	247	153	Jos. Lariviere and Oliver Angers, J.O., Ste. Anne de Bellevue, Que.	
85,367 Ida.....		"	1881	Brockville, Ont.....	46 0	8 0	9 8	21	6	Arthur Stanley, PARRY Sound, Ont.	

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
92,613	Ida.	Port Arthur	1887	Port Arthur, Ont.	44 4	11 1	5 10hs.	19	13	2 sc	Murdoch McInnes and A. E. Sud- land, J.O., Port Coldwell, Ont.
92,757	Ida.	Quebec	1889	Quebec, Que.	49 5	12 2	4 6	26	7	25 sc	A. H. Lemer, Montreal, Que.
103,354	Ida.	"	1877	Portsmouth, Ont	35 0	7 2	3 0	10	9	1 sc	Quebec & Lake St. John Railway Co., Montreal, Que.
90,460	Ida.	Winnipeg	.....	"	49 5	9 0	4 3	19	13	4 sc	P. McArthur, Westbourne, Man.
90,559	Ida Bell	Port Burwell	1890	Clear Creek, Ont.	28 0	7 0	3 2	6	3	2 sc	C. C. Bates, Clear Creek, Ont.
103,188	Ida Luc	Yarmouth	1896	Shelburne, N.S.	61 0	13 6	6 7	45	30	21 sc	Jos. H. Morchouse, Sandy Cove, N.S.
71,074	Ida M.	Amherstburg	1890	Detroit, Mich., U.S.A.	60 0	10 0	4 8	11	7	8 sc	John McCormick, Pelee Island, Ont.
96,984	Idaho	New Westminster	1888	Idaho, U.S.A.	36 5	9 0	3 8	6	4	1 sc	Arthur Bunting, Bonner's Ferry, Idaho, U.S.A.
100,135	Idell	Winnipeg	1892	Saskatoon, Man.	70 2	16 5	6 0	54	37	7 sc	Northwest Navigation Co., Ltd., Winnipeg, Man.
103,094	Idle Hour	Montreal	1891	New York, U.S.A.	25 6	6 0	2 4	4	3	1 sc	M. Molson, Montreal, Que.
100,285	Idle Hour	Peterborough	1894	Peterborough, Ont.	.....	.....	.....	2	2	6 sc	R. S. Moffatt, Peterborough, Ont.
116,805	Idler	Ottawa	1904	Hawkesbury, Ont.	61 0	17 6	4 4	51	32	35 sc	Mrs. Cornelia M. Lawlor and Wm. E. Lawlor, J.O., Hawkesbury, Ont.
107,155	Idler	Vancouver	1897	Vancouver, B.C.	28 0	7 9	3 0	3	2	1 sc	Wm. J. Gillis, Vancouver, B.C.
111,539	Idler	"	1898	32 0	8 0	3 2	4	2	2 sc	Stanley Menhinick and Thos. J. Dunn, Arrowhead, B.C.

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112,298	Uand	Winnipeg	1902	Selkirk, Man.	52 0	12 6	...	30	20	2 se	The Imperial Fish Co., Ltd., Selkirk, Man.
100,018	Ullellaueet	Brockville	1897	Brockville, Ont.	50 4	7 8	4 5	16	10	10 se	J. M. Walsh, Brockville, Ont.
107,186	Imperial	Sault Ste. Marie	1876	Buffalo, N.Y., U.S.A.	54 0	14 0	5 5	36	22	— se	James Garbey, Sault Ste. Marie, Ont.
111,577	Ina	Toronto	1901	Toronto, Ont.	56 0	9 3	3 7	11	10	3 se	Win. J. Gage, Toronto, Ont.
116,759	Ina	Toronto	1901	Parry Sound, Ont.	53 0	10 8	5 6	27	18	1 se	John Galna and R. W. Dauter, Parry Sound, Ont.
109,674	Ina	Vancouver	1893	Vancouver, B.C.	34 8	8 0	3 2	8	5	3 se	J. S. Doherty, Vancouver, B.C.
107,735	India	Kingston	1899	Garden Island, Ont.	215 9	36 4	15 0	976	573	118 se	The Calvin Co., Ltd., Garden Island, Ont.
112,179	Inew	Toronto	1902	Toronto, Ont.	86 5	18 0	7 7	109	46	13 se	Hudson's Bay Co., London, Eng.
88,535	Inez	Hamilton	1889	Carleton Place, Ont.	24 6	6 1	3 5	2	2	3 se	Geo. T. Tuckett, Hamilton, Ont.
85,427	Inez	St. Catharines	1884	Welland, Ont.	65 0	15 9	8 0	59	31	20 se	James Murphy, Fort William, Ont.
96,906	Ingonar	Kingston	1890	Carleton Place, Ont.	61 0	10 5	3 6	22	13	20 se	Chas. C. Newton, Montreal, Que.
80,690	International	Prescott	1881	Montreal, Que.	182 0	30 0	10 0	395	269	150 se	Can. Pac. Car & Pass, Transfer Co., Ltd., Prescott, Ont.
96,849	International	Sarnia	1872	Fort Erie, Ont.	210 0	40 0	12 8	851	559	300 se	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.
103,489	International	Victoria	1896	Kalso, B.C.	142 0	24 9	5 6	526	281	17 pa	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
94,682	Interocan	Collingwood	1888	Collingwood, Ont.	74 0	16 0	7 2	148	98	15 se	E. G. Shortis, Wallaceburg, Ont.
83,374	Inter-Ocean	Toronto	1881	Nipissing Ont.	103 4	22 5	6 0	144	98	15 se	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
107,175	Inza	Port Arthur	1900	Port William, Ont.	38 5	9 0	4 8	9	6	2 se	Samuel Forrest, Port Arthur, 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.
112,206	Iona	Winnipeg	1898	Winnipegosis, Man.	58 0	12 0	4 4	38	23	4 se	Peter McArthur, Westbourne, Man.
100,764	Iola	Toronto	1894	Spanish River, Ont.	34 0	8 4	4 0	6	4	6 se	G. Hamilton, Spanish River, Ont.
103,982	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.
92,297	Irene	Ottawa	1881	Ottawa, Ont.	31 0	6 0	3 0	3	2	10 se	Charles Wynn, Peterborough, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistre.		
111,757	Irene	Rat Portage	1900	Rat Portage, Ont.	40 0	8 0	3 5	10	6	1 sc	J. D. Johnston, Rat Portage, Ont.
107,943	Irene	St. Catharines	1892	Hamilton, Ont.	25 3	6 0	2 2	3	2	4 sc	Harry Leslie, Port Colborne, Ont.
103,603	Irene	Sydney		Great Britain	25 8	7 0	4 2	3	2	2 sc	F. J. Kelley, North, Sydney, N.S.
92,444	Irene	Toronto	1887	Toronto, Ont.	42 0	8 0	4 5	7	5	3 sc	Geo. F. Oakley and T. H. Allen, J. O., Toronto, Ont.
111,954	Irene	New Westminster	1904	Saturna Island, B.C.	20 0	5 0	3 0	2	2	1 sc	Andrew George-son, Saturna Island, Ont.
116,401	Irene	Victoria	1903	Nakusp, B.C.	60 0	13 0	5 3	29	20	7 sc	Vale Columbia Lumber Co., Ltd., Nakusp, B.C.
92,562	Iris	Halifax	1887	Dartmouth, N.S.	24 4	2 7	2 5	2	1	2 sc	Chas. S. Pickford, Halifax, N.S.
112,260	Iris	Hamilton	1903	Hamilton, Ont.	47 0	10 0	5 6	16	9	20 sc	Francis W. Merchant, London, Ont.
107,640	Iris	New Westminster	1899	New Westminster, B.C.	54 0	11 5	5 5	38	24	2 sc	The Bennette Sawmills Co., Ltd., New Westminster, B.C.
111,456	Irene	Winnipeg	1901	Killarney, Man.	32 0	9 0	3 0	7	6	1 sc	G. Hilbert, Killarney, Man.
116,364	Iroquois	Goderich	1902	Warton, Ont.	104 4	20 0	8 7	240	153	30 sc	Goderich Engine & Bicycle Co., Ltd., Goderich, 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, Massamoga, Ont.
111,855	Iroquois (The)	Toronto	1902	Toronto, Ont.	260 0	43 2	25 2	2359	1452	79 sc	St. Lawrence & Toronto Steam Nav. Co., Ltd., Toronto, Ont.
107,822	Iroquois	Victoria	1909	Port Moody, B.C.	82 0	20 0	7 7	195	94	20 sc	Sidney & Nainaimo Trans. Co., Vie- toria, B.C.

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117,002	Isaac	Vancouver	904	Port Guichon, B.C.	32 3	9 5	3 3	8	6	5 se	Gasparo Nicolick, Port Guichon, B.C.
116,742	Isaac N. Vasey	Halifax	1888	Pocomoke, Md., U.S.A.	96 0	17 4	7 6	89	0	7½ se	R. G. Reach, Bay of Islands, Nfld.
103,226	Isabel	Ottawa	1890	Brockville, Ont.	20 4	4 8	2 4	1	1	1 se	E. Farmer and J. B. Tierny, Amprior, Ont.
111,505	Isabel	St. John, N.B.	1900	Detroit, Mich., U.S.A.	22 5	5 6	2 3	1	1	— se	Wm. T. Chestnut, Fredericton, N.B.
112,304	Isabelle	Winnipeg	1903	Winnipegosis, Man.	64 0	16 0	6 0	41	28	4 se	Peter McArthur, Westbourne, Man.
96,703	Isaway	Ottawa	1888	Brockville, Ont.	45 4	8 2	3 6	7	5	10 se	E. A. Small, Montreal, Que.
107,873	Iskoodah	Landsey	1893	Carleton Place, Ont.	30 0	6 2	2 2	3	2	6 se	G. S. Ryerson, M.D., Toronto, Ont.
96,848	Island Belle	Sarnia	1882	Toledo, Ohio, U.S.A.	64 0	16 0	6 0	31	21	4 se	J. Garrock, Sarnia, Ont.
85,547	Island Gem	Yarmouth	1883	Yarmouth, N.S.	11 7	12 7	5 0	16	11	10	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.
92,738	Island Queen	Toronto	1889	Toronto, Ont.	73 0	13 9	4 4	23	20	15 se	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,700	Islander	Sault Ste. Marie	1892	"	28 6	7 8	3 5	6	4	— se	L. O. Armstrong, Desbarats, Que.
111,567	Islander	Toronto	1900	Gravelhurst, Ont.	100 0	17 4	5 7	165	78	14 se	The Muskoka Lakes Nav. & Hotel Co., Ltd., Toronto, Ont.
90,566	Islay	"	1895	Orillia, Ont.	116 0	18 0	6 2	175	119	39 se	Chas. McInnes, Orillia, Ont.
116,550	Islaway	Kingston	1904	Kingston, Ont.	51 8	10 5	4 4	14	9	5 se	Islaway Fish & Game Club, Ltd., Montreal, Que.
116,712	Ivan R.	Quebec	1903	Grandes Piles, Que.	67 8	15 8	4 6	66	45	4 se	Wm. Ritchie, Three Rivers, Que.
88,231	Ivy	Brockville	1884	Brockville, Ont.	44 9	8 4	3 6	7	5	3 se	D. B. Macdonnan, Cornwall, Ont.
90,527	J. B. McLeod	Chatham, Ont.	1893	Mitchell's Bay, Ont.	53 5	12 1	5 7	18	14	35 se	Robt. H. Dolson, Southampton, Ont.
51,669	J. C. Clark	Sarnia	1864 1876	Newport, Ont. Sarnia	85 0	20 0	7 0	145	99	70 se	Sarnia Transportation Co., Ltd., Sarnia, Ont.
100,942	J. C. Elise	Collingwood	1893	Waukegan, Ont.	44 0	11 0	3 6	33	21	3 pa.	Georgian Bay Lumber Co., Waukegan, Ont.
112,335	J. D. Hamill	Collingwood	1904	Meaford, Ont.	80 0	16 2	8 6	111	76	24 se	Josiah Perkes, et al., Meaford, Ont.
100,639	J. D. Hewis	Toronto	1892	Midland, Ont.	55 6	12 4	5 3	51	35	2 se	David Hewis, M.O., Midland, Ont.
116,396	J. E. Mills	Sarnia	1883	Marysville, U.S.A.	108 0	23 5	7 8	149	64	25 se	Charles E. Millard, Sarnia, Ont.
117,061	J. F. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	5 se	J. F. Hurdman, Ottawa, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
107,946	J. G. Gidley ..	St. Catharines	1901	Little Current, Ont	70 5 Ft.	14 7 10ths.	7 0 Ft.	57	39	14 sc ..	Thos. Conlon, Thorold, Ont.
111,619	J. H. Hackett	Quebec	1901	Quebec, Que	87 9	21 2	8 8	117	80	34 sc ..	William Hackett, Quebec, Que.
90,769	J. H. Jones	Goderich ..	1888	Goderich, Ont	107 0	21 4	9 5	152	98	100 sc ..	The Crawford Tug Co., Wiarton, Ont.
107,176	J. H. McDonald ..	Collingwood	1902	Collingwood, Ont	65 0	12 0	6 9	41	28	11 sc ..	J. P. McDonald, Blind River, Ont.
80,671	J. K. Ward	Montreal ..	1881	Lachine, Que	49 0	14 0	5 8	23	15	25 sc ..	Stephen St. Denis, Lachine, Que.
111,892	J. L. Beckwith	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A.	69 0	19 6	7 0	61	33	— sc ..	Wm. Grierson, Sault Ste. Marie, Ont.
94,624	J. L. Murphy	Ottawa	1888	Sand Point, Ont	101 5	22 0	8 6	173	109	13 sc ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,333	J. L. Nelson	Halifax	1899	Yarmouth, N.S.	64 0	13 8	5 6	38	19	12 sc ..	John W. Smith, Newdy Quoddy, N.S.
116,397	J. M. Diver	Sarnia	1904	Sarnia, Ont	67 6	16 4	9 0	48	33	40 sc ..	Roid Wrecking Co., Ltd., Sarnia, Ont.
107,860	J. P. Light	Dawson	1898	Seattle, Wash., U.S.A.	176 5	36 0	9 8	719	409	315 pa ..	J. H. McLean and L. J. Heacock, Dawson, Yukon Territory.
107,163	J. S. Blazier	Collingwood	1867 1892	East Sarnia, Mich., U.S.A.	80 0	14 0	9 0	89	60	75 sc ..	C. S. Boone, Toronto, Ont.
117,000	J. S. Thompson ..	Ottawa ..	1902	Singee, Ont	40 0	16 0	3 6	13	8	2 sc ..	J. F. Hurdman, Ottawa, Ont.
112,265	J. Paul	Montreal ..	1901	Sorel, Que	40 0	11 1	4 8	19	13	3 sc ..	Ovide Paul, Sorel, Que.
112,030	J. Jack	Quebec	1901	Montuagny, Que	49 8	14 2	5 8	31	21	4 sc ..	Wm. Price, Quebec, Que.

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65,633	James	Quebec	1870	St. Romuald, Que.	105 2	20 4	7 7	127	31	50 pa.	W. Paul, jun., Sorel, Que.
112,010	James Adams	Port Arthur	.....	Duluth, Min., U.S.A.	68 0	12 0	7 0	51	35	.....	Jas. Whalen, Port Arthur, Ont.
107,154	James Douville	Vancouver	1898	Vancouver, B.C.	121 6	25 8	4 7	486	294	15 pa.	Klondike, Yukon & Stewart Pioneers Ltd., London, Eng.
111,511	James Holly	St. John, N.B.	1901	St. John, N.B.	48 0	13 8	6 5	31	21	5 se	James Holly, St. John, N.B.
71,219	James Leighton	Samia	1875	Moore, Ont.	39 2	13 7	5 6	23	16	25 se	James Leighton, Port Elgin, Ont.
96,844	James McKeon	"	1893	Samia, Ont.	52 5	12 5	5 0	36	24	30 se	Blind River Towing Co., Ltd., Samia, Ont.
96,842	James Mayhew	Port Arthur	.....	.....	40 0	10 6	4 7	17	12	2 se	Elfr. J. Nuttall, Port Arthur, Ont.
116,971	James Neilson	Chatham, N.B.	1904	Chatham, N.B.	61 0	14 5	5 7	30	21	2 se	Wm. Danery and H. B. McDonald, J. O. Chatham, N.B.
107,945	James Norris	St. Catharines	1868	Port Dalhousie, Ont.	74 0	14 6	7 6	50	34	36 se	James T. Davis, Montreal, Que.
100,913	James Playfair	Collingwood	1894	Collingwood, Ont.	50 0	11 6	6 0	26	18	3 se	I. L. McInnes, Meaford, Ont.
116,398	James Reid	Samia	1875	Wilmingon, Del., U.S.A.	117 0	23 0	12 7	181	123	250 se	Reid Wrecking Co., Ltd., Samia, Ont.
92,367	James Storey	Collingwood	1888	Collingwood, Ont.	63 0	14 2	7 3	49	33	14 se	I. L. W. Saxton Aylmer, Ont.
85,369	Janet Craig	Ottawa	1884	Bristol, Que.	50 0	13 0	3 9	12	6	20 se	W. G. Workman, Ottawa, Ont.
92,560	Jeanne	Montreal	1888 1898	Montreal, Que.	73 7	10 2	7 0	37	25	10 se	L. J. Tarte, Montreal, 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 G. Harper	Chatham, Ont.	1874	Chatham, Ont.	48 0	8 7	3 0	20	18	12 se	Jas. Pilgrim, Meaford, Ont.
100,755	Jennie June	New Westminster	1887	Seattle, Wash., U.S.A.	29 8	8 0	3 8	4	4	1 se	J. A. Clarke, New Westminster, B.C.
107,814	Jennie Mac.	Peterborough	1899	Peterborough, Ont.	33 2	7 2	3 4	5	3	6 se	C. E. McAllister, Peterborough, Ont.
74,400	Jennie Willson	Toronto	1879	Toronto, Ont.	36 3	7 8	3 6	7	5	6 se	The Snider Lumber Co., Ltd., Waterloo, Ont.
107,898	Jessie	Montreal	1879	Buffalo, N.Y., U.S.A.	46 0	12 5	5 5	19	13	7 se	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,069	Jessie	Peterborough	1900	Bayonne, Mich., U.S.A.	31 0	7 5	3 6	9	6	2 se	Stanley Burton, Peterborough, Ont.
107,721	Jessie	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 se	Controller Northwest Mounted Police, Ottawa, Ont.
107,744	Jessie Bain	Kingston	1888	Clayton, N.Y., U.S.A.	70 8	14 8	5 0	67	41	14 se	The St. Lawrence River Steamboat Co., Kingston, Ont.
103,643	Jessie Forward	"	1896	Millhaven, Ont.	36 6	7 7	4 2	6	4	2 se	J. F. Walsh, Napanee, Ont.
96,780	Jessie Gray	Halifax	1889	Marble Mt., N.S.	80 0	17 9	5 7	76	48	20 pa.	Bras d'Or Lime Co., Ltd., Halifax, N.S.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
70,288	Jessie Hall.	Montreal.	1867	Buffalo, N.Y., U.S.A.	83 5	17 0	8 8	57	29	120 sc	Montreal Transportation Co., Montreal, Que.	
97,009	Jessie Hume	St. Catharines	1894	St. Catharines, Ont.	62 9	15 4	8 3	58	40	38 sc	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	— sc	Alphonse Metivier, Algoma Mills, Ont.	
100,635	Joan	Victoria	1892	Victoria, B.C.	176 8	30 0	11 0	821	544	85 sc	Esquimalt & Nanaimo Ry. Co., Ltd., Victoria, B.C.	
111,572	Joe	Toronto	1900	Huntsville, Ont.	65 0	13 0	4 9	57	39	6 sc	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.	
74,371	Joe Knight.	St. Catharines	1867	St. Catharines, Ont.	35 5	11 3	4 4	14	11	10 sc	Jas. Murray, St. Catharines, Ont.	
94,712	Joe Milton	Port Stanley	1891	Port Stanley, Ont.	92 6	20 4	8 2	93	63	15 sc	Jas. V. Crawford, Warton, Ont.	
89,762	Johanna B.	Quebec	1881	Quebec, Que.	41 3	11 4	4 7	17	9	16 sc	Wm. Price, Quebec, Que.	
111,670	John.	Montreal	1902	St. Fortuna, Que.	65 0	21 0	3 3	34	21	1 pa.	Merile Larocque, Point Fortuna, Que.	
92,556	John A.	"	1888	Montreal, Que.	57 2	12 8	5 6	20	13	3 sc	J. C. Weir, Montreal, Que.	
107,853	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	141 6	28 2	4 8	547	316	150 pa.	R. B. Snowdon, Dawson, Yukon Territory.	
112,084	John Glenn	Rat Portage	1899	Keewatin, Ont.	32 0	10 0	3 4	14	4	3 pa.	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.	
92,387	John Haggart	Kingston	1887	Perth, Ont.	99 9	17 5	6 0	184	104	65 sc	W. C. Franklin, St. Joseph Island, Ont.	
85,519	John Hanlan	Toronto	1884	Port Dalhousie, Ont.	71 0	16 0	6 0	37	25	25 sc	Lawrence Schman, Toronto, Ont.	

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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.
107,136	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.
97,657	John L. Cann	Yarmouth	1891	Yarmouth, N.S.	97 8	19 8	9 0	165	77	34 se	H. B. Cann, Yarmouth, N.S.
107,242	John L. Card	Victoria	1897	New Westminster	92 0	24 0	8 0	141	96	5 se	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 se	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie	Southampton	1893	Goderich, Ont.	76 0	13 8	5 5	37	25	13½ se	John Logie, Southampton, Ont.
77,992	John McDonald	Ottawa	1879	Ottawa, Ont.	48 0	8 6	3 0	24	16	6 se	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,137	John McKay	Goderich	1901	Goderich, Ont.	68 1	15 1	6 9	34	23	14 se	Dominion Fish Co., Ltd., Winnipeg, Man.
100,949	John Milne	Collingwood	1894	Nottawasaga River, Ont.	102 0	19 0	6 8	109	74	4 se	John Randell, Seely's Bay, Ont.
70,290	John Pratt	Montreal	1874	Montreal, Que.	96 0	19 2	7 3	70	21	40 se	The Minister of Public Works, Ottawa, Ont.
103,033	John Thomson	Ottawa	1889	Quinze Bay, Que.	39 0	8 6	3 3	5	4	5 se	R. A. Klock, Klock's Mills, Ont.
92,309	John William	Collingwood	1888	Fesserton, Ont.	36 0	10 9	4 0	14	10	12 se	W. W. Carter, Fesserton, Ont.
107,666	Johnnie H.	Quebec	1899	Quebec, Que.	41 0	10 4	4 0	14	5	10 se	Wm. Hackett, sr., Quebec, Que.
92,541	Joliette	Montreal	1887	Montreal, Que.	45 0	15 6	3 8	13	9	16 se	Stewart S. Joseph and Jessie Joseph, J. O., Sausstead, Que.
116,262	Jolly Four	Toronto			36 0	10 5	4 6	10	7	1 se	Harry Oldfield, Parry Sound, Ont.
100,659	Jopl.	Kingston	1895	Newboro', Ont.	52 2	7 8	3 6	11	7	9 se	John Paul, Newboro', Ont.
107,804	Joseph	St. John, N.B.	1899	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	1898	Lake Bennett, B.C.	80 0	21 0	4 5	147	93	3½ pa.	British Yukon Navigation Co., Ltd., Victoria, B. C.
103,047	Joseph Taylor	Ottawa	1894	Lac Dumoine, Que.	37 0	15 7	3 6	17	9	20 pa.	J. R. Booth, Ottawa, Ont.
103,669	Josie	Winnipeg	1897	Rat Portage, Ont.	32 0	7 8	4 2	12	7	1 se	D. L. Mather, Rat Portage, Ont.
85,496	Juanita	Toronto	1880	Hamilton, Ont.	30 0	6 6	2 8	3	2	5 se	James Moreau, Port Severn, Ont.
103,936	Jubilee	Chatham, N.B.	1897	Douglastown, N.B.	43 9	11 6	4 8	17	11	3 se	William Anderson, Church Point, N. B.
90,529	Jubilee	Chatham, Ont.	1888	Algonac, Mich., U.S.A.	53 6	10 6	...	10	7	.. se	J. H. Ferguson, <i>et al.</i> , Blenheim, Ont.
103,645	Jubilee	Kingston	1897	Kingston, Ont.	84 2	15 4	5 0	117	78	10 se	Alex. Lumsden, Ottawa, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistre- ment.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.		
103,953	Jubilee.....	Montreal	1897	Sorel, Que.....	65 4	10 5	3 7	25	17	2 sc...	Wm. Hocking, Compton, Que.
107,082	Jubilee	Ottawa	1897	Ottawa, Ont.	35 3	6 5	3 0	2	1	4 sc...	Geo. Gale, <i>et al.</i> , Ottawa, Ont.
92,723	Jubilee.....	Toronto	1887	Port Carling, Ont....	30 6	5 4	3 4	3	2	1 sc...	Joseph S. Wallace, Port Carling, Ont.
100,726	Julia	Montreal	1893	Sorel, Que.....	93 8	17 0	6 2	91	51	39 sc...	Sincoomes McNaughton Line, Ltd., Montreal, Que.
103,580	Julian V. O'Brien	Collingwood	1888 1892	Buffalo, N.Y., U.S.A.	70 0	16 5	8 2	59	31	14 sc...	Wm. E. Bigwood, Byng Inlet, Ont.
90,764	Junco	Goderich	1887	Goderich, Ont.....	62 0	14 0	6 0	28	19	40 sc...	Dominion Fish Co., Ltd., Winnipeg, Man.
100,415	Junco.....	Ottawa.....	1890	March Landings, Ont....	49 0	9 2	8 0	17	8	10 sc...	Wm. H. Barry, March, Ont.
93,771	Junco	Windsor, Ont.....	1885	Wallaceburg, Ont....	139 7	26 8	8 8	288	196	175 sc...	William J. Pulling, Windsor, Ont.
103,002	Junco	Yarmouth	1895	Yarmouth, N.S.....	37 0	9 2	4 0	9	2	2 sc...	L. E. Baker (Estate), Yarmouth, N.S.
107,750	Kacyno	Kingston	1901	Kingston, Ont.....	41 0	8 6	3 4	9	6	6 sc...	Mrs. Eva S. Lombard, Kansas City U.S.A.
90,571	Kaministiquia	Port Arthur	1886	Toronto, Ont.....	109 0	22 0	7 0	150	91	45 sc...	H. A. Wiley, Port Arthur, Ont.
96,999	Kaslo	New Westminster ..	1892	Kootenay Lake, B.C.....	62 0	13 5	6 0	51	35	13½ sc...	C. Sweeney, Vancouver, B.C.

107,827	Kaslo	Victoria	1900	Kaslo, B.C.	173.5	27.0	7.4	765	376	32 pa.	Robert Irving, Kaslo, B.C.
107,887	Kate	Montreal	1900	Montreal, Que.	67.0	16.2	7.9	61	42	13 se.	A. H. Leamer, Montreal, Que.
80,736	Kate	Quebec	1880	Lévis, Que.	48.9	12.6	6.0	23	7	18 se.	John Taylor, Montreal, Que.
112,175	Kate	Toronto	1902	Toronto, Ont.	63.0	9.3	4.0	22	15	4 se.	H. M. Mowat, Toronto, Ont.
71,224	Kate Marks	Sault Ste. Marie	1875	Bruce Mines, Ont.	52.0	15.6	5.6	54	43	10 se.	Thomas Marks, Port Arthur, Ont.
83,385	Kate Murray	Toronto	1878	Hamilton, Ont.	36.6	6.5	3.0	3	2	5 se.	Mrs. Mary J. Vanderburg, Port Carling, Ont.
112,235	Kathleen	St. John, N.B.	1903	St. John, N.B.	38.7	7.4	3.5	6	4	8 se.	George W. Cooke, St. John, N.B.
90,574	Kathleen	Toronto	1886	Toronto, Ont.	84.0	18.0	5.5	110	72	35 se.	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	.. se.	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver	1900	Vancouver, B.C.	25.5	7.8	2.1	3	2	1 se.	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.
107,786	Katie Bell	Ottawa	1898	Montreal, Que.	31.0	6.4	2.4	2	2	4 se.	John B. McRae, Ottawa, Ont.
107,871	Kawartha	Lindsay	1900	Bobcaygeon, Ont.	46.0	9.6	3.6	17	11	10 se.	William Bugeoyne, Fencloa Falls, Ont.
103,680	Keenora	Toronto	1897	Rat Portage, Ont.	119.9	28.0	8.3	486	269	38 se.	The Rainy River Nav. Co., Ltd., Rat Portage, Ont.
103,660	Kewatin	Winnipeg	1896 1900	Saskirk, Man.	49.0	10.0	3.3	20	14	16 se.	Ewing & Fryer Fish Co., Ltd., Saskirk, Man.
111,780	Kelowna	Victoria	1902	Kelowna, B.C.	78.0	18.8	5.6	65	44	4 se.	D. Lloyd-Jones, Kelowna, B.C.
107,743	Knirving	Kingston	1900	Smith's Falls, Ont.	104.4	20.8	6.7	145	70	25 se.	Edward Smith, Storrington, Ont.
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	Kenosha	Toronto	1883	Gravenhurst, Ont.	100.8	18.2	6.2	225	124	16 se.	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
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.
111,564	Kestrel	Toronto	1900	Toronto, Ont.	38.0	8.0	3.5	7	5	3 se.	James Playfair, Midland, Ont.
100,046	Killbuck	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. Lafardelle, 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.

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					Dimensions.			Gross. Brut.	Register. Enregistré.		
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
102,022	Kilkeel.....	Parrsboro.....	1895	Paisley, G.B.....	135 0 Ft.	21 0 Ft.	9 4 Ft.	252	56	39 sc..	Walter B. Nevin, Parrsboro, N.S.
97,114	Killarney Belle.....	Collingwood.....	1892	Collingwood, Ont.....	52 0	12 0	5 6	28	19	3 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
116,213	King Bird.....	Quebec.....	1898	Sorel, Que.....	34 8	6 0	3 0	5	4	1 sc..	Chas. Page, Three Rivers, Que.
111,600	King Edward VII.....	New Westminster..	1901	Port Guichen, B.C.....	60 0	13 5	6 5	58	40	11 sc..	G. H. French, Vancouver, B.C.
111,654	Kingston.....	Toronto.....	1901	Toronto, Ont.....	288 0	36 2	13 3	2925	1909	273 pa..	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville.....	St. John, N.B.....	1889	Rothsay, N.B.....	47 5	14 2	7 5	37	25	40 sc..	Chas. D. Masson, St. John, N.B.
107,664	Kiskisink.....	Quebec.....	1899	Island of Orleans, Que....	26 6	6 6	3 4	3	3	1 sc..	Nazaire Simcneau, Lake Kiskisink, Que.
83,159	Kismet.....	Belleville.....	1894	Belleville, Ont.....	36 4	7 2	3 0	5	4	10 sc..	E. B. Burrell, Belleville, Ont.
100,098	Kitty J.....	St. John, N.B.....	1889	Baldwinsville, N. Y., U.S.A.	27 5	5 8	1 8	1	1	2 sc..	F. Burton, Benton, N.B.
116,257	Klein.....	Toronto.....	1903	Toronto, Ont.....	39 9	10 0	5 0	15	10	3 sc..	Mrs. Elizabeth A. Knowles, Toronto, Ont.
103,928	Klondike.....	Peterborough.....	1898	Peterborough, Ont.....	25 0	5 0	3 0	2	1	2 sc..	E. W. Jenkins, Magnatawan, Ont.
107,200	Klondike.....	Winnipeg.....	1896	Prince Albert, N.W.T....	42 6	8 8	3 8	8	4	1 sc..	J. McK. Smith, Prince Albert, N.W.T.
103,305	Kokanee.....	New Westminster..	1896	Nelson, B.C.....	142 5	24 8	5 7	348	165	19 pa..	Canadian Pacific Railway Co., Mont- real, Que.
103,164	Kootenay.....	Vancouver.....	1897	Nakusp, B.C.....	183 5	32 6	6 2	1117	732	21 pa..	" " "

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111,820	Kootenay.	"	1900	Nelson, B.C.	43 0	8 0	3 9	8	5	2 se ..	Edgar Dowdney, Victoria, B.C.
92,596	L. Boyer.....	Halifax	1890	U.S.A.	82 0	17 8	7 4	60	49	12 se ..	The A. C. Whitney Co., Ltd., Halifax, N.S.
107,382	L'Ami.....	Ottawa.....	1898	Ottawa, Ont.	36 0	6 2	2 4	2	2	4 se ..	E. Chateaufvert, <i>et al.</i> , Ottawa, Ont.
92,770	L'Ami.....	Quebec.....	1890	Lévis, Que.....	38 0	10 7	4 4	16	8	20 se ..	A. Bernier, Lévis, Que.
78,031	La Belle.....	Chatham, Ont	1879	Belle River, Ont.....	72 0	20 4	5 9	75	58	10 se ..	H. A. Hackett, Auherstburg, Ont.
82,778	La Canadienne.....	Ottawa.....	1880	Port Glasgow, G.B.....	154 3	22 7	10 9	372	227	60 se ..	The Minister of Marine and Fisheries, Ottawa, Ont.
107,866	La France.....	Dawson	1902	Lower Labarge, Y.T.	99 8	19 4	3 4	201	109	4 pa ..	R. W. Calderhead, Dawson, Y.T.
59,478	La Have	Lunenburg	1871	Yarmouth, N.S.....	58 0	15 0	7 0	49	34	60 se ..	F. J. Logan and S. Sutherland, Musquodoboit Harbour, N.S.
88,616	La Have Packet.....	Lunenburg	1884 1904	Malbone Bay, N.S..... "	72 0	21 4	8 8	73	68	4 se ..	J. N. Rafuse, <i>et al.</i> , La Have, N.S.
90,884	La Tour.....	Yarmouth.....	1888	Yarmouth, N.S.....	97 3	20 7	7 8	154	99	30 se ..	Hugh B. Cann, Yarmouth, N.S.
100,765	Ladas.....	Toronto.....	1894	Cashe Bay, Ont.....	73 0	15 0	7 0	54	37	21 se ..	Victoria Harbour Lumber Co., Ltd. Toronto, Ont.
61,443	Lady Dufferin.....	Chatham, N.B	1874	Miramichi, N.B.....	79 5	18 0	4 8	47	29	15 se ..	Joseph A. Russel, Vancouver, B.C.
74,027	Lady Ellen.....	Winnipeg	1877	Toronto, Ont.....	46 0	11 5	5 0	19	13	4 se ..	Hugh Armstrong, Selkirk, Man.
77,863	Lady Forrest.....	Quebec.....	1878	Quebec, Que.....	31 0	8 5	3 6	6	4	12 se ..	Godfrey Charles Lamer, Montreal, Que.
111,913	Lady Franklin.....	Toronto.....	1901	Sparrow Lake, Ont.....	36 0	7 6	2 8	5	4	1 se ..	Thos. Stanton, Sparrow Lake, Ont.
78,142	Lady Glover.....	Port Medway.....	1877	Preston, G.B.....	113 0	18 5	10 5	138	94	60 se ..	S. M. Brookfield, Halifax, N.S.
77,911	Lady Ida.....	Port Hope.....	1878	Lindsay, Ont.....	54 0	11 9	2 5	28	17	16 pa ..	John Eldridge, Osneter, Ont.
112,399	Lady Laurier.....	Ottawa.....	1902	Paisley, G.B.....	214 9	34 2	17 2	1051	413	186 se ..	Minister of Marine and Fisheries, Ottawa, Ont.
107,498	Lady Laurier.....	Quebec.....	1898	Quebec, Que.....	22 0	5 5	2 5	2	2	2½ se ..	P. Roussseau, Quebec, Que.
116,641	Lady Minto	Ottawa.....	1903	Teniscanigue, Que.....	141 0	41 6	8 0	403	254	42 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,750	Lady Smith	Toronto	1893	Barrie, Ont.....	40 0	7 0	2 7	6	4	1 se ..	Charles C. Pilkey, Orillia, Ont.
80,846	Lady of the Lake.....	Halifax	1880	Porter's Lake, N.S.....	33 5	8 4	4 0	5	3	6 se ..	John A. McCallum, Windsor, N.S.
.....	Lady of the Lake.....	Montreal.....	1867	Magog, Que.....	152 6	25 6	8 9	607	369	F. A. McKinnon, Montreal, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Intégrité.		
112,140	Lady of the Lake.	Kingston.....	1902	Kingston, Ont.....	41 8 Ft.	8 0 Ft.	3 6 Ft.	7	4	3 se	Chas. J. Gibson, Toronto, Ont.
111,851	Lady of the Lake.	Owen Sound.....	1902	Thornbury, Ont.....	70 0	14 6	5 0	47	25	35 se	Frank Henman, M.O., Thornbury, Ont.
100,280	Lady of the Lake.	Peterborough.....	1897	Bridgenorth, Ont. . .	60 0	10 5	3 6	33	19	25 se	W. B. Kelly, Bridgenorth, Ont.
90,576	Lady of the Lake.	Toronto.....	1886	Bala, Ont.....	49 6	8 4	4 6	10	7	2 se	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
72,683	Lady of the Lake.	Victoria.....	1878	Dease Lake, Cassiar, B.C.	60 0	10 2	5 0	21	13	12 se	J. McKenzie, Cassiar, B.C.
103,661	Lady of the Lake.	Winnipeg.....	1897	Selkirk, Man.....	105 0	18 5	8 9	201	155	13 se	Northern Fish Co., Ltd., Winnipeg, Man.
116,258	Lake.....	Toronto.....	1901	Kingston, Ont.....	40 0	11 4	5 6	13	5	10 se	Fred. D. Brown, Toronto, Ont.
83,373	Lake Joseph.....	".....	1880	Gravenhurst, Ont.	52 0	10 3	4 0	28	19	10 se	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
88,537	Lake Michigan...	Hamilton.....	1872	St. Catharines, Ont.....	136 0	23 9	11 5	588	360	80 se	Hamilton & Montreal Navigation Co., Ltd., Hamilton, Ont.
116,757	Lakefield.....	Toronto.....	1901	Sparrow Lake, Ont.	63 0	14 0	5 0	33	22	2 se	Frank Stanton and A. F. Stanton, Sparrow Lake, Muskoka, Ont.
90,778	Lakeside.....	Windsor, Ont.....	1888	Windsor, Ont.	121 0	26 0	9 3	348	220	200 se	Lakeside Navigation Co., Ltd., Walkerville, Ont.
90,601	Lansdowne.....	Ottawa.....	1884	Maccan, N.S.	188 6	32 1	15 8	680	463	80 se	The Minister of Marine and Fisheries, Ottawa, Ont.
88,629	Lansdowne.....	Windsor, Ont.....	1881	Wyandotte, Mich., U.S.A	291 0	11 3	13 0	1571	908	1,000 hp.	Grand Trunk Railway Co., Montreal, Que.

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103, 107	Laprairie.....	Montreal.....	1869 1891	Montreal, Que. Sorel	197 3	28 0	8 2	600	372	48 pa... 3 se... 1 se... 1 se... 7 se... 8 se... 12 se... 12 se... 16 se... 2 se... 25 se... 5 se...	Montreal Safe Deposit Co., Montreal, Que. John C. Foote, Victoria, B.C. Ed. Laplante, Vancouver, B.C. Fred Robertson Lumber Co., Ltd., Revelstoke, B. C. Truro Condensed Milk Co., Ltd., Truro, N. S. T. A. Fraser, Hastings, Ont. Fredericton Broom Co., Fredericton, N. B. John C. Miller, Derby, N.B. The Lake Superior Tug Co., Ltd., Port Arthur, Ont. W. W. Grant and C. H. Ramsay, J. O., Spanish Station, Ont John McFae, Meaford, Ont. Thomas McConnell, Lindsay, Ont.
107, 002	Lapwing.....	Victoria.....	1898	Victoria, B.C.	78 9	22 0	6 0	151	98	3 se...	John C. Foote, Victoria, B.C.
112, 242	Lara.....	Vancouver.....	1902	Vancouver, B.C.	29 2	8 0	3 2	8	5	1 se...	Ed. Laplante, Vancouver, B.C.
103, 891	Lardeau.....	New Westminster.....	1896	Lardeau, B.C.	42 2	8 8	4 6	10	7	1 se...	Fred Robertson Lumber Co., Ltd., Revelstoke, B. C.
111, 951	Lark.....	New Westminster.....	1904	New Westminster, B. C.	76 0	13 0	2 8	58	37	7 se...	Truro Condensed Milk Co., Ltd., Truro, N. S.
112, 070	Lassie.....	Peterborough.....	1903	Hastings, Ont.	36 0	7 5	3 3	6	4	8 se...	T. A. Fraser, Hastings, Ont.
112, 225	Latona.....	St. John, N.B.....	1902	St. Mary's, N.B.	51 1	11 7	4 0	23	15	12 se...	Fredericton Broom Co., Fredericton, N. B.
85, 531	Laura.....	Chatham, N.B.....	1883	Yarmouth, N.S.	53 3	10 5	4 9	14	8	12 se...	John C. Miller, Derby, N.B.
107, 171	Laura Grace.....	Port Arthur.....	1901	Collingwood, Ont.	76 0	16 6	11 0	86	58	16 se...	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.
116, 217	Laura Hicklet.....	Sault Ste. Marie.....	1883	Buffalo, N. Y., U. S. A.	46 9	9 8	4 8	13	9	2 se...	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	25 se...	John McFae, Meaford, Ont.
107, 878	Laura Mc.....	Lindsay.....	1900	Lindsay, Ont.	26 0	6 2	2 6	2	2	5 se...	Thomas McConnell, Lindsay, Ont.
103, 063	Laurier.....	Montreal.....	1893 1899	Sorel, Que. Montreal, Que.	59 8	16 7	4 0	19	13	2 se...	Mrs. Elizabeth Brule, Sorel, Que.
103, 356	Le Brochu.....	Quebec.....	1894	Cedar Hall, Que.	51 5	11 7	6 0	19	13	23 se...	R. M. Blais, Cedar Hall, Que.
103, 147	Le Colon.....	".....	1894	Roberval, Que.	78 8	23 8	4 4	173	109	11 pa...	E. F. Würtel, Quebec, Que.
116, 226	Le Roberval.....	".....	1902	"	85 8	22 5	4 4	126	71	10 pa...	La Cie de Pulpe de Roberval, Roberval, Que.
103, 141	Lea.....	".....	1893	Three Rivers, Que.	42 6	9 8	3 4	12	8	2 se...	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 se...	N. C. Scott, et al., St. John, N. B.
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. McGraw, Brockville, Ont.
112, 333	Leighton-McCarthy.....	Collingwood.....	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 se...	W. A. Clarke, Collingwood, Ont.
111, 455	Lemoine.....	Winnipeg.....	1898	McArthur's Landing, Man.	30 2	9 3	3 2	5	4	12 se...	Minister of Public Works, Ottawa, Ont.
103, 243	Lena.....	Montreal.....	1881	Lake Megantic, Que.	48 3	14 2	4 3	22	15	5 se...	G. H. Flint, Montreal, Que.
107, 842	Lena.....	Sinnco.....	1898	St. Williams, Ont.	45 0	11 5	5 3	14	8	19 se...	Edward W. and Allan Ross J. O. T. p. of Dunee, Ont.
85, 453	Lennox.....	Aridhat.....	1887	Dartmouth, N.S.	61 0	17 8	7 5	66	42	39 pa...	John Marchison, Grand River, N.S.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross.	Register.		
					Ft. Pds.	Ft. Pds.	Ft. Pds.				
112,278	Lenora.....	Montreal.....	1900	Seven Islands, Que.	38 0	8 3	4 0	8	6	7 sc...	The Seven Islands Company, Montreal, Que.
103,707	Lenore.....	Halifax.....	1897	Yarmouth, N.S.	41 0	11 0	0	15	5	10 sc...	J. W. Smith, West Quoddy N.S.
90,816	Lenore.....	Port Hope.....	1887	Cobourg, Ont.	39 0	7 3	3 5	6	4	9 sc...	H. Dennis, Cobourg, Ont. (B)
107,893	Leo.....	Montreal.....	1896	Montreal, Que.	34 9	7 4	3 0	2	1	1 sc...	W. W. Cooke, Grenville, Que.
100,928	Leon.....	Ottawa.....	1893	High Falls, Que.	44 7	10 3	3 6	15	12	10 sc...	L. Cyr, High Falls, Que.
107,738	Leone.....	Kingston.....	1899	Rockport, Ont.	37 4	7 0	2 9	4	3	6 sc...	Frederick Huck, Rockport, Ont.
80,903	Leonora.....	Vancouver.....	1876	Vancouver, B.C.	57 0	9 0	5 3	33	18	15 sc...	G. T. Legg, Vancouver, B.C.
88,526	Lewis.....	Hamilton.....	1887	Hamilton, Ont.	24 6	6 3	2 0	1	1	3 sc...	John Bradley, Dundas, Ont.
75,638	Lewis Shickluna..	St. Catharines..	1878	St. Catharines, Ont.	45 4	11 0	5 7	16	11	25 sc...	Jas. Murray, St. Catharines, Ont.
107,813	Libbie.....	Peterborough.....	1898	Lakefield, Ont.	28 5	5 8	2 4	3	2	4 sc...	Wellington McDonald, Lakefield, Ont.
116,279	Liberty.....	Halifax.....	1903	Sheet Harbour, N.S.	76 5	20 3	7 5	96	42	75 sc...	D. W. B. Reid, Halifax, N.S.
107,156	Lightning.....	Vancouver.....	1898	Vancouver, B.C.	140 0	30 0	5 0	557	351	43 ps...	James A. Williams, Dawson, Y.T.
111,869	Lillas.....	Ottawa.....	1902	Ottawa, Ont.	36 0	8 0	3 5	2	2	4 sc...	Thos. F. Ahearn, Ottawa, Ont.
103,847	Lillian.....	Ottawa.....	1896	"	26	6 3	2 0	2	1	4 sc...	S. G. Lindsay, Ottawa, Ont.

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94,767 Lillian	Owen Sound	1893	Owen Sound, Ont.	30 0	7 1	3 6	5	4	6 se ..	Chas. Martin, jr., Simcoe, Ont.
103,635 Lillian B.	Ottawa	1896	"	39 6	7 3	2 8	4	3	4 se ..	P. P. Salter, Carleton Place, Ont.
88,238 Lillie	Brockville	1888	Brockville	32 2	6 6	2 9	3	2	4 se ..	A. Ferguson, Escott, Ont.
85,543 Lillie	Chatham, N.B.	1883	Yarmouth, N.S.	64 9	17 1	7 8	72	49	60 se ..	Robert C. Elkin, M.O., St. John, N.B.
88,521 Lillie	Hamilton	1885	Hamilton, Ont.	70 0	14 0	5 0	50	34	20 se ..	S. J. Sandford, M.O., Barrie, Ont.
97,131 Lillie H.	Quebec	1891	Quebec, Que.	43 1	12 5	5 0	19	7	12 se ..	A. Fraser, Calano, Que.
94,911 Lillie Smith.	Southampton	1888	Sageen, Ont.	130 0	26 0	9 4	275	187	200 se ..	George E. Smith, Southampton, Ont.
103,219 Lillie of the Valley	Ottawa	1891	Doux-Rivières, Ont.	33 1	7 7	2 5	2	2	6 se ..	P. Sage, Mackey's Station, Ont.
94,985 Lilly	Toronto	1890	Oakville, Ont.	50 0	13 3	3 2	22	15	3 se ..	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
80,020 Lilly Glasier	St. John, N.B.	1880	Indiantown, N.B.	123 9	24 4	7 2	209	132	40 ps.	Parker Glasier, Lincoln, Sumbury Co., N.B.
103,574 Lilly May	Collingwood	1895	North River, Ont.	32 0	9 0	5 2	10	7	1 se ..	United Factories, Ltd., Toronto, Ont.
107,255 Lily	New Westminster	1898	New Westminster, B.C.	32 0	6 8	3 0	9	6	1½ se ..	R. S. Johnson and L. Dauphinee, New Westminster, B.C.
111,545 Lily	Vancouver	1900	Vancouver, B.C.	29 0	9 7	4 0	7	5	3 se ..	John J. Vickers, Vancouver, B.C.
116,469 Lily	"	1904	Vancouver, B.C.	30 0	9 6	3 6	12	8	3 se ..	Wm. Hickey and Robert Kelly, Vancouver, B.C.
103,277 Lina	Chatham, N.B.	1894	Chatham, N.B.	53 2	11 7	5 8	26	18	12 se ..	Robert Loggie, M.O., Black Brook, N.B.
92,735 Lincoln	Toronto	1888	Hamilton, Ont.	130 0	25 2	9 0	337	219	40 se ..	The Pelee Island Navigation Co., Ltd., Pelee Island, Ont.
117,008 Linda	Vancouver	1904	Vancouver, B.C.	52 0	13 4	6 9	37	25	9 se ..	John Leckie, Toronto, Ont., and T. F. E. Kinnell, Vancouver, B.C., I.O.
112,183 Linden	Toronto	1902	Magnetawan, Ont.	40 0	6 0	2 6	4	3	1 se	Henry Walton, Magnetawan, Ont.
116,252 Linnia	"	1892	Toronto, Ont.	33 5	6 5	2 8	5	3	1 se	Thomas Croucher, et al., Port Carling, Ont.
100,250 Lion	Halifax	1888	Halifax, N.S.	47 4	15 6	5 0	27	18	8 se	Louis Hedler, Halifax, N.S.
74,342 Lion	Port Hawkesbury	1875	Pictou, N.S.	49 5	13 3	5 1	20	13	36 se ..	George C. Read, Oxford, N.S.
112,187 Lion	Toronto	1902	Dunchurch, Ont.	31 5	7 3	2 7	5	3	1 se ..	Albert McCallum, Toronto, Ont.
111,459 Little Bobs	Winnipeg	1902	Saskirk, Man.	38 0	9 2	3 5	13	9	1 se ..	Winnipeg General Power Co., Ltd., Winnipeg, Man.
92,758 Little Emely	Quebec	1889	Quebec, Que.	28 0	8 0	3 2	6	4	7 se ..	Louis Gagnon, Pentecost River, Que.
85,474 Little Gem	Port Dover	1886	Simcoe, Ont.	24 4	6 5	2 3	2	2	5 se ..	Henry Groff, Simcoe, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
					Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
103,849	Little Roxy.....	Ottawa.....	1896	Baie des Pères, Que.....	41 7	8	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	Goderich.....	1897	Goderich, Ont.....	55 0	12 1	4 8	18	12	12 se ..	Jas. Clark, Goderich, Ont.
111,565	Llano.....	Toronto.....	1900	Toronto, Ont.....	53 0	8 0	3 8	14	9	7 se ..	Elmore Harris, Toronto, Ont.
94,927	Lloyd S. Porter...	Pictou, Ont.....	1893	Port Huron, Mich., U.S.A.....	159 7	29 5	10 0	489	379	43 se ..	Arthur W. Hepburn, Pictou, Ont.
100,198	Logger.....	Vancouver.....	1891	Vancouver, B.C.....	44 0	14 0	3 9	19	13	5 se ..	Lawrence O'Brien, Vancouver, B.C.
92,437	Longford.....	Toronto.....	1887	Orillia, Ont.....	80 0	16 0	6 4	53	36	6 se ..	Wm. Thompson, Orillia, Ont.
90,531	Longueuil.....	Montreal.....	1884 1890	Montreal, Que..... Sorel.....	170 1	57 5	9 1	379	231	75 pa ..	The Montreal Safe Deposit Co., Montreal, Que.
112,280	Lord Kitchener...	St. John, N.B.....	1903	St. John, N.B.....	93 3	22 1	10 7	161	110	47 se ..	John E. Moore, St. John, N.B.
111,591	Lord Roberts.....	".....	1900	".....	61 0	16 5	7 6	56	38	16 se ..	John E. Moore, St. John, N.B.
99,178	Lord Strathcona...	Quebec.....	1902	South Shields, G.B.....	160 0	27 2	13 6	495	76	250 se ..	J. L. Davies, Lévis, Que.
107,940	Lorelei.....	New Westminster...	1898	Skagway, Alaska, U.S.A.....	49 6	10 0	3 1	32	20	1 pa ..	John Leach, Dawson, Y.T.
111,874	Loretta.....	Vancouver.....	1902	Tusket, N.S.....	43 0	10 3	4 3	12	8	20 se ..	Hilaire LeBlanc, Tusket Wodge, N.S.

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107,816	Lorielle	Peterborough	1899	Lakefield, Ont.	38 2	7 7	2 9	6	4	6 se	Melville Strickland, Lakefield, Ont.
103,576	Lorna Doone	Collingwood	1896	Parry Sound, Ont.	61 0	8 8	4 2	26	18	4 se	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,758	Lorna Doone	Toronto	1893	Orillia, Ont.	36 0	8 0	4 2	5	4	1 se	H. Pellatt, Toronto, Ont.
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	139	114 se	Vancouver Tug Boat Co., Ltd., Victoria, B.C.
103,884	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.
103,659	Lotta S.	Winnipeg	1896	Rat Portage, Ont.	56 0	13 0	5 9	48	33	2 se	North-west Fish Co., Winnipeg, Man.
116,295	Lottie	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	Lottie	Ottawa	1885	Aylmer, Que.	40 0	8 4	4 6	10	9	4 se	Canadian Pacific Railway Co., Montreal, Que.
83,453	Lottie	Victoria	1883	Victoria, B.C.	51 0	12 5	5 5	29	11	6 se	Albert Cotton, Vancouver, B.C.
111,547	Lottie N.	Vancouver	1900	Irving, B.C.	58 0	14 0	7 7	34	14	14 se	Frank Irving, Skeena River, B.C.
116,311	Lotus	Amherstburg	1884 1901	Standerville, Mich., U.S.A.	42 0	8 0	4 0	7	5	16 se	Wm. Berry, Port Stanley, Ont.
107,540	Lotus	St. John, N.B.	1890	St. John, N.B.	34 0	7 0	3 5	4	3	1 se	F. Tapley, St. John, N.B.
72,459	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	26 6	6 6	3 3	6	5	3 se	C. Cottrell, Sault Ste. Marie, Ont.
100,126	Louisa	Wallaceburg	1902	Wallaceburg, Ont.	55 0	9 0	5 4	13	9		John Lee, St., Wallaceburg, Ont.
83,582	Louisburg	Montreal	1881	Sunderland, G.B.	260 0	36 0	18 5	1816	1182	225 se	The Dominion Coal Co., Ltd., Montreal, Que.
107,420	Louise	"	1899	New York, N.Y., U.S.A.	18 7	4 9	2 1	1	1	1 se	Walter Kavanagh, Montreal, Que.
103,447	Louise	Ottawa	1887	Carleton Place, Ont.	25 2	5 0	2 6	1	1	2 se	J. E. Turgeon, Ottawa, Ont.
80,947	Loyalist	Chatham, N.B.	1882	Chatham, N.B.	62 2	11 2	4 4	18	11	20 pa	Thos. W. Flett, M. O., Nelson, B.C.
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.
103,969	Lucia	Montreal	1898	Sorel, Que.	66 7	15 1	7 1	41	28	11 se	Sinclair, McNaughton Line, Ltd., Montreal, Que.
75,526	Lucie	"	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 se	The G. Beck Mfg. Co., Ltd., Pencoanguishou, Ont.
116,646	Lacy Clive	Ottawa	1900	Port Hawkesbury, N.S.	42 2	9 5	5 5	13	9	10 se	Minister of Customs, Ottawa, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
80,591	Luella.....	Toronto.....	1880	Toronto, Ont.	66 0 Ft.	13 3 Ft.	9 0 Ft.	38	26	24 sc...	The Toronto Ferry Co., Ltd., Toronto, Ont.
112,009	Lulu M. Ray.....	Port Arthur.....	1888	Ladlington, Mich., U.S.A.	56 0	12 0	6 0	33	25	4 sc...	Jas. Whelan, Port Arthur, Ont.
100,166	Lauenburg. . . .	Lauenburg	1891	Malbone Bay, N.S. . .	124 9	23 5	12 5	266	113	56 sc...	R. J. Leslie and G. C. Hart, J. O., Halifax, N.S.
116,993	Larcher.....	Ottawa.....	1903	Toronto, Ont.....	121 3	24 7	19 0	396	269	17 sc...	Minister of Marine and Fisheries, Ot- tawa, Ont.
100,229	Larline.....	Halifax.....	1893	New York, U.S.A. . . .	21 0	5 4	3 2	2	1	2 sc...	F. D. Corbett, Halifax, N.S.
90,780	Larline.....	Windsor, Ont.....	1888	Windsor, Ont.....	78 8	16 3	7 8	66	40	160 sc...	J. H. Walker, Walkerville, Ont.
96,845	Luther Westover.	Sarnia.....	1877	Bay City, Mich., U.S.A.	112 8	19 0	6 3	127	80	90 pa...	Bontelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
107,884	Lyon C.	Montreal.....	1500	Montreal, Que.....	55 5	10 9	5 3	19	13	5 sc...	Mrs. Elizabeth Brulé, Sorel, Ont.
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.
112,143	M. & W.....	Kingston.	1902	Kingston, Ont.....	40 6	10 1	4 0	8	6	8 sc...	David A. Mitchell, Gananoque, Ont.
163,137	M. E. Hackett....	Quebec.....	1894	Quebec, Que	70 2	18 8	7 4	78	53	75 sc...	W. Hackett, Quebec, Que.
163,571	M. G. McDonald..	Collingwood	1895	Collingwood, Ont.	58 0	13 0	6 0	29	20	4 sc...	J. P. McDonald, Blind River, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registre.			
83,387	Maggie Mason....	Toronto.....	1882	Toronto, Ont.....	53 0	17 0	5 4	56	33	12 sc...	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 sc...	Wm. Farr, jr., Parry Sound, Ont.	
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	Milledgeville, 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...	John A. Reeb, Port Colborne, Ont.	
103,167	Magnet	New Westminster...	1897	"	47 0	11 3	5 2	24	16	7 sc...	Annie G. Croll, New Westminster, B.C.	
103,690	Magnolia.....	Toronto.....	1898	Midland, Ont.....	136 0	21 4	13 7	367	191	57 sc...	Jas. Playfair, Midland, Ont.	
107,781	Maligama.....	Ottawa.....	1899	Pembroke, Ont.....	60 7	12 2	5 0	20	19	12 sc...	Pembroke Navigation Co., Pembroke, Ont.	
116,515	Mahone	Lunenburg	1904	Mahone Bay, N.S.....	86 0	19 8	10 0	127	79	24 sc...	Abraham Ernst, M. O., Mahone Bay, N.S.	
90,632	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.	
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	Maine.....	Victoria.....	1894	Victoria, B.C.....	34 4	9 0	4 0	9	6	2½ sc...	The Skeena River Commercial Co., Ltd., Vancouver, B.C.	

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100,658	Maisonneuve	Ottawa	1891	Smith's Falls, Ont.	75	7	9	7	3	26	18	9	se	Minister of Marine and Fisheries, Ottawa, Ont.
100,950	Majestic	Collingwood	1895	Collingwood, Ont.	209	0	35	0	12	6	1073	123	se	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,693	Majestic	Montreal	1899	Toronto, Ont.	110	0	21	9	5	2	275	156	33	The Star Line Steamship Co., Ltd., Indian town, N.B.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	76	0	15	5	4	0	68	53	—	P. P. Young, Young's Point, Ont.
107,203	Majestic	Winnipeg	1898	Fort Frances, Ont.	82	0	15	6	4	8	135	95	5	Rainy River Navigation Co., Rat Portage, Ont.
103,714	Malcolm Cann	Yarmouth	1898	Lockeport, N.S.	112	0	20	1	10	8	212	78	53	H. B. Cann, Yarmouth, N.S.
107,683	Malinche	Prescott	1904	Ogdensburg, N.Y., U.S.A.	37	7	6	5	3	6	7	5	3	Captain W. J. Murphy, Morrisburg, Ont.
107,213	Manie	New Westminster	1892	New Westminster, B.C.	32	0	6	0	3	0	5	4	1	A. M. Snider, Vancouver, B.C.
107,875	Maneta	Lindsay	1900	Bobcaygeon, Ont.	66	0	13	4	3	8	34	23	40	Geo. A. Smith, Bobcaygeon, Ont.
116,211	Manicougan	Quebec	1899	Bie, Que.	50	2	13	0	5	0	29	19	3	The Manicougan & English Bay Export Co., Quebec, Que.
96,869	Manistiquie	Sarnia	1882	Gibraltar, U.S.A.	151	1	31	1	12	5	474	322	50	The Sarnia Bay Towing & Salvage Co., Ltd., Sarnia, Ont.
94,879	Manitoba	Montreal	1889	Owen Sound, Ont.	303	0	38	1	14	7	2616	1699	300	Canadian Pacific Railway Co., Mont- real, Que.
107,140	Manitou	Goderich	1903	Goderich, Ont.	137	2	24	2	9	1	470	297	42	Dominion Fish Co., Ltd., Winnipeg, Man.
111,451	Manitou	Winnipeg	1900	Winnipegosis, Man.	92	0	18	8	6	4	108	59	7	H. Armstrong, Portage la Prairie, Man.
107,692	Maudla	Toronto	1898	Toronto, Ont.	30	4	8	8	3	9	6	4	1	Fred. Mills, Tp. of Monck, Ont.
96,711	Mansfield	Ottawa	1889	Ottawa, Ont.	104	6	31	8	9	0	169	137	80	Mrs. Anne Mansfield, Ottawa, Ont.
	Maunuan	Montreal	1873	Sorel, Que.	72	5	16	0	4	6	74	47		J. O. Lafreniere, Montreal, Que.
100,407	Maple Leaf	Hamilton	1898	Hamilton, Ont.	35	0	9	3	6	6	11	7	16	Robert J. Larkin, Hamilton, Ont.
71,164	Maple Leaf	Peterborough	1884	Lindsay, Ont.	59	0	12	0	4	2	26	18	15	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
112,015	Maple Leaf	Port Arthur	1902	Rosport, Ont.	30	0	7	2	3	0	5	2	1	John Boon, Rosport, Ont.
107,210	Maple Leaf	Rat Portage	1899	Rat Portage, Ont.	69	0	16	5	6	2	82	50	13	Rainy River Navigation Co. Ltd., Rat Portage, Ont.
103,679	Maple Leaf	Toronto	1892	Toronto, Ont.	37	0	7	0	3	0	12	8	13	S. Brown, Bracebridge, Ont.
100,033	Maple Leaf	"	1891	"	38	3	8	4	4	4	7	5	1	Gardner Boyd, Toronto, Ont.
116,788	Maple Leaf	Vancouver	1904	Vancouver, B.C.	54	0	14	7	8	5	35	24	5	Alexander McLaren, Buckingham, Que.
116,838	Margaret	Kingston	1904	Kingston, Ont.	51	7	10	5	5	0	19	13	15	John Davis Kingston, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Réregistré.		
107,697	Margherita	Toronto.....	1899	Midland, Ont.....	57 0	10 5	6 8	31	15	7½ se ..	James Playfair, Midland, Ont.
116,699	Marguerite	Rat Portage	1902	Mine Centre, Ont.....	28 0	8 2	1 0	6	4	— se ..	David C. McKenzie, Port Frances, Ont.
92,510	Marguerite	St. Andrews.....	1877	Newbury, N. Y., U.S.A....	44 4	11 7	7 0	20	12	20 se ..	Charles N. Skinner, 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.
112,027	Maria	Quebec.....	1901	Portauuf, Que	49 2	13 6	4 8	31	21	6 se ..	W. J. Peapore, Ottawa, Ont.
103,573	Marie.....	Collingwood	1895	Parry Sound, Ont.	42 0	10 0	5 6	12	8	2 se ..	J. Galna, Parry Sound, Ont.
103,816	Marie.....	Port Arthur.....	1895	Detroit, Mich., U.S.A....	34 7	7 0	3 6	3	2	2 se ..	Geo. A. Graham, Fort William, Ont.
66,045	Marie	Quebec.....	1872	Sorel, Que	72 1	15 5	3 3	31	21	15 pa ..	H. Brulé, Sorel, Que.
111,498	Marie Abna	"	1900	Roberval, Que.....	64 0	14 2	5 0	52	36	4 se ..	Joseph Derry, Roberval, Que.
100,358	Marie Josephine..	"	1891	Rivière du Loup, Que....	88 4	22 8	8 2	117	80	20 se ..	A. Gagnon, Quebec, Que.
107,876	Marie Louise.....	Lindsay	1300	Lindsay, Ont.....	51 7	14 8	5 2	32	15	3 se ..	Jos. Briggs Parkin, Lindsay, Ont.
92,754	Marie Louise.....	Quebec.....	1889	Lévis, Que.....	93 6	17 6	5 9	99	63	200 pa ..	Cascapedia Pulp & Lumber Co., Quebec, Que.
111,627	Marie Louise.....	"	1896	Trois Rivières, Que	37 7	7 6	3 7	6	5	1 se ..	Joseph Voilleux, Abna Ville, Sha- wenigan Falls, Que.
103,435	Maristta	Chatham, N.B.....	1897	Chatham, N.B.....	44 6	9 3	3 9	7	5	2 se ..	Jos. L. Phillips, Mira Gut, N.S.

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85,532	Marina.....	Yarmouth.....	1883	Tusket, N.S.....	66 0	14 7	5 8	32	16	15 se ..	H. B. Cam. Yarmouth, N.S.
85,657	Marion.....	Halifax.....	1876	New York, 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.....	Rat Portage.....	1904	Prince Albert, N.W.T.....	64 0	12 0	2 8	32	21	1 se ..	Rich. Deson, Prince Albert, N.W.T.
94,801	Marion.....	Victoria.....	1888	Golden, B.C.....	61 0	10 3	3 6	15	9	2 pa..	F. P. Armstrong, Golden, B.C.
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 ..	Markland Co., Ltd., Yarmouth, N.S.
83,160	Marmora.....	Belleville.....	1896	Marmora, Ont.....	35 0	8 8	4 5	13	9	6 se ..	Geo. B. Blocker, Marmora, Ont.
88,488	Marquis.....	Winnipeg.....	1882	Winnipeg, Man.....	201 0	33 5	5 3	754	475	84 pa..	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man.
71,173	Marquis of Lorne..	Ottawa.....	1874	Kingston, Ont.....	54 6	10 1	5 3	20	11	15 se ..	T. G. Brigham, Ottawa, Ont.
100,871	Martello.....	St. John, N.B.....	1893	Jeniseg, N.B.....	51 5	13 0	6 0	34	23	11 se ..	The J. F. Bridges Tug Boat Co., Ltd., (agetown, N.B.
111,768	Martha.....	Kingston.....	1902	Kingston, Ont.....	28 6	6 7	2 8	2	2	5 se ..	Mrs. Martha Wessels, Kingston, Ont.
71,214	Mary.....	Samia.....	1874	Port Huron, Mich., U.S.A.....	64 5	16 2	7 0	62	28	45 se ..	P. Larkin, St. Catharines, Ont.
61,154	Mary A. Langhlin.	Toronto.....	1871	Buffalo, N.Y., U.S.A.....	48 0	10 5	5 0	23	12	12 se ..	Alex. Manning and Randolph Macdonald, J. O. Toronto, Ont.
77,550	Mary Ann.....	Pictou, N.S.....	1880	Wallace, N.S.....	50 5	12 3	6 7	25	17	40 se ..	O. Smith, Richlncto, 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.
103,821	Mary Ellen.....	Cornwall.....	1896	Cornwall, Ont.....	57 4	13 4	8 8	20	14	6 se ..	J. Jessmer and M. Jessmer, 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 Quinte 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., Victoria, B.C.
88,491	Mary Hatch.....	Winnipeg.....	1881	Rat Portage, Ont.....	107 6	20 0	6 8	121	82	11 se ..	A. F. D. MacGachan and W. A. Weir, J.O., Rat Portage, Ont.
103,860	Mary Jane ..	Halifax.....	1890	Nouak, Conn., U.S.A.....	49 8	14 6	5 2	26	18	10 se ..	Isaac H. Mathers, Halifax, N.S.
85,523	Mary Louise.....	Toronto.....	1884	Franklin, Ont.....	68 0	15 6	6 6	64	43	30 se ..	Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, 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.
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.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Enregistré.		
92,415	Mascott.....	Chatham, N.B.	1888	Chatham, N.B.	.....	69 1	19 0	8 4	71	48	45 se ..	Wm. Richards & Co., Ltd., Chatham, N.B.
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. Nares, 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	2½ se ..	Jos. J. Sampson, North Hatley, Que.
107,416	Mathilda.....	".....	1899	Sorel, Que.	.....	72 0	20 1	10 4	114	69	21 se ..	Sinclair McNaughton Line, Ltd., Montreal, Que.
73,947	Mathawan.....	Ottawa.....	1875	Portsmouth, Ont.	.....	50 0	10 4	3 2	22	15	15 se ..	Canadian Pacific Railway Co., Montreal, Que.
107,386	Maud.....	Ottawa.....	1898	Grand Rapids, Mich.	.....	16 0	3 8	1 8	1	1	1 se ..	G. W. Smith, Gatinéan Point, Que.(P)
69,615	Maud.....	Quebec.....	1874	New Liverpool, Que.	.....	72 5	15 8	5 7	54	34	41 pa.	P. E. Pameton, Three Rivers, Que.
92,728	Maud.....	Toronto.....	1887	Penetanguishene, Ont.	.....	71 0	12 4	5 6	40	27	4 se ..	David Davidson, Penetanguishene, Ont.
107,172	Maud C.....	Port Arthur.....	1897	Rosport, Ont.	.....	30 0	9 2	.....	5	3	1 se ..	Thos. Craigie, Rosport, Ont.
116,753	Maud D.....	Toronto.....	1904	Penetanguishene, Ont.	.....	71 3	15 6	6 0	81	51	11 se ..	David Davidson, Penetanguishene, Ont.
94,687	Maud S.....	Collingwood.....	1889	Collingwood, Ont.	44 0	10 6	4 8	14	11	3 se ..	Stuart Haskell, Collingwood, Ont.

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.....	Maude	Montreal	1871	Montreal, Que	112 1	21 1	7 4	269	144	Ottawa River Navigation Co., Montreal, Que.
64,136	Maude	Victoria	1872	San Juan Island, Wash., U.S.A.	113 5	21 0	9 0	175	94	13 se ..	The British Columbia Salvage Co., Ltd., Victoria, B.C.
100,131	Maude	Wallaceburg	1902	Wallaceburg, Ont.	60 4	13 5	5 0	19	13	.....	J. Cooper, Chatham, Ont.
116,456	Maude Amis	Vancouver	1903	Amis, B.C.	56 0	12 5	4 7	23	15	4 se ..	Shuswap Shingle & Lumber Co., Amis, B.C.
107,812	Maude Moore	Peterborough	1899	Peterborough, Ont.	42 0	8 4	3 5	9	6	12 se ..	W. J. Shodgrass, Okanagan Falls, B.C.
107,162	Maxie	Collingwood	1898	Meaford, Ont.	44 0	11 2	3 8	16	11	2½ se ..	F. W. Doty, Goderich, Ont.
111,697	May	Montreal	1893	Middleton, Conn., U.S.A.	56 4	11 1	1 0	21	15	5 se ..	W. D. B. Scott, Montreal, Que.
85,292	May	"	1881	Buffalo, N.Y., U.S.A.	44 0	12 2	5 8	21	14	7 se ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,949	May	Rat Portage	1899	Montreal, Que	25 0	6 0	3 0	3	2	6 se ..	Frank Gustafson and A. Ralph, J.O., Rat Portage, Ont.
107,450	May	Vancouver	1904	Rat Portage, Ont.	31 5	7 3	3 8	6	1	6 se ..	Geo. Howe, Union Bay, B.C.
107,450	May	"	1898	Birkenhead, G.B.	29 0	8 7	3 3	8	5	2 se ..	Mrs. M. E. Stevens, Moodyville, B.C.
97,105	May R.	Port Burwell	1899	Vancouver, B.C.	49 0	10 1	3 6	10	6	6 se ..	C. O. Bates, Clear Creek, Ont.
100,751	May Bird	Toronto	1900	Port Harwell, Ont.	76 0	19 0	3 9	46	32	3 se ..	G. Hastings and S. W. Marchmont, J. O., Toronto, Ont.
94,690	May Flower	Collingwood	1901	Toronto, Ont.	49 0	10 0	4 0	26	17	3 se ..	F. Morru, Wanbaushere, Ont.
72,587	May Flower	Kingston	1893	Port Severn, Ont.	50 2	9 3	1 0	29	16	13 se ..	Jas. McLaren, Buckingham, Qué.
116,851	May Flower	Ottawa	1877	Kemptville, Ont.	77 0	18 0	4 0	59	38	20 se ..	H. E. Hudson, Combermere, Ont. and J. C. Hudson, Barry's Bay, Ont., J. O.
103,929	May Flower	Peterborough	1904	Combermere, Ont.	25 5	6 4	3 0	6	4	5 se ..	Elizabeth Dornell, Peterborough, Ont.
75,698	May Flower	Quebec	1897	Peterborough, Ont.	35 9	9 3	6 0	13	9	16 se ..	P. J. Holden, Quebec, Que.
97,065	May Queen	Pictou, N.S.	1878	Quebec, Que.	53 3	16 0	5 8	36	18	40 se ..	A. Scott, Pictou, N.S.
59,243	May Queen	St. John, N.B.	1892	Charlottetown, P.E.I.	160 0	21 7	8 4	539	340	60 pa ..	May Queen Steamship Co., Ltd., Chipman, N.B.
90,788	May Queen	Victoria	1869	Carlton, N.B.	42 2	9 5	4 1	14	9	2 se ..	Victoria Canning Co., Ltd., Victoria, B.C.
83,125	Mayflower	Halifax	1887	Victoria, B.C.	48 8	9 8	6 0	18	10	12 se ..	Walter Cavill, Halifax, N.S.
94,987	Mayflower	Toronto	1881	Halifax, N.S.	140 2	28 2	6 8	189	119	29 pa ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
85,521	Mazeppa	Hamilton	1890	Toronto, Ont.	101 0	20 0	5 7	146	87	50 se ..	Lawrence Solman, Toronto, Ont.
90,483	Meadow Flower	Halifax	1884	Toronto, Ont.	33 0	9 0	3 5	7	4	6 se ..	E. C. Whitman, Canso, N.S.
			1885	Dartmouth, N.S.							

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Gross.	Register. Registré.		
100,754	Medora	Toronto	1893	Gravenhurst, Ont. . .	122 6 Ft.	25 4 Ft.	8 5 Ft.	377	256	30 sc.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
94,715	Melbourne	Port Stanley	1893	Montreal, Que.	179 6	26 0	11 3	894	540	54 sc.	The Melbourne S.S. Co., Ltd., Montreal, Que.
111,917	Menadora	Toronto	1901	Midland, Ont.	67 5	16 0	6 3	73	50	21 sc.	Midland Towing & Wrecking Co., Midland, Ont.
83,116	Mernaïd	Halifax	1881	Yarmouth, N.S.	50 0	11 5	5 0	15	11	20 sc.	Sandy Cove Sea-Bathing Co., Halifax, N.S.
111,550	Mernaïd	Peterborough	1901	Millbrook, Ont.	32 3	7 3	3 2	11	7	5 sc.	Dr. Henry A. Turner, Millbrook, Ont.
88,367	Mernaïd	Vancouver	1884	Victoria, B.C.	94 0	18 0	4 6	129	87	18 sc.	Thos. Morgan, Nanaimo, B.C.
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.	James Ryan, Liverpool, N.S.
18,178	Messenger	Quebec.	1863	Buffalo, N.Y., U.S.A. . .	56 0	712 9	6 4	29	18	50 sc.	George H. Tait, Montreal, Que.
51,448	Metamora	Toronto	1864	Cleveland, O., U.S.A. . .	115 0	39 3	10 8	239	132	94 sc.	J. Playfair and W. A. Clark, jr., J.O., Collingwood, Ont.
107,684	Metoor	Ottawa	1897	Openian, Que.	130 5	27 0	7 4	299	204	165 sc.	A. Lamson, Ottawa, Ont.
107,350	Metoor	St. Catharines	1902	Port Robinson, Ont.	52 0	16 4	9 1	47	32	24 sc.	Geo. Ross, Port Robinson, Ont.
116,661	Midland King	Midland	1903	Collingwood, Ont.	366 5	48 0	28 0	3965	2450	151 sc.	James Playfair, M.O., Midland, Ont.
110,991	Midland Queen	Toronto	1901	Dundee, G.B.	249 0	42 4	26 5	1903	1349	124 sc.	The Midland Navigation Co., Ltd., Midland, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.		
116,362	Minnie A. Clark.	Goderich.....	1903	Goderich, Ont.....	69 3 Ft.	15 0 Ft.	6 5 Ft.	36	25	11 se...	Dominion Fish Co., Ltd., Winnipeg, Man.
116,662	Minnie C.	Midland.....	1904	Midland, Ont.....	34 0	8 5	4 0	7	5	1 se...	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 se...	J. 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 se...	The Algoma Central Railway Co., Sainte Marie, Ont.
78,028	Minnie Martin.	Collingwood.....	1882	Port Severn, Ont.....	39 0	9 7	6 6	10	7	2 se...	Charles Martin, Port Severn, Ont.
107,408	Minnie May	Lindsay.....	1894	Cobocook, Ont.....	42 5	8 0	3 0	10	8	5 pa...	John R. Philips, Cobocook, Ont.
74,389	Minnie Wade	Toronto.....	1871	Panctangishene, Ont.....	35 0	8 4	3 2	9	6	4 se...	J. D. Johnson, Belle Ewart, Ont.
92,618	Minota	Port Arthur.....	1890	Vernilion 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...	E. B. Osler, 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.
107,787	Minto	Ottawa.....	1899	Dundee, G.B.....	225 0	32 7	18 3	1090	372	216 se...	Minister of Marine and Fisheries, Ottawa, Ont.
107,453	Minto	Vancouver.....	1898	Nakusp, B.C.....	461 7	30 1	5 1	829	522	17 pa...	Canadian Pacific Railway Co., Mon- treal, 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.
(a) 66,023	Miranichi.	Quebec.....	1864	London, G.B.....	228 7	24 6	18 7	727	491	180 pa...	Quebec & Gulf Ports Steamship Co., Quebec, Que.

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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.
112,279	Missisquoi	Montreal	1903	Nogan, Que.	87 3	20 9	5 4	160	107	7 se	Benj. V. Naylor, Nogan, Que.
107,513	Mist	Victoria	1897	Seattle, Wash., U.S.A.	46 7	12 0	3 9	29	20	10 se	Edward Mahon, Vancouver, B.C.
100,854	Mistassini	Quebec	1891	Roberval, Que.	130 0	22 4	8 2	235	148	200 pa	E. F. Wirtle, Quebec, Que.
107,461	Mizpah	Lindsay	1888	Lindsay, Ont.	25 0	6 0	2 9	2	2	3 se	A. H. Cottingham, Lindsay, Ont.
94,382	Mizpah	Toronto	1889	Toronto, Ont.	51 7	11 8	4 1	18	12	12 se	Thos. McCarroll and H. Manley, J.O., Toronto, Ont.
85,330	Mocking Bird	Owen Sound	1886	"	72 0	11 8	4 2	38	26	20 se	P. McArthur, Westbourne, Man.
96,058	Modjeska	Hamilton	1889	Yoker, G.B.	178 0	31 1	12 3	678	461	180 se	Hamilton Steamboat Co., Limited, Hamilton, Ont.
107,205	Mohican	Winnipeg	1896	Fort Frances, Ont.	50 0	9 5	....	34	24	6 se	F.W. Coates, <i>et al.</i> , Fort Frances, Ont.
103,927	Mollie	Peterborough	1897	Lakefield, Ont.	41 0	6 6	2 5	11	7	6 se	J. J. McIn, Peterborough, Ont.
111,851	Mollie S.	Owen Sound	1901	Owen Sound, Ont.	68 0	12 7	5 0	45	27	9 se	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
100,401	Mona	Hamilton	1894	Hamilton, Ont.	23 6	6 1	3 4	2	2	3 se	J. Bradley, Hamilton, Ont.
94,873	Mona	Montreal	1889	Montreal, Que.	54 2	12 8	5 8	25	17	20 se	Thomas Gauthier, Montreal, Que.
95,509	Monaco	Montreal	1888	Hampton, G.B.	41 8	8 3	3 6	10	6	6 se	Arthur Beyer, Montreal, Que.
(a) 107,863	Monarch	Dawson	1898	San Francisco, Cal. U.S.A.	120 3	32 2	5 4	284	179	8 pa	G. S. Wilkins, White Horse, Y.T.
96,813	Monarch	Sarnia	1890	Sarnia, Ont.	240 0	35 0	14 8	2017	1372	— se	Northwest Transportation Co., Ltd., Sarnia, Ont.
100,141	Monarch	Winnipeg	1893	Fort Frances, Ont.	110 0	17 8	5 4	168	106	9 pa	A. F. D. MacGachan and W. A. Weir, J.O., Rat Portage, Ont.
90,545	Monarque	Montreal	1886	Sorel, Que.	108 9	30 4	6 9	136	86	30 pa	Jos. H. Dausseau, Vercheres, Que.
100,925	Moneta	Ottawa	1888	Ottawa, Ont.	20 0	5 2	2 2	1	1	2 se	R. Lamb and J. Robertson, Ottawa, Ont.
46,242	Monitor	Montreal	1863	Clayton, N.Y., U.S.A.	59 0	15 1	4 6	32	19	1 se	Joachim Hogue, Valleyfield, Que.
107,891	Monitor	Montreal	1899	Montreal, Que.	60 5	16 6	7 2	62	39	14 se	Minister of Public Works, Ottawa, Ont.
111,455	Monodox	New Westminster	1903	Olympia, Mich., U.S.A.	36 4	9 3	3 6	10	7	— se	Wm. A. McAdam, Harrison, B.C.
77,933	Montague	Charlottetown	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	Ottawa	1904	Yoker, G. B.	245 0	40 6	15 7	1432	526	400 se	The Minister of Marine and Fisheries Ottawa, Ont.
107,824	Monte Cristo	Victoria	1891	Ballard, Wash., U.S.A.	108 6	20 4	3 9	266	156	7 pa	Robt. Cunningham, Port Essington, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Net.		
92,755	Montmorency	Ottawa	1889	Quebec, Que.	55 5 ft.	10 8 ft.	4 8 ft.	18	12	50 se	W. J. Pomphrey, Ottawa, Ont.
116,600	Montreal	Montreal	1904	Sorel, Que.	332 4	43 5	14 8	4282	2299	386 se	Richelieu & Ontario Navigation Co., Montreal, Que.
.....	Montreal	Montreal	1868	Montreal, Que.	262 6	33 3	9 2	2968	1070	.....	The Montreal Safe Deposit Co., Montreal, Que.
111,754	Moose	Rat Portage	1893	Harding, U.S.A.	54 0	14 0	6 5	38	14	5 se	Samuel Naden, Roddick, Rainy River, Ont.
116,766	Morinus	Toronto	1904	Port Carling, Ont.	47 0	8 4	3 6	10	7	1 se	Wm. Robinson, Kingston, Ont.
100,759	Morning Star	Toronto	1894	Toronto, Ont.	34 0	7 5	3 4	5	3	1 se	Jos. Goodwin, Toronto, Ont.
90,797	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.
111,778	Mount Royal	"	1902	"	132 0	28 4	4 8	471	296	13 pa	Hudson's Bay Co., London, Eng.
111,760	Mountain Bell	Rat Portage	1895	Carleton Place, Ont.	28 0	6 0	2 8	4	3	2 se	W. Mather, Bow River, N.W.T.
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. Hong Kong, China.	101 2	19 4	6 4	118	62	14 pa	I. Foutoye, St. John's, Que.
107,727	Mon-Ping	Vancouver	1899	Nelson, B.C.	45 5	10 0	5 0	20	14	8 se	Mrs. Mary J. Rogers, Vancouver, B.C.
107,454	Moyne	"	1898	"	161 7	30 1	5 1	835	526	17 pa	Canadian Pacific Ry. Co., Montreal, Que.
116,867	Mudpont	Ottawa	1904	Hall, Que.	40 0	16 0	4 4	34	25	— se	The E. B. Eddy Co., Ltd., Hall, Que.

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103,042	Mulgrave	Ottawa	1893	New Glasgow, N.S.	114 8	31 0	16 4	485	330	75 se ..	The Minister of Railways and Canals, Ottawa, Ont.
116,709	Muriel	Quebec	1902	Quebec, Que.	69 0	16 8	7 0	64	44	24 se ..	William Price, Quebec, Que.
90,743	Muriel	Victoria	1887	Victoria, B.C.	70 0	15 5	6 7	44	28	4 se ..	Packers Steamship Co., Ltd., Vancouver, B.C.
100,283	Muskoka	Peterborough		Simcoe, Ont.	36 5	10 5	3 7	22	15	2 pa..	Gilmour & Co., Trenton, 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.
77,698	Myles	Hamilton	1882	Hamilton, Ont.	175 0	33 6	14 6	1199	742	200 se ..	Myles Transportation Co., Ltd. Hamilton, 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	Brockville	1880	Brockville, Ont.	39 0	7 7	3 5	9	7	12 se ..	David Ward, Toronto, Ont.
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 ..	Cyrenus Michner, Twp. of Bertie, Welland Co., Ont.
94,816	Mystery	Victoria	1890	Victoria, B.C.	80 5	16 5	7 8	65	39	24 se ..	Mackenzie Bros., Ltd., Vancouver, B.C.
107,134	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.
88,528	Naiad	Hamilton	1890	Toronto, Ont.	68 0	10 2	3 3	29	20	20 se ..	Harriet S. Sandford, M.O., Hamilton, Ont.
92,389	Naiad	Kingston	1888	Kingston, Ont.	51 4	9 2	3 9	15	10	7 se ..	W. A. Monray, Amherst Island, Ont.
100,930	Naiad	Ottawa	1890	Hull, Que.	41 8	8 3	4 6	7	6	5 se ..	T. G. Brigham, Ottawa, Ont.
100,729	Nana	Montreal	1887	Montreal, Que.	75 2	10 3	4 4	42	36	14½ se ..	Richard B. Angus, Montreal, Que.
94,863	Nanaimo	Victoria	1888	Nanaimo, B.C.	56 0	20 0	3 2	71	45	3 pa..	W. R. Taylor, Vancouver, B.C.
107,729	Naney	Vancouver	1900	Vancouver, B.C.	26 9	8 6	2 4	6	4	1 se ..	Wm. J. Belding, Vancouver, B.C.
116,779	Naney	Vancouver	1904	New Westminster, B.C.	17 0	4 1	1 6	1	1	5 se ..	Charles S. V. Branch, Vancouver, B.C.
112,147	Naniwa	Kingston	1903	Kingston, Ont.	54 3	8 9	2 9	12	7	9 se ..	F. J. Phillips, Toronto, Ont.
107,083	Nap	Ottawa	1893	Carleton Place, Ont.	25 5	6 9	2 6	1	1	3 se ..	N. Tessier, Hull, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Réf.		
85,308	Napierville.....	Montreal.....	1883 1889	Sorel, Que..... Montreal, (Que.....)	123 9 39 0	42 1 10 0	5 4 4 6	165 18	113 12	11 hp... 5 sc...	Mrs. Arthemise Robert, Montreal, Que. The Corporation of the City of Toronto, Ont.
116,255	National.....	Toronto.....	1903	Toronto, Ont.....	66 0	14 0	6 0	52	36	13 sc...	Geo. C. McKeen, M.O., New West- minster, B.C.
107,926	Native.....	New Westminster ..	1900	New Westminster, B.C.	56 0	14 0	4 2	27	18	11 sc...	Mrs. Addie L. Young, St. Stephen, N.B.
103,999	Nautilus.....	St. Andrews.....	1887	New York, N.Y., U.S.A.	31 5	9 2	4 2	9	6	10 sc...	Frank Freeman, Port Dalhousie, Ont.
92,659	Nautilus.....	St. Catharines ..	1889	Humberstone, Ont.....	108 6	21 7	6 7	145	69	36 sc...	G. A. Richardson, Kingston, Ont.
100,660	Navajo.....	Kingston.....	1895	Kingston, Ont.....	163 0	23 5	8 1	208	125	50 sc...	Georgetown Saw Mill Co., Ltd., Georgetown, B.C.
99,789	Nell.....	Victoria.....	1887	Georgetown, B.C.....	25 2	6 2	2 9	2	2	2 sc...	R. Campbell, Bracebridge, Ont.
88,531	Nellie	Hamilton.....	1886	Hamilton, Ont.....	39 6	7 4	3 9	7	3	6 sc...	J. N. Leeman, Smith's Falls, Ont.
96,901	Nellie.....	Kingston.....	1882	Kingston, Ont.....	42 7	13 4	4 2	13	7	8 sc...	Jos. Goodwin, Toronto, Ont.
92,660	Nellie Bly	St. Catharines ..	1890	Port Dalhousie, Ont....	41 1	9 0	4 2	8	5	3 sc...	Edward Miller and H. R. Annett, I.O., Gaspé, Que.
103,938	Nellie H.....	Chatham, N.B.....	1897	Chatham, N.B.....	55 3	11 4	6 0	25	17	2 sc...	J. D. McDonald, Lambton, Ont.
116,483	Nellie H.....	Wallaceburg.....	1900	Detroit, Mich., U.S.A..	70 5	16 8	8 4	56	29	90 sc...	H. W. Richardson, Kingston, Ont.
90,541	Nellie Reid.....	Montreal.....	1886	Buffalo, N.Y., U.S.A..	20 8	5 6	2 5	3	2	1 sc...	Geo. Sutherland, Essex Centre, Ont.
94,846	Nellie S.....	Windsor, Ont.....	1885	Detroit, Mich., U.S.A..							

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107,467	Nellie T.	Lindsay	1894	Lindsay, Ont	36 0	6 5	2 7	5	3	6	pa...	Michael Dovey, Lindsay, Ont.
103,596	Nelson	Charlottetown	1896	Charlottetown, P.E.I.	50 7	13 8	5 2	33	17	7	se...	The Grand Valley Co., Ltd., Quebec, Que.
88,667	Nelson	Chatham, N.B.	1885	Chatham, N.B.	78 4	14 7	7 0	64	44	21	se...	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	Lobnière, Que.	32 6	8 8	2 8	11	8	8	se...	John Breakey, Quebec, Que.
88,682	Neptune	St. John, N.B.	1885	Portland, N.B.	73 5	17 7	7 9	71	48	32	se...	R. Thomson and J. H. Thomson, St. John, N.B.
103,255	Nerid	St. John, N.B.	1895	St. John, N.B.	50 6	14 2	5 4	39	20	13	se...	J. W. Smith, St. John, N.B.
103,056	Nerid	Yarmouth	1894	Yarmouth, N.S.	36 0	11 0	5 6	12	8	1	se...	H. B. Carr, Yarmouth, N.S.
	New York	Montreal	1870	Sorel, Que.	126 1	23 0	8 2	311	143			H. A. Chillas, Nicolet, Que.
111,813	Newera	Vancouver	1901	Vancouver, B.C.	52 5	13 6	5 6	56	37	9	se...	Herbert Whitaker, Vancouver, B.C.
85,761	Newport	Montreal	1879	Georgetown, Que.	47 0	12 0	6 0	12	8	20	se...	Hy. H. Caswell, Newport, Vt., U.S.A.
53,589	Niagara	Ottawa	1856 1901	Glasgow, G.B. re-built.	159 0	21 1	10 4	396	215	28	se...	J. de C. Hepburn and B. R. Hepburn, J.O., Picton, Ont.
111,948	Night Hawk	New Westminster	1902	New Westminster, B.C.	42 0	7 5	3 5	10	7	8	se...	W. J. Briggs, M.O., New Westminster, B.C.
103,393	Nile	Deseronto	1870	Battersea, Ont.	90 1	19 1	6 0	96	49	20	se...	The Rathbun Co., Deseronto, Ont.
103,957	Nile	Montreal	1894	Sorel, Que.	71 1	11 1	4 0	28	19	22	se...	The Minister of Public Works, Ottawa, Ont.
107,086	Nilka	Ottawa	1897	Ottawa, Ont.	24 8	5 7	1 8	1	1	4	se...	John Jamieson, et al., Ottawa, Ont.
90,524	Nina	Chatham, Ont.	1889	Rondeau, Ont.	32 0	9 5	4 8	11	9	10	se...	J. Cooper, Chatham, Ont.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont	45 0	11 0	5 5	7	5	3	pa...	A. F. D. MacGachan and W. A. Weir, J.O., Rat Portage, Ont.
92,443	Nipissing	Toronto	1887	Gravenhurst, Ont.	125 0	21 0	7 6	275	207	23	pa...	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
103,682	Niska	"	1897	Milford Bay, Ont.	36 0	8 0	3 8	9	6	3	se...	Robt. J. Stroud, Milford Bay, Ont.
107,465	Nobby	Lindsay	1883	Peterborough, Ont.	25 0	5 5	2 2	2	1	1	se...	Thomas Kolson, Fencelon Falls, Ont.
100,025	Necross	Toronto	1887	Tamara Island, Ont.	45 0	11 5	5 2	20	14	7	se...	The French River Boom Co., Toronto, Ont.
100,937	Nokomis	Ottawa	1887	Morristown, N.Y., U.S.A.	55 6	10 0	3 9	25	17	—	se...	W. C. Edwards, Rockland, Ont.
71,269	Nora	Montreal	1886	Deseronto, Ont	50 0	9 6	4 0	28	19	15	se...	Honoré Bonenfant, Charlevoix, Que.
100,208	Nora	Vancouver	1889	Port Essington, B.C.	45 0	10 5	5 0	19	13	2	se...	H. Bell-Irving, Vancouver, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
103,380	Nora.....	Winnipeg.....	1895	Rat Portage, Ont.....	41 0	11 1	3 7	20	14	1 sc...	D. L. Mather, Rat Portage, Ont.	
112,044	Nord.....	Quebec.....	1902	Peribonca, Que.....	62 2	15 2	4 5	56	38	3 sc...	Edward S. Vignette, Peribonca, Que.	
107,244	Normansell.....	New Westminster.....	1890	Maple Ridge, B.C.	29 0	6 3	2 8	5	3	1 sc...	S. T. Teece, New Westminster, B.C.	
83,443	Norseman.....	Goderich.....	1864	St. Catharines, Ont.....	177 2	28 4	12 2	620	400	200 sc...	N. Dymont, and A. E. Dymont, J.O., Barrie, Ont.	
88,323	Nordi.....	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 Quinté Steamboat Co., Ltd., Kingston, Ont.	
107,614	North River.....	Ottawa.....	1899	Kippewa, Que.....	50 2	18 0	4 0	22	11	20 pa.	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.	
107,725	North Vancouver.....	Vancouver.....	1900	Vancouver, B.C.....	73 4	20 1	6 7	101	71	19 sc...	Corporation of North Vancouver, B.C.	
71,193	Northern Light...	Ottawa.....	1876	Lévis, Que.....	133 2	25 0	14 7	393	267	120 sc...	Minister of Marine and Fisheries, Ottawa, Ont.	
116,941	Northern Light...	Rat Portage.....	1903	Rat Portage, Ont.....	32 0	9 0	1 0	17	12	8 sc...	G. H. Draper, Rat Portage, Ont.	
96,957	Northumberland...	Charlottetown.....	1891	Newcastle-on-Tyne, G.B.	220 0	33 1	20 4	1255	51	350 sc...	John Ings, Charlottetown, P.E.I.	
85,364	Nosbonsing.....	Ottawa.....	1884	Lake Nosbonsing, Ont...	56 6	11 8	4 6	25	19	8 sc...	J. R. Booth, Ottawa, Ont.	
.....	Novelty.....	Port Hope.....	1861	Pall Lake, Ont.....	80 0	16 7	5 5	65	57	.....	Mosson Boyd, Boicaygon, Ont.
80,069	Novelty.....	St. John, N.B.....	1881	Hampton, N.B.....	60 0	12 3	1 1	4	27	7 pa.	Edward A. Todd, Hampton, N.B.	

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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	Nynoea.....	Hamilton.....	1896	Hamilton, Ont.....	52 5	11 0	4 7	25	13	75 se...	G. F. Beaumont, Muskoka, Ont.
112,171	Nymph.....	Toronto.....	1902	Milford Bay, Ont.....	75 0	10 8	5 0	29	20	14 se...	Robt. J. Strond, Milford Bay, Ont.
80,713	Oak Bay.....	Paspébiac.....	1884	Oak Bay, Que.....	68 0	16 6	4 0	26	23	80 pa...	J. D. Sowerby, Oak Bay, Que.
(n) 88,633	Ocean.....	St. Catharines.....	1872	Port Dalhousie, Ont.....	137 0	23 3	11 7	684	454	100 se...	Wierworth Navigation Co., Toronto, 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.
100,945	Odessa.....	Collingwood.....	1894	Collingwood, Ont.....	32 0	8 0	7 6	12	8	2 se...	A. L. Nickerson, M.O., Midland, Ont.
111,460	Ozema.....	Winnipeg.....	1901	Selkirk, Man.....	55 5	11 5	4 5	29	14	2 se...	Dominion Fish Co., Ltd., Winnipeg, Man.
94,931	Ogemah.....	Port Hope.....	1889	Lindsay, Ont.....	85 0	15 0	5 0	72	45	45 pa...	Trent Valley Navigation Co., Bobcagegon, Ont.
116,281	Ohm.....	Halifax.....	1902	Dartmouth, N.S.....	24 5	5 2	3 0	2	2	4 se...	Walter S. DeBlois, Halifax, N.S.
112,305	Okema.....	Winnipeg.....	1902	Winnipeg, Man.....	20 5	5 5	2 7	4	3	— se...	Superintendent General of Indian Affairs, Ottawa, Ont.
112,068	Ojibawaya.....	Peterborough.....	1902	Coneastota, N.Y., U.S.A.	16 2	4 4	1 7	1	1	1 se...	Mrs. F. A. Price, Missauga, Ont.
100,038	Ojibway.....	Toronto.....	1892	Toronto, Ont.....	130 5	21 6	8 7	194	132	18 se...	G. T. Marks, Port Arthur, Ont.
107,441	Old Pioneer.....	Vancouver.....	1898	Vancouver, B.C.....	39 5	8 0	4 0	10	7	1 se...	A. J. Mangold, London, Eng.
100,043	Olga.....	Brookville.....	1896	Brookville, Ont.....	33 0	8 5	4 0	5	4	7 se...	John McLaren, Brockville, Ont.
116,277	Olive.....	Halifax.....	1903	Dartmouth, N.S.....	62 0	14 3	6 0	35	21	40 se...	Henry Beazley, Halifax, N.S.
107,623	Olive.....	New Westminster.....	1899	Nicomen, B.C.....	72 0	12 5	3 5	71	45	4 pa...	John Leckie and T. F. E. Kinnell, J.O., Vancouver, B.C.
71,084	Olive.....	Ottawa.....	1875 1901	Smith's Falls, Ont..... Ottawa, Ont.....	95 0	18 5	6 4	151	103	60 se...	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
103,433	Olive.....	".....	1895	North Bay, Ont.....	25 6	6 0	3 0	2	1	4 se...	G. W. Leach, et al., North Bay, Ont.
107,106	Olive.....	Victoria.....	1896	Victoria, B.C.....	29 0	9 2	3 2	6	4	3 se...	S. W. Buckman, Victoria, B.C.
107,514	Olive May.....	".....	1898	Lake Bennett, B.C.....	60 0	16 7	5 0	85	54	3 pa...	N. B. Raymond, White Horse, Y.T.
107,932	Omega.....	New Westminster.....	1900	".....	98 8	21 0	5 2	127	86	13 se...	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 se...	L. Kiekham, Vancouver, B.C.
92,382	Onagauch.....	Kingston.....	1887	Kingston, Ont.....	47 2	10 0	3 9	19	13	12 se...	H. Fraser, Port Cockburn, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.			
90,708	Oreadia.....	Goderich.....	1888	Goderich, Ont.....	54 3	14 0	5 2	23	16	30 se...	John Morrison, Port Coldwell, Ont.	
103,850	Onamaniche.....	Ottawa.....	1896	Ottawa, Ont.....	23 9	5 8	2 4	1	1	3 se...	E. A. Parsons, <i>et al.</i> , Ottawa, Ont.	
88,623	Onaping.....	Windsor, Ont.....	1870	Saginaw South, Mich., U.S.A.	120 0	19 0	7 6	256	174	300 se...	John Charlton, Lynedoch, Ont.	
116,835	Onawa.....	Kingston.....	1904	Gananoque, Ont.....	29 6	5 4	2 7	2	2	6 se...	Wm. J. Reid, Gananoque, Ont.	
103,798	Oneita.....	Shelburne.....	1899	Lockeport, N.S.....	52 2	12 3	5 3	15	10	13 se...	Freeman Payzant, Lockeport, N.S.	
90,562	Ongiara.....	Toronto.....	1885	Toronto, Ont.....	90 5	18 4	5 4	98	64	80 se...	The Niagara Navigation Co., Ltd., Toronto, Ont.	
.....	Ontario.....	Hamilton.....	1870	Hamilton, Ont.....	63 5	12 0	6 0	41	28	....	J. W. Steinhoff, Wallaceburg, Ont.
94,885	Ontario.....	Montreal.....	1890	Owen Sound, Ont.....	297 0	41 3	14 9	1615	1018	300 pa...	Canadian Pacific Railway Co., Mon- treal, 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 se...	R. Walker, M.O., Township of Wood, Ont.	
116,707	Ontarize.....	Quebec.....	1902	Indian Cove, Que.....	43 2	9 4	4 4	18	12	3 se...	Harold Kennedy, Quebec, Que.	
111,973	Onward.....	Southampton..	1902	Kincardine, Ont.....	57 0	12 0	6 0	22	15	3 se...	John McGaw, Kincardine, Ont.	
112,173	Ophir.....	Toronto.....	1902	Parry Sound, Ont.....	41 8	9 0	4 4	11	8	1 se...	Milton Pearce, Parry Sound, Ont.	
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.	

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100,947 Oradiah.....	Collingwood.....	1894	Collingwood, Ont.....	52 0	11 8	5 8	26	18	2 se...	John Bowman, Rossport, Ont.
107,590 Oriana.....	Lindsay.....	1899	Little Britain, Ont.....	29 5	5 1	3 0	3	2	3 se...	James Glass, Little Britain, Ont.
116,270 Oriana.....	Toronto.....	1903	Buffalo, N.Y., U.S.A.....	79 0	15 0	9 0	68	46	14 se...	Robert E. Menzie, <i>et al.</i> , Toronto, Ont.
111,610 Orillia.....	New Westminster...	1901	New Westminster, B.C.....	36 0	8 2	3 0	12	9	1 se...	Leonard Wilson, New Westminster, B.C.
92,431 Oriole.....	Toronto.....	1886	Gravelhurst, Ont.....	75 0	14 5	4 4	75	48	4 se...	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 se...	G. J. Blackman, Vancouver, B.C.
100,031 Orion.....	Kingston.....	1872	Welland, Ont.....	173 8	29 5	12 5	846	497	30 se...	Reid Newfoundland Co., St. John's, Nfld.
112,148 Oriska.....	".....	1903	Kingston, Ont.....	38 8	8 1	3 3	6	4	3 se...	Wm. Morris, Toronto, Ont.
107,235 Orleans.....	Quebec.....	1898	Lévis, Que.....	118 0	28 0	9 2	269	183	52 se...	La Compagnie Maritime Industrielle de Lévis, Que.
116,633 Oro.....	Rat Portage.....	1898	Hamilton, Ont.....	25 8	6 0	2 8	2	1	1 se...	Grace Mining Co., Ltd., Ridgeway, Ont.
103,908 Oscar.....	Victoria.....	1897	Victoria, B.C.....	81 0	21 0	7 0	95	61	8 se...	J. F. Fell, Victoria, B.C.
103,668 Ospray.....	Winnipeg.....	1896	Gimli, Man.....	49 0	11 0	4 5	21	14	1 se...	H. Armstrong, Portage la Prairie, Man.
107,138 Osprey.....	Goderich.....	1902	Goderich, Ont.....	72 4	15 1	6 8	42	28	17 se...	James Purvis, Gore Bay, Ont.
92,768 Osprey.....	Quebec.....	1889	Quebec, Que.....	30 0	10 8	3 5	10	7	21 se...	J. S. Thon, Quebec, Que.
97,016 Osprey.....	St. Catharines.....	1895	Port Robinson, Ont.....	32 0	9 6	3 2	6	4	6 se...	Dan Lang, Aldborough, Ont.
107,488 Ossifrago.....	Sault Ste. Marie.....	1886	West Bay City, Mich., U.S.A.	161 6	27 8	9 0	632	313	55 se...	Algonia 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. Whimott, Beammarie, Ont.
111,443 Ottawa.....	Ottawa.....	1909	Toronto, Ont.....	256 0	43 2	15 2	2431	1344	110 se...	J. R. Pooth, 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.
103,050 Ottawa.....	".....	1887	Arnprior, Ont.....	26 0	6 3	2 0	1	1	1 se...	H. P. 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.
116,450 Ottawa.....	Ottawa.....	1904	Ottawa, Ont.....	108 0	24 0	6 2	311	157	17 se...	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
111,662 Otter.....	Montreal.....	1899	Longueuil, Que.....	24 9	7 8	3 1	3	2	1 se...	R. J. Durely, Montreal, Que.
103,632 Otter.....	Ottawa.....	1895	Kippewa, Que.....	48 2	16 0	3 6	21	12	20 pa...	Alex. Jamieson, 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.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
64,452	Onangoudy.	St. John, N.B.	1870	St. John, N.B.	114 0 Ft.	29 2 Ft.	9 7 Ft.	295	99	90 hp.	The Mayor, Aldermen and Commonality, St. John, N.B.
92,392	Outlet Queen.	Kingston.	1888	Warkenton, Ont.	43 3	9 4	3 6	18	12	5 sc.	Wm. Black, Belleville, Ont.
103,451	Ovide.	Montreal.	1897	Sorel, Que.	57 9	13 9	2 4	17	10	1 hp.	Joseph Paul, Sorel, Que.
103,258	Owl (The).	"	1887	Georgetown, Que.	32 9	7 3	2 9	4	3	1 sc.	L. J. Courtois, Courtois, Ont.
92,286	P. S. Hiesordt.	Owen Sound.	1887	Owen Sound, Ont.	66 0	16 0	6 0	45	31	30 sc.	W. J. Bell, Sudbury, Ont.
100,756	Papoose.	Windsor, Ont.	1893	Bronte, Ont.	71 5	18 3	5 7	57	39	4 sc.	Alfred H. Clark, Windsor, Ont.
116,323	Parsboro.	Parsboro'	1903	Parsboro', N.S.	63 9	17 7	7 0	57	26	20 sc.	J. N. Pugsley, Parnsboro', N.S.
103,641	Parthia.	Kingston.	1896	Garden Island, Ont.	126 8	38 3	7 1	198	84	47 hp.	The Calvin Co., Ltd., Garden Island, Ont.
109,234	Pastime.	Halifax.	1885	Halifax, N.S.	69 7	20 3	6 5	68	46	18 sc.	L. Hedder, Halifax, N.S.
111,751	Pastime.	Rat Portage.	1901	Rat Portage, Ont.	42 0	7 0	3 2	15	11	1 sc.	J. A. McCrossen, Rat Portage, Ont.
116,947	Pathfinder.	Rat Portage.	1903	Prince Albert, N.W.T.	66 0	12 5	4 0	23	16	— sc.	Richard Deacon, Prince Albert, N.W.T.
1074,275	Patrick Murphy.	Quebec.	1876	Quebec, Que.	35 6	9 3	3 5	10	4	12 sc.	Martin Phillips, St. Colombe de Silvery, Que.
116,115	Patsy.	Victoria.	1898	Gabriola Island, B.C.	33 5	2	3 9	7	5	1 sc.	James Deguen, Gabriola Island, B.C.

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111,468	Pawnee.	Sydney	1890	Athens, N.Y., U.S.A.	115	8	23	9	5	7	107	65	130	se	Cape Breton Electric Co., Sydney, N.S.
107,872	Pearl	Lindsay	1899	Bohceygon, Ont.	35	0	7	2	3	0	6	4	6	se	James Lewis, Bohceygon, Ont.
116,406	Pearl	Victoria	1901	Vancouver, B.C.	29	7	7	7	3	0	3	2	1	se	G. Stanley Harris, Pender Island, B.C.
90,803	Pearl	New Westminster	1884	Seattle, Wash., U.S.A.	62	4	14	5	3	4	75	54	30	pa.	John H. Lowe, Vancouver, B.C.
83,420	Pearl	Port Hope	1885	Peterborough, Ont.	30	0	7	5	2	2	8	5	5	se	H. Calcutt, Peterborough, Ont.
112,470	Pearl	Toronto	1902	Parry Sound, Ont.	35	0	7	9	2	5	6	4	1	se	Robt. G. Aird, Parry Sound, Ont.
111,953	Peerless	New Westminster	1901	New Westminster, B.C.	92	0	20	5	9	5	128	89	39	se	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
85,314	Peerless	New Westminster	1881	Kamloops, B.C.	133	0	25	5	5	0	307	256	75	pa.	John A. Mara, M.O., Kamloops, B.C.
97,282	Peerless	Sydney	1884	Athens, N.Y., U.S.A.	90	0	20	0	6	0	94	81	30	se	Cape Breton Electric Co., Ltd., Sydney, N.S.
107,828	Pekin	Halifax	1900	Moser's River, N.S.	90	4	18	5	7	5	85	50	65	se	A. F. Cameron, Sherbrooke, N.S.
103,434	Pembroke	Ottawa	1895	Pembroke, Ont.	104	5	28	2	6	6	194	122	30	pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
117,006	Pender	Vancouver	1904	Vancouver, B.C.	33	7	9	7	5	2	16	11	1	se	G. S. Harris and H.B. Harris, Pender Island, B.C.
111,914	Penetang	Toronto	1901	Owen Sound, Ont.	82	0	16	5	9	8	100	64	21	se	First Brook Box Co., Ltd., Toronto, Ont.
116,598	Pennsylvania	Montreal	1901	Cleveland, O., U.S.A.	158	0	35	4	8	4	428	379	6	se	St. Lawrence Terminal Co., Ltd., Hamilton, Ont.
111,987	Penny	Vancouver	1896	Seattle, Wash., U.S.A.	25	0	6	8	2	9	3	2	6	se	H. H. Hayden, Vancouver, B.C.
96,394	Penticton	New Westminster	1890	Okanagan Lake, B.C.	70	0	16	0	6	0	50	34	4	se	B. Lequime, M.O., Kelowna, B.C.
100,531	Percy Cann.	Yarmouth	1892	Meteghan, N.S.	77	0	17	1	6	6	80	56	13½	se	H. B. Cann, Yarmouth, N.S.
92,379	Peri	St. John, N.B.	1888	Rothsay, N.B.	38	4	8	9	2	8	12	8	15	se	A. H. FitzRandolph, Fredericton, N.B.
100,470	Peribonca	Quebec	1892	Roberval, Que.	90	0	21	8	6	2	179	113	28	pa.	E. F. Wirtdele, Quebec, Que.
97,013	Persia	St. Catharines	1873	St. Catharines, Ont.	144	0	26	2	12	2	757	500	58	se	Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.
107,826	Pert.	Victoria	1890	Upper Columbia River, B.C.	49	8	10	0	2	6	6	4	1	se	Robert Miller, Golden, B.C.
103,863	Petrel	Halifax	1898	Halifax, N.S.	29	5	8	5	3	5	6	4	5	se	J. N. Hume, Halifax, N.S.
96,917	Petrel	Kingston	1892	Collin's Bay, Ont.	129	2	26	3	9	6	346	199	80	se	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
103,040	Petrel	Ottawa	1892	Owen Sound, Ont.	116	0	22	0	10	3	192	98	50	se	The Minister of Marine and Fisheries, Ottawa, Ont.
107,217	Petrel	Winnipeg	1899	Westbourne, Man.	120	0	26	0	6	0	168	94	5	se	The Manitoba Union Mining Co., Ltd., Winnipeg, Man.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
111,952	Pheasant.....	New Westminster ..	1904	Langley, B.C.	112 0	17 2	5 0	251	158	9 sc ...	J. Alexander Cunningham, New Westminster, B.C.
103,694	Philadelphia	Sault Ste. Marie....	1896	Sault Ste. Marie, Mich.,	90 6	19 0	14 8	148	88	31 sc ...	Algoma Central & H. B. Ry., Sault Ste. Marie, Ont.
116,837	Phoebe	Kingston.....	1904	Kingston, Ont.....	40 6	8 4	3 3	11	7	2 sc ...	John H. Wilcott, Beaumaris, Ont.
111,571	Phoenix	Toronto	1900	Huntsville, Ont.	50 0	11 2	4 8	29	20	7 sc ...	Huntsville Lake of Bays & Lake Sturge- on Nav. Co., Ltd., Huntsville, Ont.
103,480	Phoenix	Vancouver	1896	Ballard, Wash., U.S.A.	75 0	7 0	16 0	87	54	11 sc ...	H. Bell-Irving & Co., Ltd., Vancouver, B.C.
.....	Pierrepont.....	Kingston.....	1871	Kingston, Ont.....	123 0	18 8	7 1	252	153	.....	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
103,567	Pierreville.....	Montreal	1896	St. Thomas de Pierre- ville, Que.	77 0	24 1	4 1	42	20	8 pa ...	Jos. Côté, Pierreville, Que.
88,294	Pilgrim	Quebec	1884	St. Nicholas, Que.....	122 0	22 4	7 4	262	165	32 pa ...	H. S. Folger, Kingston, Ont.
88,303	Pilot.....	"	1884	Lévis, Que.....	109 0	32 5	13 7	427	269	75 sc ...	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 sc ...	Mrs. Carrie E. Pratt, Parry Sound, Ont.
116,439	Pilot.....	Vancouver.....	1897	.....	25 0	6 5	2 8	2	2	6 sc ...	Charles G. Johnson, Vancouver, B.C.
111,790	Pilot.....	Victoria	1902	Pilot Bay, B.C.	31 0	7 4	3 2	8	5	1 sc ...	Fred. Cogle, Pilot Bay, B.C.
107,109	Pilot.....	"	1898	Chenamus, B.C.....	127 5	24 8	12 0	279	148	90 sc ...	Jas. Dunsmuir, Victoria, B.C.
116,289	Pioneer.....	Halifax.....	1904	Malone Bay, N.S.....	41 4	10 8	5 2	15	11	15 sc ...	James F. Roel, Halifax, N.S.

— se	8	16	3 5	13 0	60 0	Wineta, Man.	1902
112,306 Pioneer.	14 se	19	28	4 6	49 0	Napanee, Ont.	1879
75,913 Pioneer.	9 se	27	40	7 0	64 7	Lachine, Que.	1863
103,102 Plover.	12 se	38	56	5 0	68 5	North Hatley, Que.	1894
116,555 Pechabontas.	4 pa	20	32	3 7	36 0	Muskoka Mills, Ont.	1885
92,727 Pechabontas.	16 se	332	490	8 0	151 2	Philadelphia, Pa., U.S.A.	1904
116,725 Pokanoket.	180 se	336	533	16 5	118 5	Lévis, Que.	1883
85,759 Polaris.	5 se	3	4	3 5	29 6	Quebec, Que.	1899
111,494 Pole Nord.	98 se	521	807	15 5	198 7	Sunderland, G.B.	1870
62,598 Polino.	3 se	3	5	3 2	42 5	Bristol, R.I., U.S.A.	1877
88,231 Ponon.	75 pa	97	116	6 7	86 7	Arnprior, Ont.	1901
111,864 Pontiac.	20 pa	9	15	3 6	40 0	Simcoe, Ont.	1903
116,334 Pontiac.	1 pa	8	13	3 5	50 0	Popeau, B.C.	1894
100,687 Popcun.	35 se	25	37	6 3	52 4	Port Elgin, Ont.	1886
90,765 Port Elgin Queen.	75 pa	189	382	9 6	138 0	Lévis, Que.	1864
51,334 Powerful.	20 se	18	29	2 6	54 0	Rexton, N.B.	1900
94,798 Powerful.	56 se	533	899	8 0	202 0	Sorel, Que.	1896 1898 1903
103,557 Préfontaine.	6 se	6	9	4 8	38 0	Chatham, N.B.	1903
112,106 Premier.	32 se	282	414	8 9	126 0	Selkirk, Man.	1896
103,652 Premier.	9 se	16	23	5 0	53 0	Owen Sound, Ont.	1899
107,534 Primrose.	42 pa	119	189	6 8	140 2	Toronto, Ont.	1890
94,990 Primrose.	1 se	6	9	4 0	37 0	Peterboro, Ont.	1902
112,294 Primrose.	10	20	20	5 0	60 2	Brookville, Ont.	1897
Prince Alfred.	24 se	64	127	8 4	97 0	Shelburne, N.S.	1901
107,349 Prince Albert.	12 pa	12	18	3 0	58 0	Deseronto, Ont.	1885
80,955 Prince Edward Ferry.							

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
103,535	Princess.....	Charlottetown	1896	Grangemouth, G.B.....	165 0	26 0	17 7	542	252	90 sc ..	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
	Princess.....	Montreal.....	1872	Montreal, Que.....	141 9	22 4	7 8	527	298	.....	Ottawa River Navigation Co., Montreal, Que.
78,006	Princess.....	Winnipeg.....	1881 1900	Winnipeg, Man. Selkirk, "	146 5	25 0	9 6	405	229	33 sc ..	The Northwest Navigation Co., Ltd., Winnipeg, Man.
116,405	Princess Beatrice..	Victoria	1903	Victoria, B.C.....	193 4	37 4	15 2	1290	635	124 sc ..	Canadian Pacific Railway Co., Montreal, Que.
107,202	Princess Helen.....	Winnipeg	1898	Wakfield, G.B.....	22 4	6 5	2 4	2	1	1 sc ..	A. J. Tempest, Edmundton, N.W.T.
77,903	Princess Louise.....	Cornwall.....	1879 1888	Ogdensburg, N.Y., U.S.A.	67 7	13 0	4 2	26	18	25 sc ..	A. Smallman, Dundee, Que.
77,634	Princess Louise.....	Kingston	1879	Wolfe Island, Ont	94 0	18 5	4 9	115	71	30 sc ..	Eden A. Johnson, L'Orignal, Ont.
72,682	Princess Louise.....	Victoria	1869	New York, U.S.A	184 0	30 0	13 0	932	544	75 pa. ..	Canadian Pacific Railway Co., Montreal, Que.
109,860	Princess May.....	Vancouver ..	1888	Newcastle-on-Tyne, G.B.	249 0	33 2	17 7	1394	637	450 sc ..	Canadian Pacific Ry. Co., Montreal, Que.
103,646	Priscilla.....	Toronto	1897	Kingston, Ont	53 2	9 2	1 6	20	14	15 sc ..	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor.....	Vancouver.....	1900	Nelson, B.C.....	65 0	14 4	5 2	43	29	13 sc ..	Canadian Pacific Railway Co., Montreal, Que.
107,865	Prospector.....	Dawson.....	1901	White Horse, V.T	110 9	22 2	4 5	263	165	10 pa. ..	R. P. McLehau, Dawson, V.T.
111,819	Psyche.....	Vancouver.....	1901	Vancouver, B.C.....	28 4	6 4	2 9	3	2	2 sc ..	Chas. Whitey, Vancouver, B.C.
111,350	Pannigan.....	New Westminster...	1903	Golden, B.C.....	110 0	20 5	4 0	246	155	4 pa. ..	The Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Référé.		
100,935	R. Hurdman.	Ottawa.	1892	Kippewa, Que.	103 0	19 7	6 6	93	68	45 sc.	A. Lumsden, Ottawa, Ont.
98,529	R. Watts.	Hamilton.	1887	Hamilton, Ont.	24 8	6 5	3 8	57	18	5 sc.	Robert Watts, Hamilton, Ont.
103,926	Rainbow.	Peterborough.	1898	Birdsall, Ont.	71 1	11 7	3 7	51	34	6 sc.	Francis Burnett, Birdsall, Ont.
90,725	Ralph E. S.	Halifax.	1886	Mahone Bay, N.S.	56 0	13 2	6 2	27	19	20 sc.	J. A. Gray, Sambro, N.S.
111,932	Rambler.	Lindsay.	1901	Lindsay, Ont.	38 0	8 0	3 3	9	8	6 pa.	Alex. Cullon, Lindsay, Ont.
107,591	Rambler.	Owen Sound.	1898	Owen Sound, Ont.	48 2	8 8	5 0	6	1	14 sc.	Waterous Engine Co., Ltd., Bramford, Ont.
107,180	Rambler.	Port Arthur.	1891	Superior, Wis., U.S.A.	30 0	9 0	4 0	6	3	8 sc.	Geo. A. McLaurin, Savanne, Ont.
116,206	Rambler.	Toronto.	1943	Toronto, Ont.	70 0	10 0	3 5	39	25	10 sc.	S. F. McKimmon, Toronto, Ont.
117,003	Rambler.	Vancouver.	1904	Vancouver, B.C.	23 0	6 2	2 6	2	1	— sc.	Cyril J. Haney, Port Haney, B.C.
103,655	Rambler.	Winnipeg.	1896	Rat Portage, Ont.	46 7	10 4	1 5	26	18	1 sc.	C. G. Pennock, <i>et al.</i> , Rat Portage, Ont.
107,253	Ramona.	New Westminster.	1895	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 sc.	Mrs. Sarah C. Malone, Trois Rivières, Que.
103,239	Randolph.	St. John, N.B.	1891	St. John, N.B.	38 3	10 3	3 3	9	6	8 sc.	Frederickson Boom Co., Fredericton, N.B.
92,365	Ranger.	Deseronto.	1888	Kingston, Ont.	46 5	10 6	4 3	14	8	25 sc.	The Rathlum Co., Deseronto, Ont.

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.....	Ranger.....	Port Hope.....	1884	Lindsay, Ont.....	74 0	13 0	5 0	53	40	Geo. Crandell, Lindsay, Ont.
94,841	Ranger.....	Windsor, Ont.....	1888	Walkerville, Ont.....	44 4	7 5	3 7	8	5	Wm. Parker, Sandwich, Ont.
112,250	Raven.....	Vancouver.....	1902	Friday Harbour, U.S.A.	4 0	13 0	6 4	25	17	N. J. Mayhew, Vancouver, B.C.
100,650	Recluse.....	Brockville.....	1897	New York, N.Y., U.S.A.	18 5	8 3	2 1	3	2	E. H. Bissett, Brockville, Ont.
88,471	Red River.....	Winnipeg.....	1882	Winnipeg, Man.....	125 0	26 0	6 8	166	113	Northwest Nav. Co., Ltd., Winnipeg, Man.
90,787	Red Star.....	Victoria.....	1887	Victoria, B.C.....	33 0	9 0	3 0	15	10	M. P. Reid, Kaslo, B.C.
94,805	Red Star.....	".....	1888	Enderby, B.C.....	57 0	14 0	3 0	37	23	R. P. Rithet, Victoria, B.C.
112,303	Redwing.....	Winnipeg.....	1904	Saskirk, Man.....	65 0	10 0	7 0	23	16	Dominion Fish Co., Ltd., Saskirk, Man.
88,499	Regina.....	Winnipeg.....	1885	Winnipeg, Man.....	32 0	8 5	4 5	7	5	J. D. Johnson, Rat Portage, Ont.
100,654	Reginald.....	Sarnia.....	1894	Garden Island, Ont.....	129 6	20 0	9 7	186	13	A. A. Wright, Toronto, Ont.
88,561	Reindeer.....	Kingston.....	1884	Kingston, Ont.....	74 0	17 2	5 3	58	34	James Collier, Fredericksburg, Ont.
97,115	Reliance.....	Collingwood.....	1892	Collingwood, Ont.....	121 0	23 0	11 6	311	182	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
85,281	Reliance.....	Deseronto.....	1881	Deseronto, Ont.....	120 0	23 5	9 0	239	169	The Rathbun Co., Deseronto, Ont.
103,166	Reliance.....	Vancouver.....	1897	New Westminster, B.C.	54 0	12 4	6 1	36	25	Anglo-British Columbia Packing Co., Ltd., London, Eng.
116,464	Reliance.....	".....	1903	Vancouver, B.C.....	26 8	8 6	3 9	9	6	John W. Hackett, Vancouver, B.C.
84,842	Relief.....	Quebec.....	1865	Mystic, Conn., U.S.A.	116 0	30 0	15 3	381	193	Antoine Gagnon, Quebec, Que.
71,116	Rescue.....	Collingwood.....	1878	Collingwood, Ont.....	56 0	13 5	6 0	20	17	Richard Power, M.O., Victoria Harbour, Ont.
88,244	Rescue.....	Deseronto.....	1885	Deseronto, Ont.....	62 0	16 0	7 0	52	36	The Rathbun Co., Deseronto, Ont.
92,573	Rescue.....	Halifax.....	.....	.....	104 0	21 8	7 5	124	84	Wm. McFarbridge, Halifax, N.S.
92,439	Rescue.....	Toronto.....	1886	Toronto, Ont.....	41 0	8 7	4 2	7	5	Mrs. Mary C. McMurchy and Alicia C. McMurchy, J.O., Toronto, Ont.
85,719	Reserve.....	Ottawa.....	1884	Buffalo, N.Y., U.S.A.	61 8	15 3	4 8	49	36	Minister of Marine and Fisheries, Ottawa, Ont.
88,241	Resolute.....	Deseronto.....	1883	Deseronto.....	136 6	37 8	10 3	372	262	The Rathbun Co., Deseronto, Ont.
78,554	Restigouche.....	Quebec.....	1877	Port Glasgow, U.K.....	229 7	31 0	16 1	945	463	North American Transportation Co., Ltd., Quebec, Que.
111,868	Reta.....	Ottawa.....	1902	Britannia, Ont.....	35 5	8 6	2 6	2	1	W. H. Rowatt, Ottawa, Ont.
107,589	Retta.....	Lindsay.....	1899	Lindsay, Ont.....	29 0	5 2	2 0	2	1	Joseph Brown, Lindsay, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
111,777	Revelstoke.....	Victoria.....	1902	Nakusp, B.C.	126 9 Ft.	22 7 Ft.	4 3 Ft.	309	179	10 ps... R.C.	Revelstoke Nav. Co., Ltd., Revelstoke, B.C.
116,594	Rex.....	Montreal	1893	Brooklyn, N.Y., U.S.A.	59 0	7 0	3 0	13	9	10 sc... G. F. Benson,	Montreal, Que.
116,208	Rheata.....	Toronto.....	1882	Tonawanda, N. Y., U.S.A.	48 0	12 4	5 7	27	18	9 sc... Mrs. Margaret M. Irvine,	Toronto, Ont.
69,613	Rhoda.....	Quebec.....	1874	Levis, Que.....	131 6	23 0	10 1	182	59	45 ps... J. H. Dorion,	Chateau Richer, Que.
77,576	Rhoda May.	Montreal.....	1877	Messina, N.Y., U.S.A..	50 0	9 8	4 5	18	12	10 sc... A. P. Ross,	Cornwall, Ont.
94,882	Richard.....	"	1890	Sorel, Que.....	148 6	28 3	12 4	466	279	34 ps... E. W. Hickey,	North Sydney, N.S.
33,476	Rachel-deu.....	Ottawa.....	1845	Montreal, Que.....	130 5	18 3	7 1	167	87	20 ps... S. Filgate,	Montreal, Que.
92,614	Richmond	Winnipeg.....	1887	Thunder Bay, Ont.....	39 4	11 0	4 8	14	10	2 sc... Joseph Brinson,	Port Arthur, Ont.
96,920	Rideau King.....	Kingston.....	1893	Kingston, Ont.....	107 0	23 4	6 0	266	197	12 sc... The Rideau Lakes Navigation Co., Ltd.,	Kingston, Ont.
107,742	Rideau Queen	"	1900	"	168 0	27 3	6 9	351	196	25 sc... "	"
107,855	Rideout	Dawson.....	1898	Stockton, Cal., U.S.A.	150 0	32 0	4 0	278	267	450 ps... A. J. Smilie, Dawson, Territory.	Yukon
111,946	Rifle.....	New Westminster..	1902	Kamloops, B.C.	45 0	11 0	3 5	37	23	2 ps... Geo. Brown,	M.O., Kamloops, B.C.
(a) 90,522	Ripple.....	Chatham, Ont.....	1884	Chatham, Ont.....	43 6	10 0	3 9	15	11	32 sc... R. E. Moore,	Lion's Head, Ont.
97,118	Ripple.....	Collingwood..	1892	Collingwood, Ont.....	32 0	8 0	3 7	5	4	1 sc... Peter Chesterfield, Richard's Landing, Ont.	

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73,557	Ripple.....	Kingston.....	1874	Portsmouth, Ont.....	38 0	8 6	3 3	13	10	2 se ...	C. Warren, Pembroke, Ont.
77,993	Ripple.....	Ottawa.....	1878	Hull, Que.....	43 9	8 8	4 6	16	10	14 se ...	W. H. Wylie, Carleton Place, Ont.
116,212	Ripple.....	Quebec.....	1902	Quebec, Que.....	39 6	9 5	4 5	13	9	3 se ...	John S. Thom, Quebec, Que.
112,047	Ripple.....	St. Catharines.....	1902	St. Joseph, Mich., U.S.A.....	15 4	5 3	3 7	2	1	1½ se ...	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's McNaughton Line Ltd. Montreal, Que.
96,894	River Belle.....	Ottawa.....	1891	Chalifeau Ling, Que.....	40 0	8 5	4 5	14	11	20 se ...	Daniel Johnson, Combermere, Ont.
100,335	Rivière du Loup.....	Montreal.....	1873 1895	Sorel, Que.....	104 8	22 7	4 6	199	130	19 pa ...	Narcisse Andair, L'Assomption, Que.
111,585	Rob Roy.....	Peterborough.....	1900 1904	Peterborough, Ont.....	41 0	7 4	3 4	13	10	½ se ...	Robert M. Roy, Peterborough, Ont.
111,915	Rob Roy.....	Toronto.....	1899	Pufferlaw, Ont.....	30 0	7 5	3 0	5	3	1 se ...	Norman Bonnet, Orillia, Ont.
100,732	Roé Roy.....	Windsor, N.S.....	1892	Mount Denison, N.S.....	52 0	10 2	5 0	14	10	12 se ...	T. W. McKinley and W. H. McKinley Mount Denison, N.S.
77,830	Robbie Burns.....	Halifax.....	1876	Dartmouth, N.S.....	72 4	25 0	7 0	89	73	20 se ...	W. Beazley and H. Beazley, Ferguson's Cove, N.S.
85,320	Robert Dunsuir.....	New Westminster.....	1883	New Westminster, B.C.....	105 0	17 5	6 7	232	146	75 pa ...	William Rogers, M.O., New West- minster, 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.
(a) 75,651	Robert Stoker.....	Quebec.....	1877	Quebec, Que.....	36 2	9 9	5 0	14	2	12 se ...	Mrs. Marie Vadeboncourt, Sorel, Que.
85,494	Rock.....	Collingwood.....	1883	Midland, Ont.....	43 6	11 8	6 8	14	10	16 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. DeGow, Fenlon Falls, Ont.
107,216	Rocket.....	Winnipeg.....	1899	Saskirk, Man.....	76 0	15 0	6 8	56	21	7 se ...	North-west Navigation Co. Ltd., Winnipeg, Man.
85,358	Rockland.....	Ottawa.....	1882	Rockland, Ont.....	65 5	16 0	9 2	78	50	50 se ...	Alex. Melnes, Cumberland, Ont.
112,297	Roddy.....	Winnipeg.....	1901	Saskirk, Man.....	34 5	10 3	3 0	14	10	1 se ...	The Imperial Fish Co. Ltd., Saskirk, Man.
92,512	Rodolpho.....	Montreal.....	1885	Sorel, Que.....	100 7	29 4	5 2	116	72	26 pa ...	Louis Tourville, Montreal, Que.
112,318	Rona.....	Liverpool.....	1903	Liverpool, N.S.....	75 2	19 3	7 5	70	42	se ...	His Majesty King Edward VII,
111,603	Rose.....	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 ...	Jas. F. Camiff, Toronto, Ont.
111,655	Rose Emma.....	Montreal.....	1900	St. Gabriel de Brandon, Que.	14 6	9 0	4 2	11	7	1 se ...	St. Gabriel Lumber Co. Ltd., Mont- real, Que.
95,265	Rosedale.....	Toronto.....	1888	Sunderland, G.B.....	246 1	35 0	21 1	1507	977	106 se ...	The St. Lawrence & Chicago Steam Nav. Ltd., Toronto, Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
103,565	Rosemont.....	Montreal	1896	Bill Quay, C.B.	245 0	41 0	18 4	1580	989	200 sc ..	The Montreal Transportation Co., Montreal, Que.	
111,660	Roseneath.. ..	Montreal	1901	Racine, Wis., U.S.A.....	20 0	5 5	2 6	1	1	1 sc ..	François R. F. Brown, Montreal, Que.	
107,177	Rosey May.....	Port Arthur.....	1898	Rosport, Ont.....	28 0	8 0	3 0	4	2	1 sc ..	George Gerard, Nepigon, Ont.	
100,670	Rosina.....	Kingston.....	.....	Cowes, Isle of Wight,	29 5	6 1	2 8	2	2	8 sc ..	L. B. Howland, Brockville, Ont.
80,588	Rosseau	Toronto	1880	Gravenhurst, Ont.	70 0	11 6	5 0	53	36	20 sc ..	The Snider Lumber Co., Ltd., Toronto 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.	
107,442	Rothsaw	"	1898	New Westminster, B.C.	144 0	30 0	5 0	553	348	17 pa ..	Rothsaw Shipping Co., Ltd., Van- couver, B.C.	
92,284	Rover	Owen Sound.....	1887	Owen Sound, Ont.	60 2	13 5	7 0	51	35	20 sc ..	E. H. Horsey, Owen Sound, Ont.	
103,632	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.	
97,108	Rover	Victoria	1891	Nanaimo, B.C.....	30 0	8 0	3 0	7	4	1 sc ..	John D. Foreman, Nanaimo, B.C.	
103,385	Rover	Winnipeg.	1895	Keewatin, Ont.	39 7	9 9	3 9	8	5	1 sc ..	Dominion Fish Co. Ltd., Winnipeg, Man.	
107,353	Roy	Toronto	1898	Victoria Harbour, Ont..	31 0	8 1	3 7	6	4	1 sc ..	August Cropp, Penetanguishene, Ont.	
77,702	Ruby.	Brockville.....	1878	Brockville, 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	1 sc ..	Chas. Stewart, Lansdowne, Ont.	

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116,991	Ruby	Ottawa	1903	Barry's Bay, Ont.	41 6	9 3	4 0	11	9	1 se	Ontario Corundum Co., Ltd., Toronto, Ont.
116,339	Ruby	Ottawa	1903	Hull, Que	31 0	7 1	3 0	2	2	4 se	F. L. Vandusen and A. Milne, J.O., Hull, Que.
111,382	Ruby	Peterborough	1893	Peterborough, Ont.	32 0	6 7	3 5	7	5	4 se	H. E. Ford, Norwood, Ont.
112,149	Rulo	Kingston	1903	Kingston, Ont.	47 0	7 3	3 3	9	6	5 se	J. H. Wilmoth, Monck, Ont.
75,660	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	4 6	3 6	3	2	1 se	W. H. Armstrong, Vancouver, B.C.
103,848	Russell	Ottawa	1896	Rockland, Ont.	79 8	17 0	7 0	76	45	57 se	W. G. 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 4	4 2	13	9	1 se	George Junior, Vancouver, B.C.
103,619	Ruth	Kingston	1899	Kingston, Ont.	59 5	13 7	7 9	36	18	60 se	Wm. Owen, Montebello, Que.
112,177	S. W. Marchmont	Toronto			97 0	16 0	5 5	89	60	2 se	S. W. Marchmont, Toronto, Ont.
100,197	Sadie	Victoria	1892	Victoria, B.C.	68 0	14 8	7 4	49	29	13½ se	George McGregor, M.O., Victoria, B.C.
69,524	Saginaw	Samia	1873	Port Huron, Mich., U.S.A.	142 0	25 5	10 0	357	243	150 se	The Great Lakes Towing Co., Ltd., Samia, Ont.
100,355	Saguway	Montreal	1891	Sorel, Que.	219 0	28 4	11 0	992	593	150 pa.	The Montreal Safe Deposit Co., Montreal, Que.
112,052	Saida	St. Catharines	1903	Dunnville, Ont.	32 9	13 6	5 0	14	10	20 se	James Crumb, Dunnville, Ont.
107,208	St. Alphonse	Winnipeg	1897	Fort Smith, N.W.T.	54 0	10 5	4 8	25	15	3 se	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
85,691	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, Ont.
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.
111,618	St. Charles	Quebec	1901	Quebec, Que.	46 8	11 0	5 6	23	16	5 se	Gabriel Picard, Quebec, Que.

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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	Algonac, Mich., U.S.A.	41 0	13 0	3 9	17	11	20 sc...	David Foster, Port Burwell, 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.	
71,620	St. Francis.....	Montreal.....	1875	Montreal, Que.....	80 0	17 0	7 8	56	38	45 sc...	The Minister of Public Works, Ottawa Ont.	
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	Simcoe, Ont.....	37 0	15 7	3 6	17	9	20 pa...	Geo. H. Perley, Ottawa, Ont.	
88,317	St. George.....	Quebec.....	1885	Quebec, Que.....	37 0	10 0	4 0	13	9	40 sc...	Wilbrod Jalbert, Quebec, Que.	
116,784	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.	
112,030	St. Henri.....	Quebec.....	1900	St. Henri, Que.....	84 6	19 9	7 2	101	68	7 sc...	William Price, Quebec, Que.	
103,200	St. Isidore.....	Chatham, N.B.....	1895	Chatham, N.B.....	96 2	23 1	5 5	142	89	31 pa...	J. B. Snowball Co., Ltd., Chatham, N. B.	
74,200	St. James.....	Montreal.....	1875	Montreal, Que.....	76 0	17 0	8 2	91	55	40 sc...	The Sincennes McNaughton Line, Ltd., Montreal, Que.	
112,007	St. Joe.....	Port Arthur.....	1902	Port Arthur, Ont.....	70 0	24 5	7 0	118	80	10 sc...	Jos. Servais, Port Arthur, Ont.	

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64,580	St. John	St. John, N.B.	1871	Portland, N.B.	55 7	15 6	8 1	47	32	26 se	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	Winnipeg	1893	Fort Chipewyan, N.W.T.	59 0	9 5	4 0	27	16	2 pa	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
88,572	St. Julian	Kingston	1884	Kingston, Ont.	48 0	8 6	4 0	20	14	8 se	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda	Chatham, N.B.	1898	Chatham, N.B.	65 2	18 0	4 0	56	35	16 pa	J. B. Snowball Co., Ltd., Chatham, Ont.
80,735	St. Laurent	Montreal	1880 1900	St. Nicholas, Que. " "	126 0	24 7	7 8	546	313	43 pa	Jos. Langlois, Montreal, Que.
88,336	St. Lawrence	Chatham, N.B.	1886	Quebec, Que.	68 0	15 2	6 7	51	11	50 se	T. M. Burns, Bathurst, N.B.
71,716	St. Lawrence	Halifax	1875	Renfrew, G.B.	169 1	30 0	13 3	467	290	60 se	Minister of Public Works, Ottawa, Ont.
66,657	St. Lawrence	Quebec		Bath, Me., U.S.A.	211 0	28 0	18 8	869	489	150 pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
80,942	St. Louis	Chatham, N.B.	1879	Chatham, N.B.	40 0	8 2	3 2	5	3	15 se	K. F. Burns, Bathurst, N.B.
71,622	St. Louis	Montreal	1875	Buffalo, N.Y., U.S.A.	67 0	15 0	8 6	34	23	30 se	Harbour Commissioners, Montreal, Que.
112,260	St. Louis	"	1900	Kingston, Ont.	60 0	14 0	4 0	29	20	22 se	St. Lawrence Yacht Co., Ltd., Dorval, Que.
111,628	St. Louis	Quebec	1901	Grandes Piles, Que.	43 4	11 2	4 5	17	11	2 se	Octave Neault, Grandes Piles, Que.
80,739	St. Louis	"	1880	St. Louis, Lotbinière, Que.	127 2	25 0	7 4	428	269	36 pa	La Compagnie des bateaux à vapeur de Deschambault et Lotbinière, Que.
112,042	St. Louis de Metabetchouan	Quebec	1902	Metabetchouan, Que.	51 8	12 0	4 5	30	20	2 se	Wm. Price, Quebec, Que.
111,485	St. Maurice	"	1900	St. Jacques des Piles, Que.	67 0	16 0	4 7	45	30	3 se	Joseph Coté, St. Jacques des Piles, Que.
100,730	St. Michael	Montreal	1893	Nicolet, Que.	47 6	12 1	3 6	16	10	6 pa	M. O. Shaugnessy, Nicolet, Que.
92,411	St. Nicholas	Chatham, N.B.	1888	Chatham, N.B.	75 2	16 6	7 7	62	42	30 se	J. B. Snowball Co., Ltd., Chatham, N. B.
71,641	St. Paul	Montreal	1875	Montreal, Que.	65 5	15 0	8 0	45	28	10 se	The Minister of Public Works, Ottawa, Ont.
71,623	St. Peter	"	1875 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	65 6	16 1	8 6	66	41	13½ se	Harbour Commissioners, Montreal, Que.
92,342	St. Roch	Quebec	1887	Quebec, Que.	41 2	9 6	4 6	18	8	15 se	George Leprohon, Three Rivers, Que.
100,802	St. Anne	"	1893	St. Anne de Chicoutimi, Que.	48 0	11 6	4 0	18	11	12 pa	E. Gagnon, Ste. Anne de Chicoutimi, Que.
111,665	Salaberry	Montreal	1902	Valleyfield, Que.	99 5	21 6	5 4	222	142	13½ se	Horace Sicotte, Valleyfield, Ont.
72,717	Salvy Jack	St. Catharines	1874	Buffalo, N.Y., U.S.A.	56 0	15 5	7 0	45	28	56 se	Lake Superior Tug Co., Ltd., Port Arthur, Ont.
90,821	Salvor	Halifax	1887	Port Medway, N.S.	53 0	21 0	6 5	45	35	25 se	Wm. Beazley, Halifax, N.S.
116,395	Salvor	Sarnia	1898	Bay City, Mich., U.S.A.	165 8	21 0	12 0	126	72	56 se	The Reid Wrecking Co., Ltd., Sarnia, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Imregistré.		
116,259	Sampson.....	Toronto.....	1903	Fessertton, Ont.....	36 0	10 0	3 4	12	8	2 pa...	W. W. Carter, Fessertton, Ont.
100,423	Sanison.....	Ottawa.....	1893	Simcoe, Ont.....	41 0	16 0	3 6	15	7	20 pa...	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
.....	Sanison.....	Montreal.....	1862	Montreal, Que.....	101 3	22 4	6 6	121	27	.....	Kingston & Montreal Forwarding Co., Kingston, Ont.
77,914	Sanison.....	Port Hope.....	1876	Lindsay, Ont.....	98 0	22 0	4 4	129	22	40 pa...	Franklin Crandell, Lindsay, Ont.
111,629	Sanison.....	Quebec.....	1901	Grandes Piles, Que.....	85 2	20 1	5 8	119	81	7 se...	Wm. Ritchie, Three Rivers, Que.
91,623	Sand King.....	Ottawa.....	1888	Ottawa, Ont.....	108 0	23 8	7 2	158	88	— se...	H. F. Cumming, Cornwall, Ont.
163,888	Sandford.....	Ottawa.....	1897	Goderich, Ont.....	72 4	16 5	7 5	56	38	60 se...	Geo. Ross, et al., Port Robinson, Ont.
107,451	Sandon.....	Vancouver.....	1898	Roseberry, B.C.....	76 0	16 9	6 2	97	66	193 se...	Canadian Pacific Railway Co., Montreal, Que.
91,888	Sandy.....	Montreal.....	1887	Sumnerstown, Ont.....	61 0	10 0	5 8	30	20	25 se...	C. A. McIntosh, L'Orignal, Ont.
111,857	Santa Cruz.....	Owen Sound.....	1903	Wikwemikong, Ont.....	53 0	13 0	5 6	106	97	16 se...	Julius Paquin, Wikwemikong, Ont.
163,218	Sarah Agnes.....	Ottawa.....	.....	Carleton Place, Ont.....	25 4	6 3	7 2	2	2	5 se...	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly.....	Kingston.....	1869	Buffalo, N.Y., U.S.A.....	49 6	13 3	5 6	25	17	55 se...	John Jesmer, sr., Cornwall, Ont.
71,141	Sarah E. Day.....	Goderich.....	1872	".....	35 0	6 8	3 3	5	4	3 se...	W. M. Tyson, Warton, Ont.
90,575	Sarana.....	Toronto.....	1886	Racine, Wis., U.S.A.....	25 6	5 5	1 8	2	1	3 se...	Henry S. Osler, Toronto, Ont.

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96,734	Sarcelle	Chatham, N.B.	1890	Douglstown, N.B.	51 0	11 4	5 4	22	15	10 se	E. Hutchison, Douglstown, N.B.
96,853	Sarnia..	Sarnia..	1901	Sarnia, Ont.	66 8	21 0	11 0	85	58	27 se	Ellen Reid, Sarnia, Ont.
116,254	Sarona..	Toronto..	1902	Toronto, Ont.	71 5	10 5	7 5	32	22	4 se	Huntsville & Bracebridge Tanning Co. Ltd., Huntsville, Ont.
112,300	Saskatchewan..	Winnipeg..	1904	Prince Albert, N.W.T.	94 0	22 0	4 3	225	155	5 se	The Hudson's Bay Co., London, Eng.
88,380	Saturna	Vancouver..	1885	Victoria, B.C.	48 0	12 0	5 6	22	15	3 se	R. W. Gordon, Vancouver, B.C.
92,302	Saucy Jim..	Collingwood..	1887	Meaford, Ont.	84 0	16 6	8 0	93	63	16 se	Francis Scott, Collingwood, Ont.
88,376	Scutilla..	Toronto..	1884	Pickering, Ont.	27 0	7 8	2 7	4	3	1 se	W. W. Sparks, Township of Pickering, Ont.
112,231	Sciouda	St. John, N.B.	1887	Athens, N.Y., U.S.A.	92 9	17 6	8 9	78	53	19 se	Robert Thomson, St. John, N.B.
107,463	Scotch Lassie..	Lindsay..	1894	Lindsay, Ont.	25 3	5 0	2 0	2	1	2 se	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	Sault Ste. Marie	1893	Little Current, Ont.	48 6	12 3	4 6	17	10	12 se	C. Anderson, Little Current, Ont.
116,998	Scotchman..	Ottawa	1904	Carleton Place, Ont.	50 0	11 2	5 6	21	14	1 se	Daniel Lang, Elgin, Ont., and Malcolm Lang, New Liskeard, Ont.
71,073	Scotia..	Amherstburg..	1875	England..	41 5	10 0	4 9	13	9	2 se	W. H. McEwry, Amherstburg, Ont.
111,865	Scotia	Ottawa	1900	Walker-on-Tyne, G.B.	254 0	46 2	16 5	1461	324	285 se	Minister of Railway and Canals, Ottawa, Ont.
107,829	Scotia	Victoria..	1899	Atlin Lake, B.C.	80 0	19 0	3 5	214	135	4 pa	British Yukon Navigation Co., Ltd., Victoria, B.C.
85,437	Scotia..	Windsor, N.S.	1883	Hantsport, N.S.	73 0	15 3	7 5	42	28	40 se	J. W. Churchill and G. W. Churchill, J.O., Hantsport, N.S.
116,331	Scotsman	Ottawa	1903	Ottawa, Ont.	108 0	23 6	7 0	265	114	16 se	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
107,755	Scout..	Charlottetown..	1900	Murray Harbour, P.E.I.	35 0	9 8	5 0	9	4	7 se	Robert N. Cox, Morell, P.E.I.
112,306	Scout..	Ottawa	1900	Cardinal, Ont.	103 6	25 6	9 2	176	70	12 se	Minister of Marine and Fisheries, Ottawa, Ont.
112,082	Scud	Rat Portage	1903	Rat Portage, Ont.	53 0	12 0	4 5	33	22	3 se	J. R. Knight, Rat Portage, Ont.
116,544	Scudler..	Kingston..	1903	Kingston, Ont.	37 0	6 9	3 1	5	3	3 se	John Rogers, Port Sandfield, Ont.
.....	Scugog..	Port Hope	1859	Bridgenorth, Ont.	100 0	13 5	3 9	60	49	....	S. Kelly, Bridgenorth, Ont.
103,207	Sea Bird	Halifax	1896	Liverpool, N.S.	67 5	16 6	6 8	41	28	13½ se	The H. R. Baker Co., Ltd., Halifax, N.S.
85,516	Sea Flower..	Toronto	1883	Toronto, Ont.	35 2	9 0	1 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 Ikonit, Hull, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
116,943	Sea Gull	Rat Portage	1900	Detroit, Mich., U.S.A.	23 5	6 0	2 5	2	2	2 sc.	Jacob Hose, Rat Portage, Ont.	
51,682	Sea Gull	Sarnia	1862	Marine City, Michigan, U.S.A.	51 2	14 0	5 2	51	35	14 sc.	Henry Bell, Sault Ste. Marie, Ont.	
107,458	Sea Gull	Vancouver	1898	Vancouver, B.C.	25 5	7 4	2 5	3	2	2 sc.	Zachariah Simpson, Vancouver, B.C.	
96,874	Sea King	Goderich	1892	Goderich, Ont.	58 0	13 6	5 2	26	17	20 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.	
66,990	Sea King	St. John, N.B. . .	1862	East Haddam, U.S.A.	88 0	20 4	8 5	129	87	23 sc.	A. Tapley and D. L. Tapley, St. John, N.B.	
106,158	Sea Lion	Vancouver	1893	Vancouver, B.C.	26 2	7 8	3 9	6	4	2 sc.	C. L. Shaw, <i>et al.</i> , Vancouver, B.C.	
106,290	Sea Mew	Halifax	1886	Halifax, N.S.	29 6	6 6	2 8	3	2	2 sc.	David McPherson, Halifax, N.S.	
96,875	Sea Queen	Goderich	1892	Goderich, Ont.	52 0	12 1	4 6	18	12	20 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.	
112,263	Seaborn	Montreal	1898	Palm Beach, Fla., U.S.A.	75 0	10 0	5 0	30	26	3 sc.	E. S. Clouston, Montreal, Que.	
96,872	Seagull	Goderich	1890	Goderich, Ont.	54 0	12 1	1 6	19	13	23 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.	
100,404	Secret	Hamilton .....	...	.....	55 0	8 3	3 6	9	6	10 sc.	J. B. Fargrieve, Hamilton, Ont.
94,763	Seguin	Owen Sound	1890	Owen Sound, Ont.	207 0	31 2	13 0	818	556	106 sc.	W. H. Smith, Toronto, Ont.	
103,299	Selkirk	New Westminster ..	1895	Kanloops, B.C.	62 0	11 2	3 6	58	37	2 pas.	H. E. Forster, Kanloops, B.C.	
107,095	Selkirk	Victoria	1898	Victoria, B.C.	95 6	21 0	7 0	142	86	12 sc.	Wm. Grant, Victoria, B.C.	

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107,835/Selkirk.....	Victoria.....	1901	White Horse, Territory.....	Yukon.....	167 6	34 0	4 5	777	490	17 pa	The British Yukon Navigation Co., Ltd., Victoria, B.C.
80,902/Senator.....	Vancouver.....	1880	Burrard Inlet, B.C.....	B.C.....	51 5	12 0	4 5	28	21	10 se	John R. Watson, Vancouver, B.C.
116,498/Sendal.....	".....	1903	Vancouver, B.C.....	B.C.....	37 0	9 8	1 3	14	10	6 se	J. Okawa, New Westminster, B.C.
112,239/Senlac.....	St. John, N.B.....	1904	St. John, N.B.....	N.B.....	182 4	33 0	16 1	1011	615	66 se	Steamship "Senlac" Co., Ltd., St. John, N.B.
73,017/Sensation.....	Quebec.....	1873	Buffalo, N.Y., U.S.A.....	U.S.A.....	37 3	10 2	4 4	15	4	10 se	The Minister of Public Works, Ottawa, Ont.
103,720/Serena E.....	Yarmouth.....	1899	Liverpool, N.S.....	N.S.....	54 0	14 0	5 8	25	17	8 se	John F. Moore and Jas. Holly, St. John, N.B.
103,578/Shamrock.....	Collingwood.....	1897	Collingwood, Ont.....	Ont.....	38 0	10 6	5 2	14	10	1 se	John J. Rossin, Port Maitland, Ont.
116,545/Shamrock.....	Kingston.....	1903	Kingston, Ont.....	Ont.....	31 8	7 1	3 0	4	3	4 se	Robert Johnston, Port Sandfield, Ont.
107,497/Shamrock.....	Quebec.....	1898	Quebec, Que.....	Que.....	117 3	25 0	9 7	237	161	61 se	Minister of Marine and Fisheries, Ottawa, Ont.
90,563/Shamrock.....	Toronto.....	1885	Oakville, Ont.....	Ont.....	103 2	24 0	35 4	154	101	50 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
90,807/Shamrock.....	Vancouver.....	1887	Vancouver, B.C.....	B.C.....	76 0	19 0	7 0	90	61	90 se	James S. Emerson, Vancouver, B.C.
116,416/Shamrock.....	Victoria.....	1904	Victoria, B.C.....	B.C.....	52 0	10 0	4 5	24	14	2 se	Thornton Fell, Victoria, B.C.
92,704/Shamrock.....	Winnipeg.....	1890	Big Forks, Rainy River, Ont.....	Ont.....	71 5	15 5	4 7	80	55	3 se	Clifford Lewis, Keewatin, Ont.
107,081/Shanly.....	Ottawa.....	1890	Ottawa, Ont.....	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.....	N.S.....	76 9	17 5	8 0	75	51	29 se	H. G. Bald, Halifax, U.S.
116,767/Sharon.....	Toronto.....	1903	Walker's Point, Ont.....	Ont.....	46 0	10 0	3 5	14	9	1 se	Harper Walker, Walker's Point, Muskoka, Ont.
83,389/Shawanagan.....	".....	1882	Penetanguishene, Ont.....	Ont.....	80 0	17 0	8 5	96	65	75 se	Jos. Ganley, Sault Ste. Marie, Ont.
116,225/Shirley.....	Quebec.....	1903	Bic, Que.....	Que.....	54 6	15 0	5 9	37	25	11 se	James Russell, Matane, Que.
90,777/Shoo Fly.....	Windsor, Ont.....	1870	Cleveland, O., U.S.A.....	U.S.A.....	44 1	12 1	5 7	25	17	20 se	Stephen T. Reeves, Windsor, Ont.
103,640/Shoofly.....	Ottawa.....	1893	Sundridge, Ont.....	Ont.....	35 0	9 0	3 0	10	8	8 se	J. A. Stillar, Callender, Ont.
92,737/Siesta.....	Toronto.....	1888	Toronto, Ont.....	Ont.....	31 4	7 2	3 3	3	2	6 se	Peter Campbell, Beaverton, Ont.
103,577/Signal.....	Collingwood.....	1896	Collingwood, Ont.....	Ont.....	82 0	15 8	8 4	94	64	11 se	Wm. White, Midland, Ont.
100,767/Silver Wing.....	Toronto.....	1890	Toronto, Ont.....	Ont.....	26 6	5 6	3 0	3	2	4 se	H. F. Hodson, Toronto, Ont.
112,111/Simba.....	Kingston.....	1903	Garden Island, Ont.....	Ont.....	225 6	34 8	15 0	1490	973	400 se	The Galvin Co., Ltd., Garden Island, Ont.
100,725/Sincennes.....	Montreal.....	1893	Montreal, Que.....	Que.....	142 2	21 4	8 1	228	129	34 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.			
103,233	Sir Donald	Montreal	1867	Glasgow, G.B.	76 9 10ths.	13 5 10ths.	8 10ths.	51	33	8 sc	W. T. Grenfell, London, G.B.	
96,892	Sir Hector	Ottawa	1891	Ottawa, Ont	71 0	15 5	6 3	40	10	70 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.	
92,287	Siskiwitt.	Owen Sound	1879	Buffalo, N. Y., U. S. A.	68 0	14 7	7 6	47	34	6 sc	Alfred K. Keefe, M. O., Port Arthur, Ont.	
116,542	Skye Pilot	Kingston	1902	Kingston, Ont.	36 8	7 9	3 4	5	3	3 sc	Anthony W. Allen, Toronto, Ont.	
103,814	Skylark	Brockville	1874	Brooklyn, N. Y., U. S. A.	105 0	16 2	4 6	43	27	18 sc	Hon. Clifford Sifton, Ottawa, Ont.	
51,689	Skylark	Toronto	1867	Buffalo, N. Y., U. S. A.	65 2	14 7	7 2	55	38	10 sc	Joseph Goodwin, Toronto, Ont.	
116,774	Slani	Vancouver		Victoria, B. C.	43 0	12 2	4 8	17	11	1 sc	R. H. Alexander, Vancouver, B. C.	
103,168	Slucan	Vancouver	1897	Roseberry, B. C.	155 7	25 2	6 5	578	364	17 pa	Canadian Pacific Railway Co., Mont- real, Que.	
116,410	Smuggler	Victoria	1903	Nakusp, B. C.	48 0	9 1	5 0	16	10	4 sc	Vale 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 Klavanes, Vancouver, B. C.	
107,743	Soneie	Kingston	1900	Kingston, Ont	46 0	10 0	3 8	14	9	5 sc	J. B. Tudhope, Orillia, Ont.	
	Sorel	Montreal	1871	Sorel, Que.	108 9	18 2	4 1	158	89		Richelieu & Ontario Navigation Co., Montreal, Que.	
85,778	Sorel Boy	"	1882	"	47 0	11 0	4 8	11	8	10 sc	P. Fitzgerald, Quebec, Que.	

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111,781	Soren	Victoria	1902	Galiano Is., B.C.	22 0	5 3	2 5	2	2	1 se ...	Henry Dalmers, Galiano Is., B.C.
88,314	South	Quebec	1885	Levis, Que.	130 3	25 2	9 5	349	220	30 pa ...	The Quebec & Levis Ferry Co., Ltd., Quebec, Que.
29,290	Southern Belle	Halifax	1861	Renfrew, G.B.	191 0	18 9	8 4	428	265	110 pa ...	David S. Keith, Toronto, Ont.
71,487	Southport	Charlottetown	1874	Summerside, P.E.I.	102 0	27 0	9 6	240	186	35 pa ...	Chairman of Board of Works, of P.E.I., Charlottetown, P.E.I.
85,530	Southwood	Toronto	1884	Barrie, Ont.	67 5	8 7	4 1	19	13	2 se ...	D. W. Alexander, Toronto, Ont.
107,499	Souvenir	Quebec	1897	Quebec, Que.	17 5	4 6	2 2	1	1	2 se ...	E. Rud, Quebec, Que.
91,887	Sovereign	Montreal	1889	Montreal, Que.	162 4	25 5	7 4	636	323	400 pa ...	Ottawa River Navigation Co., Montreal, Que.
112,075	Sovereign	Peterborough	1901	Peterborough, Ont.	66 3	13 9	5 2	45	37	5 se ...	Charles J. Synder, M.O., Peterborough, Ont.
107,611	Spanish Ranger	Ottawa	1893	Biscatawing, Ont.	36 0	16 0	3 4	13	7	20 pa ...	R. Booth and P. Shannon, Pembroke, Ont.
.....	Sparrow	Montreal	1870	Kingston, Ont.	91 5	22 4	7 3	141	141	.....	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
90,561	Sparrow	Toronto	1882	Dechesne Creek, Ont.	56 4	13 9	5 6	38	16	8 se ...	John B. Smith, <i>et al.</i> , Toronto, Ont.
.....	Spartan	Montreal	1865	Montreal, Que.	179 8	28 0	11 0	946	544	.....	The Montreal Safe Deposit Co., Montreal, Que.
92,736	Spartan	Toronto	1887	Toronto, Ont.	28 0	6 6	3 0	2	2	1 se ...	Edwyn B. Andros, Barrie, Ont.
103,241	Speed	Montreal	1894	Montreal	52 1	8 7	4 5	16	11	3 se ...	M. S. Foley, Montreal, Que.
90,781	Spitfire	Victoria	1886	Victoria, B.C.	31 7	8 4	3 5	8	4	1 se	Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
103,646	Sport	Winnipeg	1897	Rat Portage, Ont.	36 0	8 0	4 0	16	12	1 se ...	A. Robertson, <i>et al.</i> , Rat Portage, Ont.
90,770	Spray	Goderich	1888	Kincardine, Ont.	42 1	12 4	4 0	15	10	25 se ...	John McKae, Meaford, Ont.
100,737	Spray	Montreal	1893	Montreal, Que.	100 1	17 0	10 4	107	60	30 se ...	Stimmes-McNaughton Line, Ltd., Montreal, Que.
71,199	Spray	Ottawa	1874	Brookville, Ont.	60 7	11 7	3 5	42	28	15 se	D. B. McDonell, Cambridge, Ont.
103,145	Spray	Quebec	1892	Quebec, Que.	49 2	12 2	4 2	24	9	36 se ...	J. S. Thom, Quebec, Que.
100,676	Spray	Vancouver	1893	Vancouver, B.C.	39 4	8 5	4 3	7	5	5 se ...	John Leckie and T. F. E. Kinnell, J.O. Vancouver, B.C.
92,646	Spray	Wallaceburg	1888	Wilkesport, Ont.	74 0	18 0	6 2	47	32	2 se ...	James Mahafferty, Port Albert, Ont.
85,533	Springfield	St. John, N.B.	1882	Woodstock, N.B.	111 0	17 4	3 8	233	147	26 pa ...	Springfield Steamship Co., Ltd., Springfield, N.B.
103,611	Springhill	Parrsboro'	1893	St. John, N.B.	101 7	23 7	10 1	189	96	61 se ...	Cumberland Railway & Coal Co., Montreal, Que.
116,459	Squid	Vancouver	1903	Vancouver, B.C.	72 0	16 4	5 7	60	11	11 se ...	William Robinson, <i>et al.</i> , Vancouver, B.C.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Métrique.			
80,948	Squirrel	Chatham, N.B.	1882	Ed River, N.B.	33 2	9 4	4 3	13	9	9 se	Thos. Reid, M.O., Ed River, N.B.	
100,677	Staffa	Vancouver.	1893	Vancouver, B.C.	81 5	15 3	6 0	51	35	6 se	Mackenzie Bros. Ltd., Vancouver, B.C.	
103,161	Stampede.	"	1893	Tacoma, Wash., U.S.A.	41 2	8 0	3 9	12	8	3 se	Wm. Sully, Vancouver, B.C.	
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.	201 0	32 0	17 9	914	395	300 se	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	2 1/2 se	John H. Stanley, Port Colborne, Ont.	
95,524	Stanley Dollar.	Victoria	1889	West Hartlepool, G.B.	320 0	40 0	27 1	2003	1857	— se	The Stanley Dollar Co., Ltd., Victoria, B.C.	
100,042	Star	Brockville	1892	Morris Heights, N.Y., U.S.A.	18 1	5 2	2 2	1	1	2 se	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 se	A. McCann, Wallace, N.S.	
97,106	Star	Port Burwell.	1901	Eric, Pa., U.S.A.	37 2	11 6	4 5	13	9	— se	Geo. A. Brown, Port Burwell, Ont.	
107,141	Star	Vancouver	1897	Everett, U.S.A.	51 5	13 0	2 4	14	9	2 se	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 se	Jos. Fluet, Montreal, Que.	
107,622	Starling	Vancouver	1899	Port Guichen, B.C.	30 0	9 0	3 0	8	5	2 se	W. Robertson, Vancouver, B.C.	
94,989	Startled Fawn	Toronto	1890	Toronto, Ont	60 0	9 1	6 2	25	17	3 se	Mrs. Eva Preston, Toronto, Ont., and Phoebe L. Thompson, Belleville, Ont.	

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	1892		Collingwood, Ont.....	44 0	10 0	5 6	16	11	2 se...	
97,116 Stella	1882	Collingwood	Collingwood, Ont.....	44 0	10 0	5 6	16	11	2 se...	Jas. W. Vance, Spanish Station, Ont.
94,883 Stella	1888	Montreal	New York, N.Y., U.S.A.	32 0	7 2	3 8	7	5	8 se...	Maurice Perrault, Montreal, Que.
83,388 Stella	1879	Toronto	Kingston, Ont.....	24 0	8 2	3 5	9	6	6 se...	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
116,261 Stella		"	.....	48 0	8 5	3 9	16	11	4 se...	Henry Fowlds Sharp, Toronto, Ont.
90,804 Stella	1886	Vancouver	New Westminster, B.C.	44 8	8 7	5 0	16	13	2 se...	Emily M. Darning, New Westminster, B.C.
103,685 Stiletto	1897	Toronto	Victoria Harbour, Ont..	36 5	8 5	3 4	14	10	2 se...	F. S. Grise, Midland, Ont.
111,881 Stoney Lake	1904	Peterborough	Young's Point Ont.....	86 0	19 0	5 7	156	109	12 se...	Patrick O. Young, Young's Point, Ont.
88,683 Storm King	1885	Chatham, N.B.	Portland, N.B.....	83 4	20 2	9 2	108	73	41 se...	His Majesty King Edward VII.
(a) 75,694 Stormy Petrel	1878	Quebec	Quebec, Que.....	34 2	10 3	3 2	11	8	10 se...	Léon Arel, Quebec, Que.
103,878 Stranger	1872 1901	Montreal	Hammondsport, U.S.A. Cornwall, Ont.....	74 0 (	15 2	7 2	65	44	6 se...	R. Larmour, Cornwall, Ont.
103,304 Stranger	1895	New Westminster	New Westminster, B.C.	46 0	10 6	4 8	21	15	2 se...	Mrs. Augusta M. Ackerman, New Westminster, B.C.
77,916 Stranger	1880	Port Hope	Lindsay, Ont.....	60 0	12 5	3 2	28	17	35 se...	F. Crandell, Lindsay, Ont.
116,276 Strathcona	1903	Halifax	Port Clyde, N.S.....	128 5	26 0	9 6	284	172	52 se...	Halifax & Cairns Steamship Co., Ltd. Halifax, N.S.
107,146 Strathcona	1898	Vancouver	Vancouver, B.C.....	142 4	30 4	4 0	536	376	17 pa...	James H. Lawson, jr., Victoria, B.C.
92,695 Sultana	1889	Winnipeg	Selkirk, Man.	142 3	22 7	8 8	358	243	11 se...	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,663 Sultrana	1894	"	Rat Portage, Ont.	30 0	6 3	3 0	3	3	1 se...	Sultana Mine of Canada. Ltd., London, Eng.
90,813 Sunbeam	1886	Port Hope	Birdsall, Ont.....	29 0	8 7	3 2	13	9	4 se...	Frederick Burnett, Birdsall, Ont.
85,524 Sunbeam	1884	Toronto	Port Sandfield, Ont.	31 6	7 3	3 2	4	2	4 se...	John Rodgers, M.O., Melora, Mus- koka, Ont.
90,444 Sunbeam	1884	Winnipeg	Keewatin, Ont.	30 5	5 9	2 7	3	2	1 se...	H. Armstrong, Portage la Prairie, Man.
96,992 Sumbury	1891	New Westminster	New Westminster, B.C..	60 0	12 6	4 8	38	26	3 pa...	J. D. Foreman, Vancouver, B.C.
80,998 Superior	1881	Port Arthur	Owen Sound, Ont.	90 0	18 3	16 0	89	71	175 se...	Jos. Ganley, Port Elgin, Ont.
111,991 Superior	1901	Vancouver	Ladners, B.C.	57 0	14 0	7 3	44	30	10 se...	G. H. French, <i>et al.</i> , Vancouver, B.C.
90,802 Surprise	1885	New Westminster	U.S.A.....	31 2	6 9	3 9	14	10	12 se...	Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,397 Surprise	1896	"	New Westminster, B.C..	42 0	9 0	4 0	20	13	2 se...	James King, Vancouver, B.C.
96,819 Surprise	1893	Sault Ste. Marie	Gore Bay, Ont.....	49 8	12 0	4 6	19	11	10 se...	W. W. Holden, Gore Bay Ont.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
111,824	Surprise.....	Vancouver.....	1901	Vancouver, B.C.....	75 7	17 4	9 5	75	51	3 sc...	The Vancouver Canning & Packing Co., Ltd., Vancouver, B.C.
94,909	Surrey.....	New Westminster..	1890	Vancouver, B.C.....	100 0	22 0	6 0	263	182	17 pa...	Corporation of City of New West- minster, B.C.
112,268	Surveyor.....	Montreal.....	1903	Three Rivers, Que.....	67 8	18 0	5 2	50	31	3 sc...	Régis Roberge, Sorel, Que.
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.
80,593	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...	J. S. Thom, Quebec, Que.
107,179	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	— sc...	Ernest Easthope, Vancouver, B.C.
100,792	Swan.....	Victoria.....	1393	Victoria, B.C.	65 8	13 8	5 4	36	25	8 sc...	Robt. Drancy, Nann, B.C.
100,807	Swan.....	".....	1894	Nanaimo, B.C.....	41 0	8 5	2 9	12	8	3 sc...	Minister of Marine and Fisheries, Ottawa, Ont.
94,685	Sweet Mary	Collingwood.....	1889	Wanbanashene, Ont.....	40 0	9 1	4 8	13	9	4 sc...	Charles Martin, Port Severn, Ont.
103,446	Swift.....	Ottawa.....	1892	Papineauville, Ont.....	27 7	7 5	3 6	4	3	4 sc...	N. A. Foubert and G. F. Foubert, Cumberland, Ont.

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85,697 Sybilla H.....	Chatham, N.B.....	1884	Chatham, N.B.....	80 4	20 1	5 6	71	48	40 pa... Miranichi Steam Nav. Co., Ltd., 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.
97,062 T. A. Stewart....	Charlottetown....	1892	Charlottetown, P.E.I....	61 8	15 2	5 5	36	25	60 se... R. S. Farquharson, 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... J. W. Taylor, Wallaceburg, Ont.
100,416 T. Osborne.....	Ottawa.....	1893	Hull, Que.....	52 8	13 5	5 3	25	18	50 se... T. Osborne, Hull, Que.
112,185 Tadenac.....	Toronto.....	.....	Collingwood, Ont.....	40 0	9 0	4 5	9	6	1 se... The Tadenac Club, Ltd., Toronto, Ont.
116,263 Tadousac.....	".....	1902	Toronto, Ont.....	260 0	43 2	25 2	2359	1452	106 se... John Waldie, et al., Toronto, Ont.
111,449 Ta-Kit-Bay.....	Ottawa.....	1899	Kingston, Ont.....	43 5	8 0	4 4	5	5	12 se... W. J. Poupore, Ottawa, Ont.
100,072 Tangent.....	St. John, N.B.....	1891	Hampton, N.B.....	55 3	16 1	3 9	36	24	8 se... The G. & C. Flewelling Mfg. Co., Ltd., Hampton, Ont.
111,786 Tasmanian.....	Victoria.....	1899	Lake Bennett, B.C.....	64 0	9 4	4 4	21	12	5 se... British Yukon Navigation Co., Ltd., Victoria, B.C.
80,774 Teanumseh.....	Sarnia.....	1875	Chatham, Ont.....	200 0	29 9	13 2	840	530	300 se... P. McArthur, Toronto, Ont.
103,691 Teanumseh.....	Sault Ste. Marie....	1895	Providence Bay, Ont....	37 0	9 0	3 4	10	6	... se... William Fraser, Little Current, Ont.
95,929 Tees.....	Victoria.....	1893	Thornaby-on-Tees, G.B..	165 0	26 0	10 8	679	441	95 se... Canadian Pacific Railway Co., Mont- real, Que.
85,497 Telegram.....	Collingwood.....	1885	Collingwood, Ont.....	108 0	21 0	9 0	198	134	35 se... Herbert Cleland, Collingwood, Ont.
107,385 Temiscauingue...	Ottawa.....	1898	Temiscauingue, Que....	133 0	22 5	6 5	413	236	80 pa... A. Lumsden, Ottawa, Ont.
103,357 Temiscaungata...	Quebec.....	1892	Riv. du Loup, Que.....	40 2	8 4	3 8	10	7	35 se... J. S. Thom, Quebec, Que.
96,854 Tempest.....	Sarnia.....	1884	Cleveland, Ohio, U.S.A..	64 0	8 6	5 4	21	14	5 se... The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,299 Tempest.....	Winnipeg.....	1901	Saskatoon, Man.....	83 0	16 0	7 6	75	51	11 se... Northern Fish Co., Ltd., Saskatoon, Man.
78,025 Tender.....	Toronto.....	1880	Muskoka Mills, Ont.....	56 8	12 9	6 3	31	21	20 se... Wm. White, Midland, Ont.
96,847 Tepiakan.....	Sarnia.....	1895	Sarnia, Ont.....	55 0	11 8	6 0	29	20	30 se... Edward Robertson, Sarnia, Ont.
87,180 Topic.....	Vancouver.....	1883	Blackwall, G.B.....	70 1	16 3	8 2	71	37	25 se... E. E. Evans, Vancouver, B.C.
111,546 Terra Nova.....	".....	1901	Vancouver, B.C.....	68 5	14 7	6 1	17	32	9 se... Duncan Rowan, Terra Nova, B.C.
103,336 Terrebonne.....	Montreal.....	1871 1895	Sorel, Que.....	156 2	21 1	7 2	636	320	28 pa... Montreal Safe Deposit Co., Montreal, Que.
103,981 Tess.....	Quebec.....	1896	Ayer's Flat, Que.....	32 6	7 6	3 4	5	5	4 se... W. E. Johnson, Lake Megantic, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
116,468	Texada	Vancouver	1903	Van Anda, B.C.	26 0 Ft.	8 Ft.	2 10ths.	7	5	1 se ..	George Bruster and F. A. Hart, Vancouver, B.C.
94,681	Thames	Collingwood ..	1872	Chatham, Ont	82 0	14 9	5 7	76	52	25 se ..	Wm. Milne, Nottawasaga River, Ont.
90,564	Theresa	Toronto	1885	Toronto, Ont	85 5	18 0	4 8	84	57	8 se ..	John Fleming and A. Tynon, J.O., Toronto, Ont.
111,566	Theresa	"	1900	Rossau Falls, Ont	49 5	9 7	5 0	26	18	2 se ..	Peter Hutchinson, Bracebridge, Ont.
115,525	Thirty-Three	Ottawa	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	Collingwood ..	1881	Collingwood, Ont	66 0	13 6	7 0	36	25	25 se ..	Dominion Fish Co., Ltd., Winnipeg, Man.
107,867	Thistle	Dawson	1902	Dawson, Y.T.	102 0	19 8	3 9	225	153	7 pa ..	British Yukon Navigation Co., Ltd., Victoria, B.C.
103,844	Thistle	Ottawa	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, J.O., Ottawa, Ont.
100,761	Thistle	Toronto	1894	Oakville, Ont	122 0	18 9	5 8	78	68	11 pa ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,673	Thistle	Vancouver ..	1892	"	24 0	7 3	3 4	2	2	12 se ..	Richard Carter, Conox, B.C.
94,819	Thistle	Victoria	1890	Vancouver, B.C.	116 0	26 0	9 5	384	161	24 se ..	Jas. Dunsuir, Victoria, B.C.
72,720	Thomas H. Nas- mith	St. Catharines ..	1874	Buffalo, N.Y., U.S.A.	56 0	15 0	7 8	49	36	56 se ..	Sincombes McNaughton Line, Ltd., Montreal, Que.
107,545	Thomas Matlaud	Owen Sound	1899	Owen Sound, Ont	89 9	18 0	8 8	107	73	31 se ..	J. Maitland, Owen Sound, Ont.

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103,298 Thompson	New Westminster	1895	Knaib Siding, B.C.	91 3	18 6	4 6	150	94	10 se	Columbia River Lumber Co., Golden, B.C.
80,765 Thor	Quebec	1881	Lévis, Que.	136 7	24 5	10 0	323	243	60 pa	William Price, Quebec, Que.
116,755 Thyrn	Toronto	1887	Poughkeepsie, N. Y., U.S.A.	66 0	11 0	7 1	34	23	60 se	Canadian Fog Signal Co., Ltd., Toronto, Ont.
116,336 Tiger	Ottawa	1896	Lockport, N.S.	31 0	7 6	3 6	4	3	10 se	Ontario Cornum Co. Ltd., Ottawa, Ont.
75,332 Tim Doyle	Montreal	1874 1894	Buffalo, N.Y., U.S.A. Lachine, Que.	40 6	11 8	6 2	15	10	5 se	I. Clement, Montreal, Que.
107,413 Tit Bit	"	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	1 3	17	11	12 se	J. D. Deacon and E. A. Dunlop, J.O., Pembroke, Ont.
116,711 Togo	Halifax	1901	Halifax, N.S.	79 5	19 2	7 8	97	66	33 se	George S. Campbell, M.O., Halifax, N.S.
116,763 Tom Fawcett	Toronto	1904	Toronto, Ont.	118 6	17 7	6 8	221	98	28 pa	The Bertram Engine Works Co., Ltd., Toronto, Ont.
71,112 Tommy Wright	Goderich	1873	Goderich, Ont.	41 0	9 7	5 0	12	6	15 se	James Anderson, Midland, Ont.
116,781 Toetsie Woodstie	Vancouver	1904	Vancouver, B.C.	16 0	5 0	1 5	1	—	se	Geo. E. Cates, Vancouver, B.C.
107,166 Topsy	Collingwood	1896	Midland, Ont.	36 0	8 0	4 0	15	10	4 se	J. H. Grop, et al., J.O., Portcharing- sheav, Ont.
107,112 Toronto	Toronto	1899	Toronto, Ont.	269 4	36 0	13 8	2779	1652	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.
103,688 Torpedo	"	1898	"	31 0	8 3	5 0	8	6	1 se	Jos. Ganley, Sault Ste. Marie, Ont.
116,596 Tourist	Montreal	1904	Caughnawaga, Que.	36 0	7 0	2 3	3	2	se	Mrs. Elizabeth Auchair, Montreal, Que.
107,339 Tourist	Shelburne	1900	Vernon, N.S.	34 0	7 4	3 6	4	3	3 se	Jonathan Perry, Shelburne, N.S.
107,838 Trader	Victoria	1901	Vancouver, B.C.	101 0	22 6	8 2	167	114	17 se	The Gulf Steamship & Trading Co., Ltd., Victoria, B.C.
116,256 Trampilo	Toronto	1892	Bristol, R.I., U.S.A.	77 0	11 2	6 5	39	27	5 se	Electrical Development Co., Toronto, Ont.
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.
111,330 Traveller	Toronto	1871	Chicoygan, Mich., U.S.A.	140 0	24 0	12 0	438	248	118 se	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
103,812 Trent	Belleville	1893	Sincoe, Ont.	36 9	10 5	3 9	20	12	20 pa	D. Gilmore, Trenton, Ont.
..... Trois Rivières	Montreal	1869	Sorel, Que.	218 5	32 9	9 1	1552	794	.....	The Montreal Safe Deposit Co., Montreal, Que.
88,293 Tropic	Brockville	1885	Smith's Falls, Ont.	40 5	8 3	3 4	9	7	7 se	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 se	A. E. Green, Vancouver, B.C.

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107,118	Trusty.....	Lunenburg.....	1898	LaHave, N.S.....	77 0	17 4	7 8	95	33	110 sc...	G. A. Doehner, LaHave, N.S.
100,201	Try.....	Vancouver.....	1891	Vancouver, B.C.....	61 0	15 0	3 0	42	26	10 pa...	E. Burns, Vancouver, B.C.
112,201	Turbinia.....	Hamilton.....	1904	Hebburn-on-Tyne, G.B.	250 0	33 2	12 6	1061	603	500 sc...	Turbine Steamship Co., Ltd., Hamilton, Ont.
112,304	Turtle.....	Ottawa.....	1902	Cache Bay, Ont.....	65 0	20 0	3 8	38	33	12 pa...	Geo. Gordon, et al., Pembroke, Ont.
100,321	Tusket.....	Vancouver.....	1893	Tusket, N.S.....	29 5	7 8	3 2	3	2	10 sc...	Tusket River Lumber Co., Ltd., Yarmouth, N.S.
88,327	Two Brothers.....	Quebec.....	1886	Quebec, Que.....	41 5	11 2	5 5	23	9	40 sc...	Wm. Hackett, Quebec, Que.
107,639	Tyoe.....	New Westminster.....	1899	New Westminster, B.C.	72 0	14 2	6 5	32	18	11 sc...	Francis Pontilier, M.O., New Westminster, B.C.
107,159	Tyrell.....	Vancouver.....	1898	Vancouver, B.C.....	142 0	30 2	4 8	678	108	17 pa...	Thos. W. O'Brien, et al., Dawson, Y.T.
112,246	Ula.....	Vancouver.....	1902	Vancouver, B.C.....	31 8	8 6	3 0	10	7	9 sc...	Peter Newburg, Nanaimo, B.C.
96,097	Ulaia.....	Halifax.....	1889	Dumbarton, G.B.....	49 4	9 0	5 2	14	4	9 sc...	John F. Stairs, Halifax, N.S.
103,815	Ullacalcha.....	Bellefleur.....	1900	St. Joseph, Mich., U.S.A.	38 0	7 0	3 6	6	1	10 sc...	Chas. W. Turner, Campbellford, Ont.
92,638	Umbria.....	St. Catharines.....	1889	Port Dalhousie, Ont.....	58 0	15 2	6 2	43	24	14 sc...	Jas. Murray, St. Catharines, Ont.

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92,619	Una..	1897	Port Arthur..	38 8	10 0	2 6	19	12	2 pa..	George Claret, Port Arthur, Ont.
107,370	Una..	1885	Toronto.....	46 0	8 8	8 0	22	15	2 se..	James Wayne, Penetanguishene, Ont.
92,645	Uncle Jim.....	1886	Wallaceburg.....	50 0	10 5	4 3	11	8	1 se..	Robert Graham and Mathew Graham, Kewawong, Ont.
97,101	Uncle Tom..	1893	Port Bruce, Ont.....	47 0	10 8	3 6	8	3	3½ se..	Levi Young, M.O., Port Bruce, Ont.
100,680	Uncle Tom.....	1894	Vancouver, B.C.....	29 5	7 4	3 3	3	2	½ se..	R. H. Drummond, Vancouver, B.C..
94,981	Undine.....	1889	Toronto.....	49 0	8 7	4 4	17	15	10 se..	The Polson Iron Works Co., Toronto, Ont.
103,681	Undine.....	1897	".....	31 0	7 7	2 8	9	6	2 se..	Kainy River Nav. Co., Ltd., Rat Portage, Ont.
111,986	Unican.....	1902	Vancouver, B.C.....	89 2	20 0	8 0	177	120	20 se..	United Canneries of B. C., Ltd., Vancouver, B.C.
96,719	Union.....	1884	Pembroke, Ont.....	87 0	23 8	5 2	75	66	30 se..	J. A. Thibadeau, Pembroke, Ont.
92,654	Union.....	1866	Kingston, Ont.....	132 0	23 6	6 8	267	163	100 se..	The Port Erie Ferry Co., Port Erie Ont.
80,776	United Empire.....	1882	Sarnia, Ont.....	252 8	36 0	15 0	1961	1296	100 se..	Northwest Transportation Co., Ltd., Sarnia, Ont.
85,707	United Lumberman.	1884	Dresden, Ont.....	139 2	31 6	11 7	339	259	170 se..	Geo. H. Morden, Oakville, Ont.
111,548	Uno.....	1901	Vancouver, B.C.....	35 2	11 5	4 0	12	8	2 se..	Jas. T. Sparks, Vancouver, B.C.
100,653	Upas.....	1892	Kingston, Ont.....	48 2	10 0	3 4	17	11	6 se..	O. R. Fraser, Edmonton, N.W.T.
100,303	Urania.....	1875	Milwaukee, Minn., U.S.A.	180 0	27 4	11 0	898	424	77 pa..	Wm. Woolatt, Walkerville, Ont.
59,343	Utopia.....	.....	U.S.A.....	50 0	14 0	6 5	25	17	40 se..	Geo. Elliott, Calais, Me., U.S.A.
100,639	Vachie.....	1892	Victoria, B.C.....	40 2	10 4	4 0	10	7	2 se..	Francis W. Walsh, Vancouver, B.C.,
107,684	Vaema.....	1896	Bristol, R.I., U.S.A.....	75 1	13 5	8 0	52	35	75 se..	J. P. Wiser, Prescott, Ont.
103,292	Vaema.....	1888	Brewer, Me., U.S.A.....	35 0	8 5	2 7	10	6	1 se..	S. W. Conrad, Ste. Croix, N.B.
103,230	Valede.....	.....	Pembroke, Ont.....	30 0	6 4	3 0	2	2	4 se..	Charles Lemoine, Pembroke, Ont.
96,907	Valeria.....	1891	Kingston, Ont.....	75 4	13 5	4 0	52	33	20 se..	Joseph Dix, Kingston, Ont.
111,541	Vallada.....	1901	Nelson, B.C.....	102 5	20 8	9 0	153	34	37 se..	Canadian Pacific Railway Co., Montreal, Que.
69,595	Valleyfield.....	1873 1901	Quebec, Que..... (Montreal, Que.....)	116 0	23 2	6 5	417	280	12 se..	B. Robineault, Valleyfield, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
107,708	Van Woodland	Toronto	1900	Orillia, Ont.	75 6 Ft.	11 8 Ft.	5 2 Ft.	37	24	10 sc.	Wm. T. Windsor, Callendar, Ont.
92,775	Vanconver	Vancouver	1888	Vancouver, B.C.	72 0	13 7	5 2	50	34	4 sc.	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
72,967	Varna	Pictou, Ont.	1880	Wolfe Island, Ont.	91 4	17 0	5 1	134	85	40 sc.	J. E. Rathbun, <i>et al.</i> , Pictou, Ont.
100,927	Varamak	Ottawa	1891	Carleton Place, Ont.	23 0	5 0	2 4	1	1	2 sc.	Geo. P. Spittal, Ottawa, Ont.
82,299	Vega	Sydney	1891	Lévis, Que.	109 2	10 0	8 6	132	83	18 sc.	John A. Young, Sydney, N.S.
88,578	Vega	Toronto	1884	Kingston, Ont.	37 0	6 6	3 5	7	5	4 sc.	J. K. Macdonald, Toronto, Ont.
107,709	Venetia	Toronto	1898	Toronto, Ont.	61 5	11 5	7 6	31	21	6 sc.	David Smith, Toronto, Ont.
96,905	Ventura	Kingston	1890	Kingston, Ont.	35 5	7 5	2 8	7	5	5 sc.	O. McVean, Dresden, Ont.
111,776	Venture	Victoria	1902	Victoria, B.C.	153 4	36 2	9 5	655	409	19 sc.	The Roscowitz, Steamship Co., Ltd., Victoria, B.C.
107,419	Vera	Vancouver	1898	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc.	John Wallace, Vancouver, 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. Waukenahe, Ont.
94,913	Verbena May	Southampton	1888	Saugen, Ont.	38 0	12 0	4 6	16	11	8 sc.	Richard Gawley, Mars, P.O., Ont.
80,959	Vergey	Hamilton	1888	Pictou, Ont.	54 0	9 0	3 5	18	14	16 sc.	Thos. H. Lawry, Hamilton, Ont.
103,689	Verva	Toronto	1898	Wahnapitaw, Ont.	66 0	15 2	6 9	55	37	40 sc.	John Waddie, Toronto, Ont.

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88,236	Vesper.....	Brockville.....	1887	Brockville, Ont.....	30.7	6.2	2.6	2	2	3 se...	W. T. Gibbard, Napanee, Ont.
111,531	Vesper.....	Vancouver.....	1900	Vancouver, B.C.....	26.0	8.2	2.3	4	3	6 se...	Claude H. Usher, Vancouver, B.C.
90,746	Vesper.....	Victoria.....	1887	Victoria, B.C.....	27.0	6.4	2.9	6	4	1 se...	Miss Mary A. Ellison, Victoria, B.C.
100,105	Vesta.....	Hamilton.....	1895	Hamilton, Ont.....	28.0	7.5	3.6	8	5	5 se...	Oonahateka, Toronto, Ont.
85,366	Vesta.....	Ottawa.....	1884	Ottawa, Ont.....	45.0	8.1	8.3	11	8	23 se...	H. F. Bronson and E. H. Bronson, J. O., Ottawa, 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.....	41.0	8.8	5.6	12	7	2 se...	D. A. Robertson and George Rudge, Port Simpson, B.C.
90,525	Vick.....	Chatham, Ont.....	1890	Chatham, Ont.....	10.0	10.0	5.0	13	9	1 se...	V. Robinson, Chatham, Ont.
96,728	Victor.....	Chatham, N.B.....	1889	Chatham, N.B.....	71.6	15.8	5.0	16	29	15 pa...	Wm. Richards & Co., Ltd., Boies- town, N.B.
116,201	Victor.....	Halifax.....	1903	Yarmouth, N.S.....	51.0	12.1	6.4	27	18	6 se...	John W. Smith, Halifax, N.S.
69,665	Victor.....	Quebec.....	1875	Quebec, Que.....	59.0	14.6	6.4	35	18	45 se...	Estate of W. T. Davie, Lévis, Que.
107,716	Victoria.....	Kingston.....	1900	Kingston, Ont.....	72.6	15.5	5.0	58	40	12 se...	The Rockport Navigation Co., Ltd., Rockport, Ont.
107,162	Victoria.....	Lindsay.....	1891	Lindsay, Ont.....	35.0	6.6	3.0	1	3	6 se...	R. B. Rogers, Peterborough, Ont.
107,108	Victoria.....	Montreal.....	1899	Toronto, Ont.....	100.0	21.0	5.6	181	108	17 se...	Ottawa River Navigation Co., Mont- real, Que.
111,666	Victoria.....	".....	1902	Sorel, Que.....	101.7	21.2	6.9	313	183	17 se...	A. E. Pontbriand, Sorel, Que.
107,087	Victoria.....	Ottawa.....	1897	Pembroke, Ont.....	128.7	21.0	7.1	188	99	60 pa...	Pembroke Nav. Co., Ltd., Pembroke, Ont.
112,100	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.....	61.1	17.4	6.6	68	40	5 se...	E. J. Embree, <i>et al.</i> , Pugwash, N.S.
.....	Victoria.....	Port Hope.....	1867	Lindsay, Ont.....	93.7	15.1	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	1002	631	53 pa...	Star Line S.S. Co., 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's Bay, Ont.
116,751	Victoria.....	Toronto.....	1898	Tront Lake Guy, B.C.....	37.8	10.0	3.9	13	9	2 se...	Peter Light, Tps. of Tiny, Simcoe Co Ont.
107,530	Victoria.....	Victoria.....	1898	Victoria, B.C.....	75.0	15.0	3.7	107	67	1 pa...	Canadian Pacific Railway Co., Monte- real, Que.
77,797	Victoria.....	Winnipeg.....	1878	St. Catharines, Ont.....	60.0	10.3	4.2	23	15	4 se...	The Minister of Public Works, Ottawa, Ont.

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LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Eregistré.		
116,365	Victoria K	Goderich	1903	Goderich, Ont	72 4	15 1	9	41	86	11 se	M. G. McDonald, Rhod River, Ont.
111,783	Victorian	Victoria	1891	Portland, Ore., U.S.A.	212 3	36 0	15 5	1504	809	237 se	John Hendry, Vancouver, B.C.
103,917	Victorian	"	1898	Victoria, B.C.	146 5	33 1	4 7	716	455	15 pa	British Yukon Navigation Co., Ltd., Victoria, B.C.
...	Victory	Montreal	1870	Montreal, Que.	65 9	13 4	7 0	56	38	...	Wm. O. Connors, Quebec, Que.
107,869	Vidette	Dawson	1898	St. Michaels, Ala., U.S.A.	96 0	18 0	3 5	134	67	120 pa	Comptroller Northwest Mounted Po- lice, Ottawa, Ont.
116,700	Viga	Rat Portage	1903	Rat Portage, Ont.	18 0	5 1	2 6	1	—	2 se	Henry de Suras, Whitewood, N. W. T. and R. Wolff, Winnipeg, Man., J. O.
117,070	Vigilant	Ottawa	1901	Toronto, Ont	177 0	22 1	13 2	395	213	65 se	The Minister of Marine and Fisheries, Ottawa, Ont.
111,591	Vigilant	Vancouver	1890	Victoria, B.C.	52 0	12 4	5 0	29	20	8 se	Robt. Bailey, Vancouver, B.C.
116,371	Viking	Port Arthur	1902	Rosspoint, Ont.	44 0	11 4	5 0	15	10	4 se	Thomas Craigie, Rosspoint, Ont.
103,130	Viking	St. Andrews	1891	Ashtabula, Ohio, U.S.A.	75 3	21 1	6 1	128	87	17 se	Deer Island & Campo Bello SS. Co., Campo, Belle, N.B.
107,211	Viking	Winnipeg	1899	Winnipeg, Man	43 7	11 7	7 4	17	12	2 se	Stephen Sigurdson, Hassina, Man.
112,397	Ville Marie	Ottawa	1902	Ville Marie, Que.	35 0	11 5	1 0	32	27	2 se	Joseph Lavigne, Ville Marie, Que.
112,076	Villeneuve	Rat Portage	1901	Rat Portage, Ont.	50 0	9 8	1 2	28	19	2 se	S. Villeneuve, et al., Rat Portage, Ont.
112,275	Viola	Montreal	1903	Montreal, Que.	25 0	6 4	2 3	2	2	1 se	Ida H. O. Moseley, Westmount, Que.

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85,744 Viola,	Toronto	1883	Levis, 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.
111,832 Viper	Port Arthur	1901	Owen Sound, Ont.	60 0	13 0	5 6	31	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	175 se	Sincaemes-McNaughton Line, Ltd., Montreal, Que.
112,267 Virginia	"	1879	Wilmington, Del., U.S.A.	248 4	34 7	9 6	1701	1052	120 pa	Richelieu & Ontario Nav. Co., Montreal, Que.
112,265 Vison	"	1902	St. Joseph, Mich., U.S.A.	23 2	6 0	2 3	2	1	1 se	P. Beauchemin, Sord., Que.
111,808 Viva	Sault Ste. Marie	1893	Wyandotte, Mich., U.S.A.	33 0	8 0	3 6	7	5	... 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.
111,562 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.
71,258 Vixen	Sault Ste. Marie	1886	Drummond Island, Mich., U.S.A.	48 0	13 8	5 0	68	53	18 se	J. H. McCall, Sault Ste. Marie, Ont.
100,694 Volunda	Pictou, N.S.	1894	New Glasgow, N.S.	73 4	9 4	5 9	30	14	16 se	T. Cantley, New Glasgow, 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	Montreal	1895	Montreal, Que.	67 6	12 0	4 8	44	30	3 se	Canadian Iron Furnace Co., Ltd., Radnor Forge, Que.
107,925 Vulcan	New Westminster	1899	New Westminster, B.C.	72 0	16 0	7 5	77	52	17 se	The Brunette, 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	C. H. Whitman, Canso, N.S.
69,526 W. C. Francis	Montreal	1873	Buffalo, N.Y., U.S.A.	64 0	15 6	8 4	38	14	80 se	Sincaemes-McNaughton Line, Ltd., Montreal, Que.
116,264 W. D. Matthews	Toronto	1903	Collingwood, Ont.	366 5	48 0	28 0	3965	2450	151 se	St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
78,026 W. E. Gladstone	Owen Sound	1882	Collingwood, Ont.	72 0	16 0	6 8	45	30	25 se	Walter M. Newman, M.O., Warton, Ont.
96,942 W. E. Vroom	St. John, N.B.	1889	New Glasgow, N.S.	32 8	7 0	2 5	10	7	1 se	John A. Gregory, Grand Bay, N.B.
112,332 W. H. Price	Collingwood, Ont.	1903	Collingwood, Ont.	38 0	10 0	4 6	13	9	3 se	George Stalker, Collingwood, Ont.
111,810 W. H. Seymour	Sault Ste. Marie	1874	Manitowoc, Wis., U.S.A.	66 0	17 0	8 5	85	42	... se	N. H. Wright, Cutler, Ont.
71,247 W. J. Atkins	Toronto	1874	Buffalo, N.Y., U.S.A.	60 0	15 0	6 5	42	25	40 se	D. C. Graham, Fort William, Ont.
107,133 W. J. Emerson	Goderich	1900	Goderich, Ont.	66 0	12 7	5 5	28	19	6 se	Dominion Fish Co., Ltd., Winnipeg, Man.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.		
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont.	22 5 Ft.	5 0 Ft.	2 3 Ft.	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, Morrisburg, Ont.
111,805	W. J. Smith	Sault Ste. Marie	1902	Richard's Landing, Ont.	51 0	12 4	1 4	26	17	45 sc	W. J. Smith, Richard's Landing, Ont.
107,194	W. J. Strong	Southampton	1900	Port Elgin, Ont.	58 0	11 0	7 0	41	28	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.
96,841	W. L. Davis	Sault Ste. Marie	1882	Detroit, Mich., U.S.A.	46 0	12 0	5 0	46	37	sc	Jas. Garrett, Sault Ste. Marie, Ont.
32,655	W. M. German	Port Dover	1888	Port Robinson, Ont.	58 0	12 0	5 0	28	19	9 sc	James Law, Port Dover, Ont.
94,697	W. M. Weather- spon.	Digby	1890	Digby, N.S.	70 2	15 8	6 6	59	31	24 sc	The W. W. Weatherspoon Tow & Ferryboat Co., Hantsport, 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	21 2	6 7	105	71	9 sc	John Cooper, Chatham, Ont.
107,502	W. S. Oldfield	Owen Sound	1898	Warton, Ont.	42 0	12 4	5 0	15	10	26 sc	W. H. Oldfield, Parry Sound, Ont.
100,702	Walana	Pictou, N.S.	1899	New Glasgow, N.S.	11 0	8 4	5 2	12	8	1 sc	The Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
116,754	Walnapitae	Toronto	1904	Pencanguishen, Ont.	91 0	18 6	10 2	153	95	37 sc	C. Beck, Mfg. Co., Ltd., Pencanguishen, Ont.
107,107	Walbran	Victoria	1898	Seattle, Wash., U.S.A.	27 8	6 8	3 0	3	2	4 sc	Duncan's Mining & Development Co., Ltd., Duncan, B.C.

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83,575	Wales.....	Sarnia.....	1881	Sarnia, Ont.	136 0	21 0	11 0	350	238	36 se ..	Wescott Wrecking Co., Ltd., Sarnia, Ont.
71,075	Walter H. Stone.....	Amherstburg.....	1897	Sandusky, Ohio, U.S.A.	61 2	16 5	6 7	35	17	45 se ..	Albert Henning, Pelee Island, Ont.
90,774	Walter Scott.....	Windsor, Ont.....	1876	Buffalo, N.Y., U.S.A.....	36 0	10 8	4 7	26	18	25 se ..	J. W. Maitland, Owen Sound, Ont.
107,730	Wanda.....	Kingston.....	1899	Kingston, Ont.....	65 0	10 5	6 6	39	26	7 se ..	Digby Crimston, Toronto, Ont.
116,840	Wanda.....	Kingston.....	1904	Kingston, Ont.....	31 4	6 8	3 0	6	4	1 se ..	John H. Davis, Kingston, Ont.
85,720	Wanda.....	Prescott.....	1878	Watertown, N.Y., U.S.A.....	36 0	8 0	3 0	4	2	6 se ..	O. Bascon, Kennebec, Ont.
94,950	Wanda.....	Shelburne.....	1890	Lockeport, N.S.....	60 0	15 0	7 9	38	32	50 se ..	Hugh B. Cann, Yarmouth, N.S.
107,361	Wanda.....	Toronto.....	1898	Toronto, Ont.....	53 5	8 1	4 0	12	8	10 se ..	T. Eaton, Toronto, Ont.
103,683	Wanita.....	Toronto.....	1896	Almie Harbour, Ont.....	64 0	12 0	5 8	44	30	2 se ..	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
100,651	Wapemno.....	Kingston.....	1893	Kingston, Ont.....	40 7	8 2	3 0	5	3	8 se ..	T. Eaton, Toronto, Ont.
107,734	Wapiti.....	Rat Portage.....	1899	"	55 6	9 7	4 2	18	12	8 se ..	Charles F. Bunnell, Winnipeg, Man.
100,084	Waring.....	St. John, N.B.....	1892	Rochesay, N.B.....	49 8	13 1	5 7	29	20	13 se ..	Mrs. Charlotte A. Waring, <i>et al.</i> , St. John, N.B.
107,351	Warren G.....	Sydney.....	1891	Newburyport, U.S.A.....	28 0	6 6	3 2	3	2	5 se ..	J. Nicholson, North Sydney, N.S.
84,457	Wasis.....	Pictou, N.S.....	1883	Meadowside, G.B.....	160 4	25 1	13 5	480	255	53 se ..	Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
103,924	Water Lily.....	Peterborough.....	1897 1901	Peterborough, Ont.....	80 0	12 0	5 2	54	37	3 se ..	Henry Calcutt, Peterborough, Ont.
91,923	Water Lily.....	Pictou, Ont.....	1891	Pictou, Ont.....	100 0	18 4	5 7	95	60	11 se ..	A. W. Hepburn, Pictou, Ont.
112,256	Water Lily.....	Vancouver.....	1903	Vancouver.....	27 7	7 6	3 4	4	3	2 se ..	Duncan Rowan, Vancouver, B.C.
103,488	Water Lily.....	Victoria.....	1896	Victoria, B.C.....	70 0	17 3	4 6	74	50	5 pa ..	G. K. Stewart, Belmont, B.C.
116,288	Water Witch.....	Halifax.....	1903	Dartmouth, N.S.....	80 0	18 0	8 3	90	61	75 se ..	Peter Judge, 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.
80,905	Water Witch.....	Owen Sound.....	1880	Paisley, Ont.....	40 4	7 7	2 3	6	4	6 se ..	Hugh McLean and F. McLean, Annable, Ont.
77,917	Water Witch.....	Port Hope.....	1880	Lindsay, Ont.....	40 0	9 0	5 0	9	3	12 se ..	J. H. Dunsford, Lindsay, Ont.
110,836	Waterlily.....	Kingston.....	1901	Toronto, Ont.....	25 7	5 8	2 6	2	2	se ..	Charles H. Gray, Gananoque, Ont.
112,336	Waubusheno.....	Collingwood.....	1901	Collingwood, Ont.....	78 0	18 5	12 6	135	92	37 se ..	Georgian Bay Lumber Co., Ltd., Waubusheno, Ont.
85,415	Waubusheno.....	St. Catharines.....	1882	St. Catharines, Ont.....	71 0	18 2	8 8	97	47	100 se ..	Frederick Wood, <i>et al.</i> , J.O., War- ton, Ont.

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66,501 Western Extension St. John, N.B.	1871	Milledgeville, N.B.	112 0	30 0	10 8	125	169	90 pa.	The Mayor, Aldermen and Com- monalty of the City of St. John, N.B.
85,671 Westminster, New Westminster	1882	Victoria, B.C.	52 3	10 4	5 0	18	11	15 se.	British Columbia Canning & Cold Storage Co., Ltd., Victoria, B.C.
114,445 Westmont	1903	Walsend-on Tyne, G.B.	248 7	12 0	20 6	1875	1171	230 se.	Montreal Transportation Co., Ltd., Montreal, Que.
71,179 Westport	1862	Bedford Mills, Ont.	102 9	20 6	7 7	196	165	15 se.	M. Scanlan, Montreal, Que.
116,546 Westport	1903	Westport, Ont.	87 5	18 9	6 0	80	48	10 se.	Isaac H. Arnold, Westport, Ont.
116,208 Westport III.	1903	Shedbourne, N.S.	101 0	21 3	9 0	140	49	24 se.	The Insular S.S. Co., Ltd., Westport, N.S.
94,821 Weymouth	1890	Weymouth Bridge, N.S.	102 7	19 0	7 6	154	106	26 se.	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400 Where Now	1889	Kingston, Ont.	77 0	12 8	6 6	48	26	90 se.	Levi E. Spencer, Kingston, Ont.
83,412 Whistle Wing	1872	Peterborough, Ont.	74 0	13 0	4 0	88	71	30 pa.	H. Calcutt, Peterborough, Ont.
107,837 White Horse	1901	White Horse, N.Y.	167 0	31 5	4 5	987	631	17 pa.	The British Yukon Navigation Co., Ltd., Victoria, B.C.
103,355 White Squall	1895	Valleyfield, Que.	42 2	9 9	3 4	7	5	1 se.	Montreal Cotton Co., Valleyfield, Que.
103,961 White Star	1897	Montreal, Que.	167 2	25 3	8 2	451	229	37½ pa.	W. W. Paterson, Oakville, Ont.
111,583 White Star	1900	Lakefield, Ont.	30 0	7 4	2 4	9	6	6 pa.	Mrs. Ellen M. White, Lakefield, Ont.
103,302 White Wings	1894	Deseronto, Ont.	35 0	6 1	1 7	3	2	se.	T. McDonald, Thurlow, Ont.
71,198 Warton Belle	1871	Chicago, Ill., U.S.A.	103 0	17 8	5 3	88	59	65 se.	John Gidley, Penetanguishene, Ont.
100,288 Wiggon	1894	Trent Bridge, Ont.	37 0	9 5	4 5	8	6	5 se.	L. R. Johnson, Wabigoon, Ont.
103,383 Wiggon	1894	Chicago, Ill., U.S.A.	24 0	6 0	3 0	2	2	1 se.	Mrs. Margerie A. Blake, Rat Portage, Ont.
99,103 Wild Rose	1891	Dartmouth, N.S.	47 0	7 0	4 0	10	6	10 se.	E. W. Parker, Montreal, Que.
103,713 Wilfred C.	1897	Yarmouth, N.S.	80 0	18 5	8 0	99	48	17 se.	Wm. Murdoch, Sherbrooke, N.S.
75,524 William	1877	Montreal, Que.	57 4	15 0	7 4	49	32	60 se.	Wm. W. Tate, Montreal, Que.
96,828 William A. Roeb	1871	Port Colborne, Ont.	81 0	15 7	7 6	52	32	20 se.	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
90,880 William Aitken	1887	Yarmouth, N.S.	73 9	18 3	7 8	75	51	38 se.	W. H. Batt, Charlottetown, P.E.I.
85,520 William Booth	1883	Bronte, Ont.	67 0	12 2	4 6	46	32	20 se.	Henry Quinlan, <i>et al.</i> , Belleville, Ont.
107,204 William Cross	1897	Lake Manitou, Ont.	43 0	10 0	4 2	22	16	1 se.	L. R. Johnstone, <i>et al.</i> , Wabigoon, Ont.
103,952 Wm. Davis	1897	Montreal, Que.	63 3	16 0	6 0	40	27	9 se.	J. T. Davis, Ottawa, Ont.

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 matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
77,717	Wm. F. McRae	Wallaceburg	1880	Wallaceburg, Ont.	65 0	14 4	6 8	46	31	35 sc.	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 sc.	J. Holly, St. John, N.B.
90,763	Wm. H. Seibold	Goderich	1887	Goderich, Ont.	58 0	12 2	6 0	22	45	25 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
100,690	Wm. Hunter	New Westminster	1892	New Denver, B.C.	58 5	12 9	3 2	51	34	3 sc.	Canadian Pacific Railway Co., Montreal, Que.
80,874	William Johnston	Kingston	1878	Garden Island, Ont.	85 9	20 9	6 6	95	53	32 sc.	The Calvin Co., Ltd., Garden Island, Ont.
111,842	Wm. M.	Chatham, N.B.	1901	Chatham, N.B.	51 0	14 1	6 0	29	20	13 sc.	Edward Sinclair Lumber Co., Ltd., Douglastown, N.B.
107,527	William Ogilvie	Victoria	1899	Lake Bennett, B.C.	63 0	14 1	1 5	82	56	5 sc.	The Teslin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul	Montreal	1888	Sorel, Que.	40 9	10 5	4 6	7	5	4 sc.	H. Larose, Pierreville, Que.
88,631	William Ross	"	1870	Port Robinson, Ont.	40 0	8 9	5 0	11	10	25 sc.	N. Auclair, Montreal, Que.
103,665	William Whyte	Winnipeg	1897	Wabigoon, Ont.	36 0	9 0	3 9	18	12	1 sc.	L. R. Johnstone, et al., Wabigoon, Ont.
97,004	William Wilson	St. Catharines	1892	Ridgeway, Ont.	43 4	11 1	5 2	15	10	8 sc.	Frank Ross, Port Maitland, Ont.
103,309	Willie	Vancouver	1884	Shelton, Wash., U.S.A.	65 6	15 5	1 5	83	56	5 pat.	John W. McIntosh, Vancouver, B.C.
107,402	Willie C.	Montreal	1893	Eddieville, N.Y., U.S.A.	39 0	9 6	4 0	8	6	3 sc.	J. E. Paul, Sorel, Que.
80,780	Willie Seagel	Sarnia	1888	Sarnia, Ont.	37 0	8 6	1 0	22	15	2 sc.	J. Telfer, jr., Blenheim, Ont.

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100,929 Willis	Ottawa	1893	Ottawa, Ont.	30 4	7 6	3 0	2	1	6 se .. D. O'Connor, Ottawa, Ont.
112,145 Willowden	Kingston	1903	Kingston, Ont.	54 3	8 9	3 9	11	9	13 se .. John Davis, Kingston, Ont.
116,839 Willowden	Kingston	1904	Kingston, Ont.	69 6	9 9	5 0	25	17	15 se .. W. L. Hepton, Leeds, G.B.
90,791 Wilha	Victoria	1879	Sacramento, Cal., U.S.A.	24 3	6 9	3 9	4	3	1 se .. S. M. Robbins, Nanaimo, B.C.
103,562 Windermere	Montreal	1881	Montreal, Que.	70 7	10 5	4 9	31	21	3 se .. A. J. Davies, Lachine, Que.
103,893 Winetta	New Westminster	1897	New Westminster, B.C.	46 8	10 0	3 8	24	16	1 se .. Hastings Shingle Mill Co., Vancouver, B.C.
94,717 Winona	Port Stanley	1902	Port Stanley, Ont.	100 2	22 9	6 8	231	149	24 se .. The Navigation Co. of Port Stanley, Ltd., Port Stanley, Ont.
94,920 Winnie	Southampton	1897	Pike Bay, Ont.	48 0	9 5	5 0	14	9	2 se .. L. Belmore, Southampton, Ont.
93,084 Winnie	St. John, N.B.	1874	Portsmouth, N.S.	48 3	10 7	1 8	12	9	20 se .. N. B. Colwell and G. W. Colwell, J.O., St. John, N.B.
94,808 Winnifred	Victoria	1889	Victoria, B.C.	41 0	9 9	4 2	13	8	6 se .. H. O. Bell-Irving, Vancouver, B.C.
96,855 Winslow	Sarnia	1865	Cleveland, Ohio, U.S.A.	120 0	19 0	10 0	353	193	150 se .. F. F. Parler, Sarnia, Ont.
100,709 Wolan	Pictou, N.S.	1902	Greenock, G.B.	257 5	37 1	18 2	1571	990	185 se .. Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
116,452 Wolverine	Vancouver	1903	Vancouver, B.C.	29 3	8 4	3 5	8	5	1 se .. Cecl A. Whitaker, Sechart, B.C.
112,295 Wolverine	Winnipeg	1903	Selkirk, Man.	126 0	21 5	7 6	278	189	17 se .. The Imperial Fish Co., Ltd., Selkirk, Man.
100,791 Worlock	Victoria	1893	Victoria, B.C.	61 0	14 6	7 0	45	30	14 se .. C. K. M. Martin, Yokohama, Japan.
107,214 Wigley	Winnipeg	1898	Fort Smith, N.W.T.	85 0	16 0	7 0	105	67	5 se .. Hudson's Bay Co., London, G.B.
108,368 Wyfold	Victoria	1898	Port Glasgow	329 4	45 5	23 8	3255	2089	302 se .. The Western S.S. Co., Ltd., Nanaimo, B.C.
110,402 Vale	Victoria	1903	Nakusp, B.C.	75 0	13 6	5 1	36	25	17 se .. The Yale-Columbia Lumber Co., Ltd., Nakusp, B.C.
107,341 Yankee	Yarmouth	1900	Tusket Wedge, N.S.	35 7	9 9	4 1	7	3	3 se .. Albert A. Portner, Tusket Wedge, N.S.
92,480 Yantic	Charlottetown	1888	Lot 3, P.E.I.	40 7	10 7	5 2	14	9	4 se .. John Read, Tidnish, N.S.
93,373 Yarmouth	Yarmouth	1887	Dumbarton, G.B.	220 3	35 2	21 0	1452	725	200 se .. Dominion Atlantic Railway Co., London, G.B.
107,258 Yellow Kid	New Westminster	1898	Linderman, B.C.	29 0	7 0	4 0	3	2	1 se .. F. Porter Worsnop, Lake Linderman, B.C.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*fin.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built—Construct.	Where built. Lieu de construction.	Register Dimensions.			Tonnage.		H. P. of Engines and Mode of Propulsion. P. V. de machine et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou armateur gérant et adresse.
					Dimensions.			Gross. Brut.	Register. Enregistré.		
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
107,452 Ymir.....		Vancouver.....	1898	Nelson, B.C.....	47 Ft. 14.1 m.	16 Ft. 4.9 m.	6 Ft. 1.8 m.	70	47	27 sc... 1.9 kw.	Canadian Pacific Railway Co., Mont- real, Que.
111,379 York.....		".....	1901	Toronto, Ont.....	88 0	16 2	4 9	134	91	13 sc... 1.0 kw.	"
83,455 Yosemite.....		Victoria.....	1862	San Francisco, Cal., U.S.A.	282 3	31 9	13 2	1525	1035	153 hp... 11.2 kw.	"
112,050 Yon and I.....		St. Catharines.....	1902	Port Maitland, Ont.....	52 0	11 2	5 6	25	17	20 sc... 1.5 kw.	John McKeown, Port Maitland, Ont.
75,723 Yuba.....		Vancouver.....	1878	Vernmouth, N.S.....	40 2	11 3	4 0	12	6	12 sc... 0.9 kw.	W. B. Smith, Barrington, N.S.
107,098 Yukoner.....		Victoria.....	1898	St. Michaels, Alaska, U.S.A.	170 8	32 0	5 7	781	492	17 hp... 1.3 kw.	British Yukon Navigation Co., Ltd., Victoria, B.C.
100,450 Yvonne.....		".....	1890	Vancouver, B.C.....	29 0	7 3	3 0	5	3	1 sc... 0.1 kw.	Henry G. Holman, Vancouver, B.C.
88,510 Zaidce.....		Sydney.....	1884	Dartmouth, N.S.....	49 3	11 8	4 4	19	13	12 sc... 0.9 kw.	J. G. H. Purves, North Sydney, N.S.
100,425 Zara.....		Port Dover.....	1903	Port Rowan, Ont.....	55 4	9 1	3 8	35	24	16 sc... 1.2 kw.	Pearsall & Dease, Port Rowan, Ont.
107,830 Zealandian.....		Victoria.....	1900	Lake Bennett, B.C.....	102 0	23 0	5 0	180	141	7 hp... 0.5 kw.	Canadian Development Co., Ltd., Victoria, B.C.
100,041 Zeila.....		Brookville.....	1890	Brookville, Ont.....	36 8	7 1	3 7	3	3	6 sc... 0.4 kw.	B. D. Stacey, Brookville, Ont.
107,880 Zelma.....		Lindsay.....	1900	Lindsay, Ont.....	22 0	5 2	2 6	1	1	1 sc... 0.1 kw.	Reuben L. Morgan, Lindsay, Ont.

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92,616 Zeno.	Port Arthur.	1886	Port William, Ont.	27 9	8 6	2 8	1	1	3 se	James Whalen, Port Arthur, Ont.
88,521 Zephyr.	.....	Hamilton	1886	Hamilton, Ont.	.....	27 0	6 0	3 0	3	2	8 se	C. A. Begert, Toronto, Ont.
88,232 Zephyr.	.....	Toronto	1885	Brockville, Ont.	.....	52 0	10 0	4 5	19	11	8 se	Thos. Marks, Port Arthur, Ont.
112,220 Zuleika	.....	St. John, N.B.	1883	Gloucester, Mass., U.S.A.	.....	48 4	9 0	1 6	16	11	4 se	John F. Gregory, St. John, N.B.
91,676 Zuleika.	.....	Sydney.	1889	Dartmouth, N.S.	.....	51 0	8 5	4 2	12	8	25 se	Louis Petrie, Glace Bay, N.S.
75,910 Zulu.	.....	Chatham, N.B.	1879	Chatham, N.B.	.....	56 0	16 8	1 6	18	10	35 pa	New Brunswick Trading Co. of London, Ltd., London, G.B.

PART II
SAILING VESSELS

PARTIE II
VOILIERS

PART II

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, December 31, 1901.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, 31 décembre, 1901.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gisement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur or armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,995 A	Ottawa	Barge Chd.....	1903	Ferry's Bay, Ont.	50 0	12 0	4 0	16	Canada Cornum Co., Ltd., Toronto, Ont.
167,922 A, No. 1	New Westminster	Barge Chd	1897	New Westminster, B.C.	60 0	24 0	5 0	68	John Leckie and Thos. F. E. Kinnell, J.O., Vancouver, B.C.
167,923 A, No. 2	"	"	1897	"	60 0	24 0	5 0	68	"
111,602 A, B, C, 5	"	"	1900	Steveston, B.C.	50 0	11 0	3 0	17	Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
111,606 A, B, C, 6	"	"	1900	New Westminster, B.C.	50 0	14 0	3 0	15	"
111,603 A, B, C, 25	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	"
167,921 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.
167,406 A, D	Montreal	Shoop	1899	St. Thomas de Pierre ville, Que.	417 0	39 1	13 4	462	Agapit Dureau, St. Thomas de Pierre ville, Que.
111,837 A, L, B	Digby	Schr Chd	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	Ezra Bond, Phinney's Cove, N.S.
167,457 A, M, L	Vancouver	Scow Chd	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
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 Chd	1892	Oromocto, N.B.	45 7	14 3	5 4	20	William Bryson, Oromocto, N.B.
163,222 A, C, Davis	Ottawa	Horse ferry	1893	Chuyon, Que	43 0	24 8	2 4	12	William McLean, Chuyon, Que.

4,632	A. C. Greenwood	Shelburne	Schr—Glt	1888	Sand Point, N.S.	41	0	13	7	6	0	15	L. Swaino, Cape Negro, N.S.
112,286	A. C. Moore	Digby	Sloop	1902	Church Point, N.S.	27	0	8	9	4	9	11	Jas. A. Moore, Westport, N.S.
97,631	A. D. E.	Yarmouth	Schr—Glt	1891	Pubnico, N.S.	38	0	13	8	5	5	14	A. D'Entremont, Pubnico, N.S.
103,138	A. D. Smith	Ottawa	Barge—Chd	1855	Barry's Bay, Ont.	32	3	11	3	3	6	14	D. Johnston, Combermere, Ont.
111,575	A. G. Nish	Toronto	Dr'dge—D'guc	1890 } 1901 }	Oakville, Ont } Toronto, " }	65	0	23	0	6	0	43	F. B. McNamee, Montreal, Que.
103,604	A. H. Hardy	Sydney	Schr—Glt	1896	Gabarusse, N.S.	59	2	17	8	8	4	45	John Dickie, Georgetown, P.E.I.
103,741	A. J. McKean	Charlottetown	"	1896	La Have, N.S.	74	5	22	0	8	4	65	A. J. McFadyen, Tignish, P.E.I.
90,461	A. Anthony	St. John, N.B.	"	1884	Lower Selmah, N.S.	71	1	21	3	7	8	78	Arthur Pritchard, St. Martin's, N.B.
83,771	A. Gauthier	Ottawa	Barge—Chd	1884	Monte Bello, Que.	111	6	22	7	6	5	137	Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,459	A. Gill	Montreal	Sloop	1898	Pierreville, Que.	95	8	22	9	6	5	105	Willie Gill, Pierreville, Que.
107,321	A. Lincoln	Charlottetown	Schr—Glt	1865	Essex, Mass., U.S.A.	72	5	18	8	7	0	58	Robert Nutter, Grace Bay, N.S.
72,714	A. Muir	St. Catharines	"	1874	Port Dalhousie, Ont.	138	4	23	9	11	4	330	Wm. Muir, Port Dalhousie, Ont.
97,199	A. Robillard	Montreal	Sloop	1890	Pierreville, Que.	110	1	22	8	7	8	153	A. Robillard, Montreal, Que.
83,323	Aaron	Ottawa	Barge—Chd	1881	Montreal, Que.	108	0	22	0	6	4	144	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
91,790	Abana	Charlottetown	Schr—Glt	1889	La Have, N.S.	76	0	23	6	8	7	76	James Lamigan, Souris, P.E.I.
96,915	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.
107,798	Abbie Keast	"	"	1869	Cambridge, N.B.	83	0	27	0	7	3	96	Arthur W. Adams, St. John, N.B.
107,070	Abbie Verna	"	"	1898	Waterborough, N.B.	69	5	24	3	6	4	66	James W. Smith, St. John, N.B.
77,826	Abby G.	Halifax	Schr—Glt	1879	Ship Harbour, N.B.	54	6	15	8	6	2	31	Walter Clawson, Ship Harbour, N.S.
92,603	Abby Jane	Sydney	"	1889	Aspy Bay, N.S.	45	5	15	6	6	1	19	John Fitzgerald, Aspy Bay, N.S.
100,828	Abona	Lunenburg	Ektr—Bkgt	1893	Mahone Bay, N.S.	143	9	32	2	13	0	499	J. H. Zwicker, Mahone Bay, N.S.
103,373	Aberdeen	Winnipeg	Barge—Chd	1888	Moorehead, Minn., U.S.A.	119	0	26	9	5	5	150	The Northwest Nav. Co., Ltd., Winnipeg, Man.
92,625	Acacia	Liverpool	Schr—Glt	1887	Conquerall, N.S.	80	6	24	7	9	5	99	Mrs. E. Hut, Liverpool, N.S.
83,313	Acacia	Port Medway	Pgtn—Bkgt	1884	Port Medway, N.S.	98	4	25	6	10	1	186	H. Hammett, Boston, Mass., U.S.A.
	Acacia	Kingston	Sch.—Glt	1871	Smith's Falls, Ont.	102	3	20	4	9	1	188	C. C. Simmons, Kingston, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gisement.	Built—Construct. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
					Dimensions.			Depth. Profondeur.		
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
112,126	Acadia	Lunenburg	Schr—Glt	1903 Lunenburg, N.S.	150 0	26 5	11 5	91	Alexander Knickle, Lunenburg, N.S.	
72,942	Acadia	Montreal	Barge—Chd	1875 Quebec, Que.	54 5	17 5	7 0	375	Montreal Transportation Co., Montreal, Que.	
83,431	Acadian	Weymouth	Schr—Glt	1886 Metcuban River, P.E.I.	71 0	19 9	7 5	32	James L. Stevens, Freeport, N.S.	
80,861	Acme	Ankerst, N.S.	"	1880 Wallace, N.S.	35 0	10 9	4 6	59	John W. Morris, Wallace, N.S.	
90,464	Active	Matland	"	1884 Great Village, N.S.	38 8	12 6	4 7	12	Joseph Hiltz, Pembroke, N.S.	
103,831	Active	Quebec	"	1896 St. John, I. Orleans, Que.	84 1	23 0	5 0	13	Zepherin Asselin, St. Famille, Island Orleans, Que.	
85,710	Active	Wallaceburg	Barge—Chd	1887 Wallaceburg, Ont.	73 2	24 9	6 7	64	J. McCallum, Wallaceburg, Ont.	
59,255	Ada	Chatham, N.B.	Schr—Glt	1866 } Cambridge, N.B. 1890 }	72 0	24 2	8 9	72	J. B. Snowball Co., Ltd., Chatham, N.B.	
92,748	Ada	Sackville	"	1886 Port Elgin, N.B.	26 0	11 0	5 0	78	S. Trenholm, Pictou Landing, N.S.	
92,517	Ada	St. Andrews	"	1888 Campo Bello, N.B.	72 5	25 4	7 3	10	A. R. Philips, Campo Bello, N.B.	
80,045	Ada	Victoria	"	1880 St. John, N.B.	46 4	16 5	6 9	91	Jos. Pascowitz, Victoria, B.C.	
88,381	Ada L.	Windsor, N.S.	"	1884 Walton, N.S.	60 5	19 9	7 2	31	David C. Hunter, Walton, N.S.	
90,757	Ada Louise	Port Hawkesbury	"	1888 Port Hawkesbury, N.S.	40 0	1 4	6 0	57	Margaret Embree, Port Hawkesbury, N.S.	
83,086	Ada M.	"	"	1882 "				20	Wm. Burke, River Bourgeois, N.S.	

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107,961	Ada Mildred.	Pictou, N.S.	"	1900	Lumenburg, N.S.	92 1	21 4	9 5	99 James Vorston, Pictou, N.S.
107,476	Adlie B.	Digby.	Sloop	1900	Westport, N.S.	36 0	13 3	6 0	13 Charles Bailey, Westport, N.S.
103,121	Adlie B.	St. Andrews.	Sloop	1893	"	29 0	11 0	5 9	13 John Mulholland, Campo Bello, N.B.
111,136	Adèle	Halifax	Schr—Clt	1902	Port Clyde, N.S.	59 0	16 6	7 0	30 John C. Martin, Ketch Harbour, N.S.
100,714	Adèle	Montreal.	Barge—Cltd	1893	Yamaska, Que.	127 3	28 5	10 8	297 A. C. Waud, Montreal, Que.
88,697	Adelene	St. John, N.B.	Schr—Clt	1885	Rothsday, N.B.	102 0	28 6	9 9	193 F. N. Chalmers, St. John, N.B.
81,186	Adelia.	Halifax.	"	1868	Lussino, Picolo, Italy	77 1	39 1	22 3	138 Henry J. Whitlock, Oxford, G.B.
38,390	Adelaide	Arichat.	"	1859	River Bourgeois, N.S.	48 0	11 4	5 6	18 James Butler, Halifax, N.S.
72,099	Adelina	Chatham, N.B.	"	1876	Shippegan, N.B.	35 0	11 2	4 6	12 A. Paulin, Shippegan, N.B.
36,698	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	Caracquet, 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	Adipator	Quebec.	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	41 C. Medhot, Trois Saumons, Que.
111,999	Adonis.	Windson, N.S.	Schr—Clt	1903	Bridgetown, N.S.	150 0	32 0	11 3	316 The Adonis Co., Ltd., Wolfville, N.S.
112,060	Advance.	"	"	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.
61,980	Adventure.	Port Hawkesbury.	"	1871	Wallace, N.S.	60 0	21 1	7 7	54 Duncan McDonald, Port Hood, N.S.
100,822	Adventurer.	Charlottetown.	"	1893	La Have, N.S.	61 8	20 8	8 3	55 Thomas Kiekham, Souris, P.E.I.
111,514	Eolus.	St. John, N.B.	Sloop	1899	St. John, N.B.	27 6	8 1	3 2	4 Arthur C. Fairweather, Robbsey, N.B.
111,807	Agawa.	Sault Ste. Marie.	Barge—Cltd	1902	Collingwood, Ont.	379 0	46 0	26 0	3308 Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.
92,730	Aggie	Toronto	Sloop	1887	Oakville, Ont.	47 3	12 0	5 4	13 Christopher Armstrong, Oakville, Ont.
36,996	Agile	Halifax	Schr—Clt	1861	Lumenburg, N.S.	54 6	16 4	6 9	27 James A. Coolen, East Dover, N.S.
36,146	Agility	Arichat.	"	1888	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 Thos. P. Pelletier, Trois Pistoles, Que.
112,376	Agnes	Arichat.	"	1902	Scatterie Island, N.S.	39 5	10 7	6 1	15 Patk. Waddin, Scatterie Island, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
85,660	Agnes.....	Halifax.....	Schr—Glt.....	1877	Chezetcook, N.S.....	43 Ft.	10 lbs.	5 1	11 Jacob Lapierre, Chezetcook, N.S.
116,492	Agnes G. Donahoe.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	96 8	24 8	10 0	99 Spratt Balcom, Victoria, B.C.
78,046	Agnes Hudson.....	Richibucto.....	".....	1880	Richibucto, N.B.....	34 8	12 6	4 2	9 R. T. Hohan, Summerside, P.E.I.
107,007	Agnes May.....	St. John, N.B.....	".....	1898	Musquash, N.B.....	79 1	27 8	6 6	92 John Kerrigan, Musquash, N.B.
111,641	Aguadilla.....	Lunenburg.....	".....	1901	Lunenburg, N.S.....	94 6	24 9	9 8	100 Freeman Anderson, Lunenburg, N.S.
107,953	Alava.....	".....	".....	1900	Lunenburg, N.S.....	87 8	23 9	9 4	85 Wm. C. Smith, Lunenburg, N.S.
90,533	Aid.....	Prescott.....	Barge—Chd.....	1885	Montreal, Que.....	153 2	24 4	11 7	368 James Buckley, Prescott, Ont.
85,511	Aileen.....	Toronto.....	Sloop.....	1882	Toronto, Ont.....	65 0	11 8	8 3	25 Robt. Myles, Toronto, Ont.
72,817	Amoko.....	Victoria.....	Schr—Glt.....	1891	Yokohama, Japan.....	75 5	21 8	7 7	75 Victoria Sealing Co., Ltd., Victoria, B.C.
64,970	Alabama.....	Quebec.....	Barge—Chd.....	1871	Grande Bay, Saguenay, Que.	100 2	21 6	8 5	151 John Torrance, Montreal, Que.
111,728	Alaneda.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	87 6	24 6	9 5	93 Chas. L. Silver, Lunenburg, N.S.
111,528	Alart.....	Digby.....	Sloop.....	1901	Cape St. Mary's, N.S.....	35 0	11 0	4 2	11 Stephen A. Donnette, et al., Cape St. Mary's, N.S.
77,807	Alaska.....	Sackville.....	Schr—Glt.....	1884	Sackville, N.B.....	94 0	29 9	8 5	118 J. N. Pugsley, Parrishboro', N.S.
64,512	Alba.....	Arichat.....	".....	1871	St. John, N.B.....	87 4	26 3	9 4	157 John W. Hayes, Holbrook, G.B.

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100,243	Alba	Halifax	Sloop	1891	Shelburne, N.S.	36.5	9.3	3.8	5 James Fraser, Halifax, N.S.
85,974	Alba	St. John, N.B.	Schr—Glt	1882	Waterborough, N.B.	83.1	27.0	7.2	92 R. A. Christie, River Hebert, N.S.
112,341	Albani	Liverpool	"	1902	Liverpool, N.S.	126.0	29.9	11.0	249 L. B. Currie, <i>et al.</i> , West Dublin, N.S.
85,777	Albani	Montreal	Sloop	1883	Yamaska, Que.	107.5	22.6	7.4	154 H. F. Cumming, Cornwall, Ont.
100,846	Albatross	Lunenburg	Schr—Glt	1894	Malone Bay, N.S.	44.4	15.7	6.4	26 Arctus Zinc, <i>et al.</i> , La Have, N.S.
103,081	Albatross	Chatham, N.B.	"	1894	Shippegan, N.B.	35.3	12.3	5.1	13 T. Abier, Shippegan, N.B.
75,633	Albatross	St. Catharines	"	1871	Port Dalhousie, Ont.	136.0	26.3	11.9	317 The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
92,371	Albatross	St. John, N.B.	Schr—Glt	1881	Greenwich, N.B.	60.3	19.2	5.2	45 F. E. Walton, Greenwich, N.B.
103,873	Albert	Montreal	"	1897	Yamaska, Que.	109.4	23.1	7.1	147 H. E. Larkin and A. Sangster, Froquois, Ont.
112,000	Albert D. Mills	Annapolis Royal	Schr—Glt	1902	Meteghan River, N.S.	139.5	32.0	11.7	326 F. W. Pickels, Annapolis, N.S.
100,378	Albert P.	Sydney	"	1892	New Harris, N.S.	69.5	19.8	7.1	60 Peter Porrier, West Arichat, N.S.
112,156	Albert W.	Chatham, N.B.	"	1902	Miscou Head, N.B.	33.6	12.9	4.9	10 W. S. Leggie Co., Ltd., Chatham, N.B.
100,586	Alberta	Montreal	Barge—Chd	1892	Yamaska, Que.	136.2	27.4	11.2	202 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta	"	Barge—Chd	1891	Kingston, Ont.	163.5	23.2	10.2	314 Montreal Transportation Co., Ltd., Montreal, Que.
107,381	Alberta	Ottawa	Scow—Chd	1898	Ottawa, Ont.	40.5	12.2	2.0	6 Jas. Cunningham Wright, Hull, Que.
107,644	Alberta	Lunenburg	Schr—Glt	1899	La Have, N.S.	86.9	24.2	9.5	94 J. J. Moulton and T. J. Clarke, Halifax, N.S.
54,227	Alberton	Halifax	"	1866	Casumpee, P.E.I.	53.7	16.5	6.4	30 Michael Wells, Guysboro', N.S.
92,533	Albina	Montreal	Barge—Chd	1887	Sorel, Que.	110.9	22.8	8.8	180 G. F. Benson and J. D. Reid, J. O., Cardinal, Ont.
94,625	Albion	Ottawa	"	1888	Rockland, Ont.	110.0	22.8	7.3	149 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,266	Albion	Montreal	Sloop	1902	Pierreville, Que.	162.3	23.0	7.2	125 Edmond Lizotte, St. Thomas de Pierreville, Que.
107,657	Aleca	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	97.7	25.4	9.6	99 Alexander Kuekle, Lunenburg, 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 C. Dancan, St. Thomas de Pierreville, Que.
113,265	Aleyone	Digby	Schr—Glt	1901	Shelburne, N.S.	78.0	19.2	8.0	52 Fred. L. Jones, <i>et al.</i> , Ottawa, Ont.
112,287	Alda	Digby	"	1902	Apple River, N.S.	27.0	10.5	6.0	11 Frank Shannon and D. A. McAdam, St. John, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
112,115	Aldine.....	Lunenburg.....	Schr—Glt.....	1903	La Have, N.S.....	92 6 Ft.	24 5 Ft.	9 4 Ft.	99	Albert V. Conrad, La Have, N.S.
88,586	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.
90,736	Alert.....	Port Hawkesbury.....	Schr—Glt.....	1879	Little Harbour, N.S.....	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.
96,950	Alert.....	St. John, N. B.....	Blk—Bq.....	1890	Harvey, N.B.....	163 3	31 6	13 3	576	J. N. Smith, Coverdale, N.B.
91,823	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	7	Benj. Davis, Yarmouth, N.S.
.....	Alexander.....	St. Catharines.....	".....	1857	Port Dalhousie, Ont.....	134 0	23 0	11 0	351	Bryce Muir, Port Dalhousie, Ont.
71,046	Alexander.....	Sydney.....	".....	1877	Little Narrows, N.S.....	75 2	22 3	8 3	78	Paul Fougere, Poulamond, N.S.
72,671	Alexander.....	Victoria.....	".....	1876	Port Essington, B.C.....	170 0	27 2	12 5	189	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
79,926	Alexander Black.....	Dorchester.....	Blk—Bq.....	1891	Harvey, N.B.....	165 8	34 9	13 3	575	Alexander Black, Dorchester, N.B.
112,107	Alexandra.....	Lunenburg.....	Schr—Glt.....	1903	Lunenburg, N.S.....	93 2	24 4	9 6	93	Freeman Anderson, Lunenburg, N.S.
107,608	Alexandra.....	Weymouth.....	".....	1901	Weymouth Bridge, N.S.....	165 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. Mattayez, Lachine, Que.
83,258	Alfred	Digby.....	Schr—Glt.....	1883	Granville, N.S.....	47 4	16 3	6 5	29	Milton Haines, <i>et al.</i> , Freeport, N.S.

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103,343	Alfred..	Montreal	Sloop	1895	Yanaska, Que.	125	4	26	4	10	8	246	Edwardsburgh Starch Co., Montreal, Que.
80,694	Alfred	"	"	1881	"	110	0	22	3	7	7	16	R. Bickerdike and R. Ironside, Montreal, Que.
77,577	Alfred Demers	Montreal	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.
100,489	Algoma	Lunenburg	Schr—Glt	1892	Dublin Shore, N.S.	62	6	20	8	8	1	56	J. Publicover, Dublin Shore, N.S.
111,647	Alhambra	"	"	1901	Malone Bay, N.S.	88	2	24	5	9	6	90	Thomas Hamu, Lunenburg, N.S.
77,549	Alice	Amherst, N.S.	"	1879	Parrsboro' N.S.	37	0	11	5	4	4	8	W. B. Manning, Parrsboro', N.S.
71,302	Alice	Charlottetown	"	1881	Rexton, N.B.	37	0	12	0	4	7	10	Alex. McArthur, Lot 14, P.E.I. (B)
100,984	Alice	Chatham, N.B.	"	1888	Caraque, N.B.	35	0	12	5	4	8	11	Mrs. Sarah Young and F. T. B. Young, J.O. Caraque, N.B.
111,843	Alice	"	"	1901	Shippegan, N. B.	73	2	18	4	8	8	66	Wm. Frung & Co., Ltd., Jersey.
90,866	Alice	Halifax	"	1885	La Have, N.S.	36	0	11	4	4	4	12	James Hemlow, jr., Liscombe, N.S.
103,206	Alice	Liverpool	Schr—Glt	1896	Port Monton, N.S.	56	5	18	7	7	6	42	Jas. Lohnas, et al., La Have, 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	Sloop	.....	Mud Bay, B.C.	32	6	10	5	3	0	9	Donald Urquhart, Vancouver, B.C.
75,794	Alice	Ottawa	Barge—Chd	1878	Ottawa, Ont.	108	0	22	8	7	6	103	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,440	Alice	"	"	1890	Buckingham, Que.	63	4	14	9	3	4	30	O. M. Harris, Buckingham, Que.
64,626	Alice	Parrsboro'	Schr—Glt	1872	St. Martin's, N.B.	66	0	21	0	6	6	55	J. Kendrick, Parrsboro', N.S.
100,382	Alice	Sydney	"	.....	Burgo, Nfld.	37	6	12	0	5	3	10	Wm. Hunt, Sydney, N.S.
100,561	Alice	"	"	1894	Lunenburg, N.S.	120	7	25	8	12	9	248	Dominion Coal Co., Ltd., Montreal, Que.
75,612	Alice	Yarmouth	"	1877	Shelbourne, N.S.	43	0	15	7	6	8	17	J. J. Duffy, Saultville, 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.	"	"	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	Thos. A. Wilson, Bridgewater, N.S.
107,492	Alice J. Davis	Canso	"	1899	Canso, N.S.	44	0	14	8	7	1	20	Edward Hearn, Canso, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,657	Alice M.	Yarmouth.	Schr—Glt	1904	Pubnico, N.S.	52 0 Ft.	16 4 Ft.	4 5 Ft.	26	George A. Shand, Pubnico, N.S.
103,279	Alice Mand.	Chatham, N.B.	"	1895	Caraquet, N.B.	36 0	12 0	4 4	10	C. Robin, Collas & Co., Ltd., Jersey.
64,550	Alice Maud	St. John, N.B.	"	1871	St. John, N.B.	43 0	16 4	5 4	25	Wm. Langwith, Miramichi, N.S.
96,955	Alice Mand	"	"	1890	Greenwich, N.B.	86 0	27 9	7 5	120	N. C. Scott, St. John, N.B.
92,487	Alice Mand.	Windsor, N.S.	"	1887	Grand Manan, N.B.	32 0	11 0	6 0	12	John F. Paul, Hall's Harbour, N.S.
88,456	Alice May	Aridhat	"	1888	Port Hawkesbury, N.S.	54 1	18 6	6 7	39	Wm. LeVesconte, D'Escoisse, 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.
90,660	Alice May.	Yarmouth.	"	.....	Vinalhaven, Me., U.S.A.	46 5	15 4	5 7	18	Chas. Teed, Freeport, N.S.
.....	Alice Pacy	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	Halifax.	Schr—Glt	1886	Ship Harbour, N.S.	62 0	20 5	9 4	71	David J. Burns, Sonora, N.S.
77,725	Alice and Nellie	Digby	"	1878	Freeport, N.S.	50 6	17 3	6 2	30	A. T. Thurler, et al., Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	"	1894	Cambridge, N.S.	27 9	9 4	3 4	4	S. J. Smith, jr., Cheverie, N.S.
97,194	Alika	Chatham, N.B.	"	1891	Shippegan, N.B.	37 5	12 2	4 6	12	L. Paulin, Shippegan, N.B.
100,857	Alix.	Quebec	"	1893	Montnagay, Que.	32 8	12 8	5 6	13	J. A. Martin, Rimouski, Que.

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103,731	Alkaline.	Farrsboro'	Bk-Bq	1897	Farrsboro', N.S.	173 6	37 1	17 2	626	P. R. Eaton, New York, N.Y., U.S.A.
74,410	Alliance.	Chatham, N.B.	Bqtn-Bkglt.	1877	Shippegan, N.B.	90 0	19 5	11 4	99	Wm. Fruing & Co., Ltd., Jersey.
78,634	Alliance	Chatham, Ont.	Schr-Glt.	1867	Port Dover, Ont.	47 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance.	Liverpool.	"	1858	Petite Rivière, 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.
112,391	Alumet.	Ottawa.	Scow-Chd	1902	Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
36,487	Alma.	Charlottetown.	Schr-Glt	1860 } 1881 }	Lunenburg, N.S.	67 5	21 2	8 4	65	J. A. Down, Charlottetown, P.E.I.
103,769	Alma.	Chatham, N.B.	"	1894	Caracquet, N.B.	34 5	12 0	4 4	11	John B. Sirois, Caracquet, N.B.
112,162	Alma.	"	"	1903	Lauque, N.B.	38 0	13 0	5 6	12	Agapit Duguay, Lauque, N.B.
92,554	Alma.	Montreal.	Sloop	1881	Sorel, Que.	85 3	19 6	4 1	17	J. Daucen, St. Francois 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- nider, Que.
73,038	Alma.	"	Barge-Chd	1886	Pariscon, Que.	71 5	20 0	5 1	48	P. Carrier, Roulerville, Chambly Co., Que.
107,221	Alma.	"	Sloop	1897	St. Siméon, Que.	34 4	13 0	4 2	11	S. Talon, St. Siméon, 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	C. Barton, Aspy Bay, N.S.
103,897	Alma II	Quebec.	"	1898	Ship Harbour, N.S.	53 8	16 4	6 8	32	A. H. Simard, St. Paul's Bay, Que.
112,015	Alma Nelson	Lunenburg.	"	1902	Lunenburg, N.S.	94 6	25 0	10 0	99	David Backman, et al., Lunenburg, N.S.
48,198	Almunda.	Quebec.	"	1864	St. Thomas, Que.	74 0	24 8	9	98	Jos. Bergeron, Les Eboulements, Que. N.S.
74,246	Almunda	"	"	1876	Cap St. Ignace, Que.	60 5	19 0	6	41	J. Bouchard, Malbaie, Que.
103,753	Alouette.	Chatham, N.B.	"	1896	Caracquet, N.B.	36 0	11 6	4 8	10	Thos. Ahier, Shippegan, N.B.
88,598	Alph. B. Parker.	St. John, N.B.	"	1885	Tusket Wadge, N.S.	67 3	19 2	6 8	47	Thomas W. Brooks et al., Freeport, N.S.
77,544	Alpha.	Arielat.	"	1878	Wallace, N.S.	58 2	19 0	6 9	42	Wm. Levesconte, D'Escoisse, N.S.
61,625	Alpha	Halifax.	"	1878	Isaac's Harbour, N.S.	46 6	15 2	6 2	18	C. A. Shatford, Chester Basin, N.S.
100,364	Alphonse Pierre.	Quebec.	"	1891	Bon Dosar, Que.	52 6	17 0	5 8	29	Henri St. Gelois, Mille-Vaches, Que.
100,617	Altona.	Shelburne	"	1894	Sable River, N.S.	47 1	16 2	7 2	28	Austin Swansburg, Little Harbour, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.	Tonnage enregistré.
97,175	Altona.....	Windsor, N.S.	Bktn—Bkgt.....	1890	Parrsboro', N.S.	149 4	34 7	12 9	491 Thos. A. Marsters, Hantsport, N.S.
94,842	Alzora.....	Windsor, Ont.	Scow—Chd.	1890	Belle River, Ont.	65 0	18 0	3 8	43 Louis Thibert, Belle River, Ont.
116,217	Amable.....	Quebec.....	Sloop.....	1901	Montmagny, Que.	53 6	20 8	5 0	33 Anable Fournier, Montmagny, Que.
90,426	Amanda.....	Barrington.....	Schr—Glt.....	1886	Shelburne, N.S.	58 6	17 7	6 8	38 Walter Young, Bonilla Bay, Nfld.
107,344	Amanda.....	Yarmouth.....	".....	1901	Pubnico, N.S.	41 0	12 4	5 0	15 Henry A. Amiro, Pubnico, N.S.
92,374	Amanda S.	St. John, N.B.	".....	1887	Rexton, N.B.	54 3	17 9	4 8	24 W. C. Derry, Dover, N.B.
74,270	Anarilda.....	Quebec.....	".....	1876	Ste. Luce, Que.	45 9	14 9	5 8	24 C. Vézina, St. Michel de Bellechasse, Que.
100,810	Amateur.....	Victoria.....	".....	1892	Seattle, Wash., U.S.A..	43 5	15 3	5 9	18 C. Gibson, Nitinat, B.C.
83,176	Amazon.....	Lunenburg.....	".....	1882	Lunenburg, N.S.	70 6	23 3	8 5	73 Peter Smith, Buctouche, N.B.
112,101	Ambition.....	".....	".....	1902	La Have, N.S.	95 8	26 0	10 2	100 A. Himmelman, <i>et al.</i> , La Have, N.S.
97,196	Amelia.....	Montreal.....	Sloop.....	1890	Yanaska, Que.	104 3	22 9	7 1	108 O. Desrosiers, Yanaska, Que.
107,311	America.....	Halifax.....	Schr—Glt.....	1898	Shelburne, N.S.	75 0	20 5	9 4	57 James Hairahan, Ferguson's Cove, N.S.
107,807	America.....	St. John, N.B.	Sloop.....	1896	Grand Manan, N.B.	40 6	13 7	5 4	16 John W. Thurber, Freeport, N.S.
94,882	Americo.....	New Westminster...	Schr—Glt.....	1887	Nanaimo, B.C.	48 0	14 3	3 3	32 Bernard Buck, Vancouver, B.C.

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59,372	Anos M. Holt.....	(Digby.....)	Schr—Glt.....	1876	St. Patrick, N.B.....	53	0	19	3	6	0	33	David R. Graves, Granville, N.S.
99,432	Ancenis.....	Yarmouth.....	Ship.....	1892	Greenock, G.B.....	257	0	39	0	22	7	1700	The Ship Ancenis Co., Ltd., Liverpool, G.B.
88,610	Angara.....	Lanenburg.....	Bktn—Bkgt.....	1884	Bridgewater, N.S.....	139	2	33	0	21	2	630	Isaac Kodenheiser, <i>et al.</i> , Bridgewater, N.S.
103,071	Anglesca.....	Chatham, N.B.....	Schr—Glt.....	1893	Carapuet, N.B.....	36	2	13	4	5	1	12	H. Lehouillier, Carapuet, N.B.
71,213	Anglo-Saxon.....	Sarnia.....	".....	1864	Port Dalhousie, Ont.....	133	8	26	0	11	3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107,705	Anglo-Saxon.....	Toronto.....	House boat.....	1896	Penetanguishene, Ont.....	58	0	22	6	3	0	180	David Davidson, Penetanguishene, Ont.
85,482	Angola.....	Liverpool.....	Schr—Glt.....	1883	Jordan River, N.S.....	82	4	22	2	8	7	94	C. A. Larder, New Ross, N.S.
107,803	Anita.....	St. John, N.B.....	Sloop.....	1896	St. Andrews, N.B.....	32	6	12	9	5	0	10	Isaac Treecartin, Grand Manan, N.B.
52,632	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	Doisithé Chiasson, Shippegan, N.B.
103,073	Anna.....	".....	".....	1892	".....	35	2	12	8	5	0	11	Luke Friolet, Carapuet, N.B.
103,244	Anna.....	Montreal.....	Sloop.....	1890	Yanaska, Que.....	93	0	21	4	5	6	76	Clarisse La Salle, St. Michel d'Yamaska, 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.
100,137	Anna B.....	Winnipeg.....	Barge—Chd.....	1892	Rat Portage, Ont.....	43	2	22	2	5	1	14	Angus McKinnon, Rat Portage, Ont.
77,772	Anna E. Foster.....	Godorich.....	Schr—Glt.....	1877	Cheboygan, Mich., U.S.A.....	66	0	17	0	6	6	39	W. Foster, Owen Sound, Ont.
103,275	Anna Helen.....	Chatham, N.B.....	".....	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, Margaretsville, N.S.
103,433	Anna Maud.....	Arichat.....	".....	1892	Georgetown, P.E.I.....	34	2	13	7	4	6	10	R. H. Munroe, Whitehaven, N.S.
88,511	Annabell.....	Sydney.....	".....	1883	Ingonish, N.S.....	33	7	13	8	6	0	11	George H. Murray, North Sydney, N.S.
72,572	Annandale.....	Kingston.....	".....	(1868 (1879	Kingston, Ont..... Port Dalhousie, Ont.....	111	8	24	9	9	1	180	Geo. Irving, Burlington, Ont.
112,146	Annandale.....	".....	House boat.....	1903	Rockport, Ont.....	62	6	22	2	1	2	76	Miss Violet Richardson, New York, N.Y., U.S.A.
80,768	Anne Prudoner.....	Quebec.....	Schr—Glt.....	1881	Cap St. Ignace, Que.....	41	5	14	7	6	2	24	Joseph Tremblay, Chicoutimi, Que.
92,759	Annette.....	".....	".....	1889	Anse St. Jean, Que.....	42	0	15	0	6	4	21	M. Blais, jr., Rivière Romaine, coast of Labrador.
57,260	Annie.....	Arichat.....	".....	1867	La Have, N.S.....	70	0	22	0	8	8	68	Edward J. LeBlanc, West Arichat, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
75,888	Annie	Charlottetown	Schr—Glt	1880	Pictou, N.S.	43 3 Ft.	16 4 Ft.	5 6 Ft.	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. Demers and M. Thibeau, Dover East, Ont.
88,219	Annie	Halifax	"	1874	Lunenburg, N.S.	41 0	13 2	5 5	15	George H. Graham, Three Fathom Harbour, N.S.
103,507	Annie	"	"	1894	Mahone Bay, N.S.	39 0	12 6	5 6	16	Chas. Covey, Indian Harbour, N.S.
.....	Annie	Montreal	Barge—Chd	1869	Williamstown, Ont	121 1	22 9	7 6	185	Ernest Taulprier, 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.
69,956	Annie	Port Hawkesbury	Schr—Glt	1874	Margaree, N.S.	38 0	14 0	6 0	19	Isaac Murray, Halifax, N.S.
80,886	Annie	St. Andrews	"	1881	St. Andrews, N.B.	68 0	18 1	6 2	41	James D. Ellis, Kingsport, N.S.
103,061	Annie	Yarmouth	"	1895	Salmon River, N.S.	77 6	25 0	6 5	71	Ben. Gullison, Salmon River, N.S.
83,030	Annie	Wallaceburg	Barge—Chd	1883	Dresden, Ont	96 0	24 0	4 7	70	Asa Kibble, Dresden, Ont.
92,699	Annie	Winnipeg	"	1889	Norman, Ont	59 0	14 4	5 7	30	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
112,388	Annie Amelia	Sydney	Schr—Glt	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.

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111,879	Annie B.	Yarmouth	Sloop	1902 Pubnico, N.S.	41 0	14 9	6 6	20 Theod. D'Entrevient, Pubnico, N.S.
116,344	Annie B. M.	Arichat	Schr—Glt	1903 L'Ardoise, N.S.	44 6	13 3	6 0	18 Wm. Mombourquette, L'Ardoise, N.S.
103,027	Annie Blanche	Parrsboro'	"	1895 Parrsboro', N.S.	68 7	22 3	7 1	68 Leonard A. Rowe, Parrsboro', N.S.
72,978	Annie Coggins	Digby	"	1876 Freeport, N.S.	67 7	18 0	8 4	22 Thos. Milner, <i>et al.</i> , Granville, 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 H. Swansburg, Shelburne, N.S.
90,731	Annie E. Paut	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-à-Dieu, N.S.	37 4	13 0	5 2	13 John Farrell, Main-à-Dieu, N.S.
75,827	Annie G.	Halifax	"	1878 Indian Harbour, N.S.	58 8	18 5	8 0	38 J. Rogers, Fortune, Nfld.
92,506	Annie G.	St. Andrews	"	1876 West Isles, N.B.	30 0	10 9	6 3	10 Stephen Mitchell, Campo Bello, N.B.
85,981	Annie Gale	St. John, N.B.	"	1882 Waterborough, N.B.	77 8	26 4	7 0	97 Stephen B. Kelly, River Hebert, N.S.
111,524	Annie Laurie	Digby	Sloop	1900 Freeport, N.S.	28 2	11 0	5 5	10 Stephen Perry, Freeport, N.S.
61,595	Annie Louisa	Halifax	Schr—Glt	1876 Jordan River, N.S.	56 6	20 0	7 5	40 M. Williams, Musquodoboit Harbour, N.S.
112,021	Annie M.	Canso	"	1903 Queensport, N.S.	48 0	15 8	8 5	29 John O'Leary, Queensport, N.S.
107,766	Annie M.	Charlottetown	"	1902 Mimmigash, 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. Lorgie Co., Ltd., Chatham, N.B.
107,069	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.
94,696	Annie M. Sproul	Digby	"	1878 U.S.A.	75 0	20 7	7 6	70 David Sproul, <i>et al.</i> , Digby, N.S.
111,737	Annie M. W.	Lunenburg	Schr—Glt	1902 LaHave, N.S.	90 4	24 3	9 3	98 Jos. N. Wolfe, <i>et al.</i> , La Have, N.S.
59,172	Annie McNairn	Halifax	"	1868 Buctouche, N.B.	128 6	30 7	12 8	368 Geo. E. Franklin, Halifax, N.S.
103,463	Annie May	Arichat	"	1899 River Bougeoise, N.S.	39 4	13 4	4 9	11 John J. Langley, Sumnyside, N.S.
111,472	Annie May	"	"	1900 Rockdale, N.S.	44 5	11 2	7 0	17 Jas. Mombourquette, L'Ardoise, N.S.
111,526	Annie May	Digby	"	1900 Port Lorne, N.S.	28 0	11 3	5 8	11 David Sabeans, Port Lorne, N.S.
83,413	Annie Minnes	Port Hope	"	(1867 } Portsmouth, Ont. (1881 }	101 9	24 9	8 6	155 W. H. Braund, Port Hope, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,512	Annie Pearl.....	Moncton.....	Schr—Glt....	1892	Parrsboro', N.S.....	56 1/2 Fts.	17 1/2 Fts.	10 fms. 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	Edward Canavan, Halifax, N.S.
107,279	Annie Smith....	Paspébiac.....	Bktn—Bkglt....	1899	Liverpool, N.S.....	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.
90,622	Annie T. McKie....	Charlottetown....	Schr—Glt....	1884	New London, P.E.I.....	63 0	21 0	9 0	68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W.....	Guyssboro'.....	".....	1883	Wine Harbour, N.S.....	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.
103,991	Annie & Lillie.....	St. Andrews.....	Sloop.....	1897	Grand Manan, N.B.....	25 0	12 5	6 5	10	Joseph Hatt, Grand Manan, N.B.
97,048	Annie and Lizzie....	St. John, N.B.....	Schr—Glt....	1891	Port Monton, N.S.....	53 0	17 8	7 0	39	Ralph McKenzie, Jordan Bay, N.S.
90,655	Annina.....	Yarmouth.....	".....	1886	Eel Brook, N.S.....	40 4	13 0	4 3	12	Hilaire Bouque, Eel Brook, N.S.
.....	Antelope.....	Hamilton.....	".....	1854	Port Robinson, Ont.....	106 5	19 7	9 7	180	Joseph Glass, Sarnia, Ont.
64,720	Antelope.....	Port Hawkesbury....	".....	1874	Margaree, N.S.....	48 5	16 0	6 0	24	Geo. D. McLeod, Broad Cove, N.S.
75,631	Antelope.....	Toronto.....	".....	1873	Port Dalhousie, Ont....	138 6	25 3	11 4	334	Albert A. J. Foster and Amelia Ure, J.O., Toronto, Ont.
94,728	Antigua.....	Windsor, N.S.....	Bktn—Bkglt....	1889	Newport, N.S.....	165 6	35 7	16 0	735	H. H. Greene, Kemps, N.S.
55,014	Antiope.....	Victoria.....	Bk—Bq.....	1866	Port Glasgow, G.B.....	242 3	38 4	23 7	1365	Barque Antiope Co., Ltd., Victoria, B.C.
38,498	Appoline.....	Arielat.....	Schr—Glt....	1868	River Inhabitants, N.S..	51 8	18 9	8 1	40	C. D. Tapiro, Arielat, N.S.

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100,671	April.....	Vancouver.....	Seaw—Chd.....	1888 Vancouver, B.C.....	80 8	23 2	6 2	96 Gordon T. Legg, Vancouver, B.C.
92,474	Aquila.....	Charlottetown.....	Bgtn—Bkgt.....	1888 Georgetown, P.E.I.....	92 8	24 6	10 7	150 Wm. Sencabaugh, Georgetown, P.E.I.
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. Rive, Caraquet, N.B.
117,750	Arabia.....	Lunenburg.....	".....	1902 La Have, N.S.....	84 5	23 2	9 0	80 David Heisler, Lunenburg, N.S.
.....	Arabian.....	Montreal.....	Barge—Chd.....	1865 Yanaska, Que.....	76 3	20 9	5 5	61 Naresse Foreier, St. Aimé, Que.
38,355	Arbutus.....	Arichat.....	Schr—Glt.....	1852 Essex, Mass., U.S.A.....	64 0	19 9	7 0	46 Saml. Lawrence, Margaree, N.S.
116,654	Arbutus.....	Yarmouth.....	".....	1904 Shelburne, N.S.....	77 0	21 4	8 0	61 Henry S. Leblanc, Pubnico, N.S.
107,182	Arclight.....	Charlottetown.....	".....	1898 Sonris, P.E.I.....	91 0	27 5	8 8	103 Jas. Poole, Channel, Nfld.
97,094	Arctic.....	Lunenburg.....	".....	1890 Lunenburg, N.S.....	90 4	25 5	10 3	119 Andrew King, Halifax, N.S.
.....	Arctic.....	St. Catharines.....	".....	1858 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.
69,143	Arequipa.....	Arichat.....	".....	1875 New Dublin, N.S.....	51 5	17 5	7 0	36 Isidore Porrier, West Arichat, N.S.
96,739	Argeline.....	Chatham, N.B.....	".....	1890 Caraquet, N.B.....	37 0	13 0	5 4	14 O. Gionet, Caraquet, N.B.
103,985	Argentina.....	Chatham, N.B.....	".....	1894 Caraquet, N.B.....	37 4	13 3	5 0	12 C. Robin, Collas & Co., Ltd., Jersey.
92,682	Argentina.....	Pictou, N.S.....	Bktn—Bkgt.....	1890 River John, N.S.....	155 7	38 1	15 3	583 W. H. Smith, Windsor, 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.
111,762	Ariadne.....	Kingston.....	Sloop.....	1901 Anherst Island, Ont.....	46 0	14 8	4 2	17 Peter Gratton, Anherst Island, Ont.
103,617	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.....	Schr—Glt.....	1902 Petite Riviere, N.S.....	63 4	19 1	7 4	48 Holland D. Outhouse, Tiverton, N.S.
103,487	Ariadne.....	Victoria.....	Yawl—Yole.....	1896 Esquimaux, B.C.....	46 8	15 2	7 0	23 Frank F. Barnhardt, Victoria, B.C.
.....	Ariel.....	Port Hope.....	Schr—Glt.....	1867 Quebec, Que.....	111 0	25 2	8 7	162 D. C. Strong, Godfrich, Ont.
107,078	Ariel.....	St. John, N.B.....	Sloop.....	1894 Rodhesay, N.B.....	27 0	10 8	4 4	7 R. Matthews, St. John, N.B.
88,612	Ariel.....	Victoria.....	Schr—Glt.....	1884 Bridgewater, N.S.....	70 5	22 5	8 4	74 H. F. Bishop, Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
90,870	Arietis	Victoria	Schr—Glt	1887	Lunenburg, N.S.	77 6 P ^t	23 5 F ^t	8 10 fms.	86 Victoria Sealing 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	Natashquan, Que.	40 8	15 2	6 1	19 Jos. Bélanger, Trois Pistoles, 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.
83,307	Arizona	Liverpool	Schr—Glt	1883	Port Medway, N.S.	84 0	25 0	9 8	99 Jas. N. Wyle, Port Medway, N.S.
71,030	Arizona	Yarmouth	Schr—Glt	1876	Pubnico, N.S.	81 9	22 6	8 8	85 L. D. D'Entrement, Pubnico, N.S.
72,957	Ark	St. Catharines	"	1875	Port Dalhousie, Ont.	175 6	35 6	10 4	521 The Montreal Lighterage Co., Mon- treal, Que.
90,450	Ark	Winnipeg	Barge—Chd	1885	Rat Portage, Ont.	45 0	14 0	2 9	48 Patriek Nestor, M.O., Rat Portage, Ont.
116,499	Arkansas	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	99 6	26 0	10 0	111 John B. Young, Lunenburg, N.S.
100,587	Arnand	Montreal	Barge—Chd	1892	Yamaska, Que.	131 6	27 9	11 2	256 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,339	Armenia	Ottawa	"	1881	Ottawa, Ont.	110 3	22 2	7 6	142 T. H. Kirby and C. W. Bangs, J. O., Ottawa, Ont.
107,439	Armita	St. Andrews	Sloop	1894	Digby, N.S.	35 0	12 2	5 0	15 Judson L. Guptill, Grand Manan, N.B.
36,508	Arno	Liverpool	Schr—Glt	1860	Petite Rivière, N.S.	46 0	16 7	6 1	23 J. C. Sperry, Petite Rivière, N.S.
80,683	Arno	Ottawa	Barge—Chd	1881	Montreal, Que.	111 9	22 6	7 0	152 Ottawa Transportation Co., Ltd., Ottawa, Ont.

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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.
97,190	Arona	Windsor, N.S.	Schr—Glt	1891	Newport, N.S.	159 7	35 0	12 9	532	G. D. Spicer, Deep Brook, N.S.
103,205	Aroostook	Lunenburg	"	1880	Essex, Mass., U.S.A.	75 0	22 0	7 9	67	J. W. McLachlan, Lunenburg, N.S.
85,694	Arrow	Chatham, N.B.	"	1883	Badhurst, N.B.	41 4	13 2	5 0	14	William Daly, Badhurst, N.B.
111,699	Arrow	Liverpool	"	1902	Liverpool, N.S.	112 2	27 4	11 3	183	A. W. Hendry, Liverpool, N.S.
111,927	Arthur	Toronto	"	1873	Manitowoc, Wis., U.S.A.	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
71,032	Arthur	Yarmouth	"	1870	Meteghan, N.S.	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
116,911	Arthur H. Wight	Liverpool	"	1904	Liverpool, N.S.	103 0	25 5	9 5	99	Lauchlin B. Currie, M.O., La Have, N.S.
107,841	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont.	47 5	16 0	4 6	22	Andrew Row and John Gillian, J.O., Toronto, Ont.
96,947	Arthur M. Gibson	St. John, N.B.	"	1890	Gibson, N.B.	131 0	31 5	11 0	296	John Gibson, Marysville, N.B.
85,299	Arthur P.	Montreal	Barge—Chd	1882	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	Adolph Lapierre, fils, Pierreville, Que.
107,436	Ashore	St. Andrews	Sloop	1899	Cadlais, 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	Samuel D. Hernan, Lunenburg, N.S.
41,771	Atalia	Guysboro'	"	1858 1875	La Have, N.S.	50 0	16 8	6 9	34	John C. Bourinot, Port Hawkesbury, N.S.
103,372	Athalaska	Winnipeg	Barge—Chd	1891	Alhabsaka Landing, N.W.T.	51 6	12 8	3 1	18	The Hudson's Bay Co., London, G.B.
103,734	Athelia	Parrsboro'	Schr—Glt	1897	Moose River, N.S.	52 3	19 0	6 2	40	Wm. Caffill, Parrsboro', N.S.
92,498	Athens	Windsor, N.S.	Bktn—Bkgt.	1888	Newport, N.S.	104 4	35 5	16 1	663	Samuel Reynard et al., New York, U.S.A.
83,200	Athlete	Pictou, N.S.	Schr—Glt	1887	Tatamagouche, N.S.	59 5	18 5	7 5	53	David Roberts, Tatamagouche, N.S.
103,495	Athlon	Lunenburg	"	1893	La Have, N.S.	87 5	23 6	9 4	99	Wm. C. Smith, M.O. Lunenburg, N.S.
100,107	Athol	Parrsboro'	"	1891	Advocate, N.S.	73 6	24 4	6 5	70	William Sterling, Port Greville, N.S.
77,601	Atlas	Lunenburg	Schr—Glt	1878	La Have, 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	Atlin	Victoria	Barge—Chd	1904	White Horse, Y.T.	58 0	18 0	4 0	34	British Yukon Navigation Co., Ltd., Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,210	Atrato	Liverpool	Schr—Glt	1897	Liverpool, N.S.	107 6 Ft.	27 5 Ft.	10 6 Ft.	199	W. Mitchell, Halifax, N.S.
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	Andaieux	Weymouth	"	1886	Meteghan River, N.S. ...	79 7	23 4	9 0	99	L. J. Melançon, M.O. Port Gilbert, N.S.
111,557	Audley R.	St. Andrews	Sloop	1894	West Isles, N.B.	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.
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.
106,360	Auguste	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., Montreal, Que.
97,134	Aurelia	Quebec	"	1886	Mille Vaches, Que.	38 8	14 8	4 6	14	J. L. Fequet, Bonne Esperance, Coast of Labrador.
94,727	Aurelia	St. John, N.B. ...	"	1889	Hall's Harbour, N.S.	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.
73,058	Aurèle	Quebec	Barge—Chd	1873	Yanaska, Que.	102 4	22 2	7 5	127	Alexander Laplante, Lachine, Que.
88,645	Auriga	Charlottetown	Bk Bq	1894	Bideford, P.E.I.	193 0	35 2	19 9	887	Ship 'Auriga' Co., Ltd., Liverpool, G.B.
55,891	Aurora	Port Hope	Schr—Glt	1867	Quebec, Que.	125 0	26 2	10 5	234	Blind River Manfg. Co., Sarnia, Ont.
90,795	Aurora	Victoria	"	1888	Mayne Island, B.C.	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
94,980	Aurore	Yarmouth	"	1890	Pubnico, N.S.	81 1	22 2	7 6	86	Leon D'Eon, Pubnico, N.S.

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83,469	Austin P.	St. Andrews	"	1882	West Isles, N.B.	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
112,088	Australia.	Lunenburg	"	1902	Mahone Bay, N.S.	88 2	24 5	9 4	89	Wm. D. McLean, Mahone Bay, N.S.
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.	Schr—Glt.	1885	Waterborough, N.B.	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis.	Quebec.	Schr—Glt.	1896	La Have, N.S.	85 9	24 3	9 4	100	Phid. Blouin, Quebec, Que.
85,978	Avis.	St. John, N.B.	"	1882	Rothsay, N.S.	86 0	26 0	8 0	100	Levi F. Ring, St. John, N.B.
111,504	Avis.	"	Sloop.	1895	Perth Amboy, Me., U.S.A	31 0	8 3	2 9	4	W. R. Turnbull, 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	Clark's Harbour, N.S.	31 6	11 9	5 4	12	Peter Kenny, Clarks Harbour, N.S.
88,392	Avoca.	Windsor, N.S.	Bk—Bq.	1885	Newport, N.S.	209 0	41 0	24 0	1334	Wm. E. Heath, 2 King St., Liverpool, G.B.
100,578	Avon.	Halifax	Schr—Glt.	1893	La Have, N.S.	57 9	20 1	7 9	49	J. W. McDonald, Harrigan, Cove, N.S.
103,216	Avon	Ottawa	Scow—Chd.	1890	Buckingham, Que.	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
92,483	Avonia.	Windsor, N.S.	Bk—Bq.	1886	Horton, N.S.	229 0	42 0	24 0	1629	J. T. North et al., Hantsport, N.S.
75,643	Ayr.	St. Catharines	Schr—Glt.	1858	Port Dalhousie, Ont.	132 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
111,740	Azalea	Lunenburg	Schr—Glt.	1902	Lunenburg, N.S.	85 6	24 0	9 2	80	Jas. A. Hirtle, et al., Lunenburg, N.S.
	Azov.	Hamilton.	"	1866	Wellington Square, Ont.	108 4	23 7	10 0	195	John McDonald, Goderich, Ont.
116,906	B.	Ottawa	Barge—Chd.	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	Canada Cornutum Co., Ltd., Toronto, Ont.
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., Ltd., Vancouver, B.C.
111,601	B. No. 13.	"	"	1891	"	58 0	19 0	5 0	134	"
100,463	B. C.	Quebec.	Schr—Glt.	1891	St. Thomas, Que.	37 4	12 6	5 0	15	E. Caron, Montmagny, Que.
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	"

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,607	B. S. M. No. 7.....	New Westminster...	Barge—Chd	1892	New Westminster, B.C.	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	Oscar Outhouse, <i>et al.</i> , Tiverton, 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
66,681	B. K. Kelley	Halifax.....	"	1873	Argyle, N.S.	56 6	18 0	6 3	35	Leander Wallace, Halifax, N.S.
103,858	B & B. Holland.....	"	"	1897	Duncan's Cove, N.S.	52 8	14 4	7 2	26	J. Holland, Duncan's Cove, N.S.
83,066	B. Donaldson.....	Ottawa.....	Barge—Chd	1881	Hull, Que.	111 2	22 5	7 8	162	Ottawa Transportation Co., Ltd., Ottawa, Ont.
38,501	B. Wier & Co.	Arichat	Schr—Glt	1869	L'Ardoise, N.S.	54 3	16 0	5 6	25	Henry Dorion, West Arichat, N.S.
50,717	Babineau & Gaudry	Quebec.....	"	1864	Gronlines, Que.	95 5	23 5	9 8	156	Hiram Ives, Windsor, Ont.
107,780	Baden-Powell.....	Chatham, N.B.....	"	1900	Chatham, N.B.	82 7	23 3	9 0	97	W. S. Loggie Co., Ltd., Chatham, N.B.
111,412	Baden-Powell.....	Lunenburg	"	1900	Lunenburg, N.S.	90 6	24 0	9 6	94	G. Spindler, Lunenburg, N.S.
74,308	Bald Eagle.....	Yarmouth.....	Schr—Glt	1876	Short Beach, N.S.	40 2	15 3	5 2	14	A.O.H. Wilson, St. John, N.B.
97,039	Baldwin.....	"	Bktn—Bkgt.....	1891	Meteghan River, N.S.	107 1	34 2	13 2	561	The Baldwin Shipping Co., Ltd., Yarmouth, N.S.
103,347	Balmoral.....	Montreal.....	Barge—Chd	1894	Montreal, Que.	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.

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107,752	Baltic	Charlottetown	Schr—Glt	1847 Essex, Mass., U.S.A. ..	75 2	19 6	8 1	64 Ronald P. E. I. McMillan, Charlottetown, P. E. I.
.....	Baltic	Montreal	Barge—Chd	1873 Rivière du Loup, Que....	103 0	20 8	6 5	130 E. Lapointe, St. Henri, Que.
116,760	Baltic	Toronto	"	1856 Philadelphia, Pa., U.S.A.	136 0	22 0	9 0	194 John Galna and R. W. Dauter, J.O., Perry Sound, Ont.
72,590	Bangalore	Kingston	Schr—Glt	1877 Kingston, Ont	136 0	26 2	12 0	296 A. Rondeau, Lamoine, Que.
.....	Bangor	Montreal	Barge—Chd	1872 Pierreville, Que	97 7	19 0	6 1	105 O. Paul Hus, Sorel, Que.
64,024	Banner	Digby	Bgtn—Bkgt	1872 Port Gilbert, N.S.	85 3	23 5	9 0	132 St. Clair Jones, Weymouth, N.S.
72,069	Barbara Fritchie	Arlivat	Schr—Glt	1866 Kennebunk, Me., U.S.A.	72 6	20 4	7 3	63 Jas. Byrne, St. Lawrence, Nfld.
108,501	Barcelona	Lunenburg	"	1896 LaHave, N.S.	84 9	24 3	9 3	* 99 J. A. Ronkey, LaHave, N.S.
107,267	Barge No. 1.	Ottawa	Barge—Chd	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 Dunsmuir, 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	Schr—Glt	1891 Granville, N.S.	126 0	30 0	12 2	299 J. C. Thompson, Mobile, U.S.A.
103,755	Basil M. Geldert	Lunenburg	"	1897 LaHave, N.S.	89 0	24 6	9 5	99 R. H. Cann, Louisburg, N.S.
112,383	Basinoland	Liverpool	"	{ 1870 Bath, Me., U.S.A. } { 1903 Liverpool, N.S. }	116 9	29 0	8 4	190 Reynolds Harrington, Sydney, N.S.
72,595	Bavaria	Kingston	"	1878 Garden Island, Ont.	145 0	26 1	12 5	361 Alex. Kidd, Sarnia, Ont.
97,188	Bay Queen	Digby	"	1891 Mount Denison, N.S.	51 0	16 2	6 5	32 L. H. Outhouse, Tiverton, N.S.
75,609	Bear River	"	"	1878 Bear River, N.S.	57 0	18 6	6 3	38 John H. Lent, et al., Bear River, N.S.
116,828	Beatrice	Barrington	Sloop	1903 Clark's Harbour, N.S.	32 6	12 0	6 1	12 Frank A. Swin, Clark's Harbour, N.S.
97,077	Beatrice	Charlottetown	Schr—Glt	1893 Souris, P.E.I.	32 8	11 1	5 3	8 Wm. Bark, Bay Fortune, P.E.I. (B)
85,345	Beatrice	Chatham, N.B.	Schr—Glt	1883 Lunenburg, N.S.	74 4	25 6	8 4	79 Alfred Manley, Halifax, N.S.
116,672	Beatrice	St. Andrews	Sloop	1897 West Isles, N.B.	36 6	13 8	6 0	19 Henry Benson, Grand Manan, N.B.

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72,737	Beatrice.....	Victoria	Schr—Glt	1877	Yokohama, Japan.	65 Ft.	18 9 10ths.	4 Ft.	66 Victoria Sealing Co., Ltd., Victoria, B.C.
107,130	Beatrice L. Corkum.	Lunenburg	"	1899	Lunenburg, N.S.	91 8	24 5	9 5	81 Spratt Balcoun, Victoria, B.C.
111,477	Beatrice May.....	Aricat.....	"	1901	St. Peters, N.S.	64 0	19 8	8 0	52 Henry Robertson, St. Peters, N.S.
116,498	Beatrice S. Mack...	Lunenburg	"	1903	Lunenburg, N.S.	92 4	24 8	10 0	99 Wm. C. Smith, Lunenburg, N.S.
74,239	Beau Rosier	Montreal	Sloop.....	1875	St. Thomas, Que.	89 0	21 0	5 6	75 J. A. Bonin, Lanoraie, Que.
66,075	Beauport.....	Kingston.....	Barge—Clhd	1873	Point Lévis, Que.....	145 6	29 3	9 9	334 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
66,080	Beaupré.....	Quebec.....	Sloop	1872	Yanaska, Que.....	107 6	23 7	9 8	163 A. Perrault, Montreal, Que.
33,654	Beaver.....	Chatham, N.B.....	"	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., Loggerville, N.B.
111,943	Beaver No. 3.	New Westminster...	Barge—Clhd	1900	Blaine, Wash., U.S.A...	55 0	13 0	3 6	22 National Packing Co., Vancouver, B.C.
.....	Bedford.....	Kingston.....	"	1863	Kingston, Ont.....	103 0	22 6	5 2	107 The Deseronto Navigation Co., Ltd., Deseronto, Ont.
61,431	Bee.....	Chatham, N.B.	Schr—Glt	1874	Shippagan, N.B.....	35 0	11 4	4 5	11 Paul Noël, Shippagan, N.B.
100,983	Bee.....	"	"	1888	Caracquet, N.B.	35 6	12 0	5 6	11 C. Robin, Collas & Co., Ltd., Jersey.

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107,892	Belle	Montreal	Barge—Clhd	1858	Montreal, Que.	93 8	18 1	5 1	82	Amb. Bertrand, Vaudreuil, Que.
72,986	Belnap	"	Sloop	1900	Yamaska, Que.	90 7	21 6	6 1	87	Noc Jervais, St. Michel d'Yamaska, Que.
88,369	Bella	Wallaceburg	Barge—Clhd	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46	John Cooper, Chatham, Ont.
61,148	Belle	Kingston	"	1870	Garden Island, Ont.	166 0	26 5	11 9	434	Montreal Transportation Co., Montreal, Que.
74,141	Belle	Chatham, N.B.	Schr—Glt	1874	Carquet, N.B.	34 0	12 0	4 6	12	Mrs. Sarah Young, and F.T.B. Young, J. O., Carquet, N.B.
96,868	Belle	Guyssboro'	"	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
92,609	Belle of the Bay	Prescott	Barge—Clhd	1897	Toronto, Ont.	130 0	27 0	11 0	335	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
61,409	Belmont	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S.	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
83,050	Belmont	Chatham, N.B.	"	1871	Carquet, N.B.	38 5	13 7	5 4	13	P. Calichan, Carquet, N.B.
83,432	Belmont	Shelburne	"	1882	Shelburne, N.S.	63 0	20 5	7 9	54	Jos McGill, Shelburne, N.S.
98,630	Belmont	Weymouth	Schr—Glt	1886	Gilbert Cove, N.S.	80 0	23 4	8 2	98	Martin Melancon, Gilbert Cove, N.S.
103,187	Ben Bolt	Yarmouth	Bk—Bq	1891	Port Glasgow, G.B.	236 4	38 1	21 8	1415	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,972	Ben Hur	"	Schr—Glt	1896	Lockeport, N.S.	98 9	23 4	9 1	91	Henry Lewis, et al., Yarmouth, N.S.
96,787	Benecia Boy	Chatham, N.B.	"	1892	Tracadie, N.B.	34 0	12 2	5 2	11	Win. Fruing & Co., Ltd., Jersey.
107,566	Benefit	Halifax	"	1889	Straits of Canso, N.S.	34 2	10 8	6 6	11	Michael Crispo, Harbour au Bouche, N.S.
88,477	Berens River	Parrsboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,300	Bernadette	Winnipeg	Barge—Clhd	1882	Winnipeg, Man.	133 3	22 8	7 8	335	The Dominion Fish Co., Ltd., Winnipeg, Man.
107,237	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.	43 8	16 5	6 5	28	Mrs. Lucy Boily, Baie St. Paul, Que.
(a) 107,212	Bert Eglin	"	Sloop	1898	Isle aux Grues, Que.	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.
77,789	Bertha	Winnipeg	Schr—Glt	1898	Grand Marais, Man.	66 9	16 5	6 5	47	John Rupert, Balsam Bay, Man.
72,273	Bertha	Port Medway	"	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Minnie Sabeau, Port Medway, N.S.
97,028	Bertha	St. John, N.B.	"	1870	Scotch Town, N.B.	40 7	14 3	4 5	15	Mrs. Joanna McDavitt, St. John, N.B.
100,253	Bertha Belle	Yarmouth	"	1880	Port Maitland, N.S.	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
73,969	Bertha E.	Halifax	"	1894	Moser's River, N.S.	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
		"	"	1877	Liverpool, N.S.	44 4	16 3	6 6	21	Abel Boutilier, St. Margaret's Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
90,900	Bertha Kelly.	Yarmouth.	Sloop.	1889	Tusket Wadge, N.S.	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.
92,707	Bertha McKay.	Winnipeg.	Barge—Chd.	1890	Rainy River, Ont.	110 0	19 5	8 5	158	Wm. Morissette, Rat Portage, Ont.
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., Leveson, G.B.
107,911	Bertie.	St. Andrews.	Sloop.	1894	Digby, N.S.	34 0	11 8	5 0	13	Judson L. Gupil, 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.	Parrsboro'.	Schr—Glt.	1891	Port Greville, N.S.	46 1	16 3	5 9	24	S. V. Melançon, Granville, N.S.
100,545	Bessie.	Digby.	"	1896	Plympton, N.S.	78 8	24 0	8 2	88	Wm. K. Smith, Plympton, N.S.
100,373	Bessie.	Sydney.	"	1891	Little Bras d'Or, N.S.	44 8	16 5	6 2	20	Wm. Hunt, Sydney, N.S.
100,340	Bessie A.	Parrsboro'.	"	1898	Lower Schuab, N.S.	78 0	25 2	8 5	96	J. N. Pugsley, et al., Parrsboro', N.S.
94,602	Bessie Florence.	Halifax.	"	1888	Malone Bay, N.S.	33 6	12 3	5 5	12	James Howard, Terence Bay, N.S.
85,622	Bessie G.	Parrsboro'.	"	1884	Parrsboro', N.S.	76 0	25 5	6 9	69	Jas. E. George, et al., Parrsboro', N.S.
100,236	Bessie Jennex.	Halifax.	"	1893	Jeddore, N.S.	71 6	22 8	9 4	81	Andrew King, Halifax, N.S.
96,838	Bessie L.	Lunenburg.	"	1890	Malone Bay, N.S.	55 0	19 3	7 9	49	David Hoisler, Lunenburg, N.S.
88,267	Bessie May.	Yarmouth.	"	1883	Cardton, N.B.	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.

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80,010	Bessie P. Brown	St. John, N.B.	"	1879	St. Martin's, N.B.	43 8	15 0	4 9	20	Samuel McKay, Penfield, N.B.
96,753	Bessie Parker	"	"	1889	Tyne-mouth, N.B.	117 0	29 6	10 4	228	Robert C. Elkin, St. John, N.B.
96,931	Bessie S. Keefer	Charlottetown	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	J. W. Horton, Murray Harbour, P.E.I.
96,725	Bessie T.	Chatham N.B.	"	1889	Tracadie, N.B.	31 6	12 3	4 5	10	Donald Laggie, Church Point, N.B.
111,559	Beta	St. Andrews	Sloop	1896	West Isles, N.B.	37 0	12 4	5 5	15	F. S. McLaughlin, Grand Manah, N.B.
73,985	Bethleen	Quebec	Barge—Chd	1874	St. Jean des Chaillons, Que.	94 3	24 0	7 8	122	Jean B. Houde, St. Jean des Chaillons, Que.
	Betsy	Toronto	Schr—Glt	1868	Toronto, Ont.	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.
72,079	Betsy	Chatham, N.B.	"	1871	Shippegan, N.B.	36 0	11 6	4 4	13	Wm. Fruing & Co., Ltd., Jersey.
100,372	Patsy Jane	Sydney	Schr—Glt	1891	Bras d'Or, N.S.	32 9	13 2	5 0	11	Samuel Moore, Little Bras d'Or, N.S.
85,730	Baulah	Lunenburg	"	1883	Summerside, P.E.I.	81 3	23 6	9 2	97	J. J. and Coleman Sangster, J.O., Guysboro, N.S.
94,742	Baulah	St. John, N.B.	"	1888	Canning, N.S.	76 4	26 2	6 9	81	Robert Connely, St. Martin's N.B.
71,362	Baulah Benton	Weymouth	"	1875	Port Medway, N.S.	56 2	18 6	7 0	36	Jas. Mitchell, Sandy Cove, N.S.
94,722	Bianca	Windsor, N.S.	"	1888	Newport, N.S.	94 6	28 6	10 6	179	Geo. B. Lockhart, New York, U.S.A.
100,975	Big Bear	Chatham, N.B.	"	1888	Caraquet, N.B.	34 0	12 1	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
83,210	Billow	St. Andrews	"	1881	Cornwallis, N.S.	62 0	18 8	8 0	54	Iugh McKay, St. Stephen, N.B.
72,578	Bismarek	Kingston	"	1871	Port Dalhousie, Ont.	131 7	27 0	11 5	302	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
103,899	Bismarek	New Westminster	"	1897	New Westminster, B.C.	34 0	11 5	4 4	12	M. Kubiteith, Nanaimo, B.C.
107,938	Bk. No. 3	"	Barge—Chd	1900	"	43 0	13 0	3 5	20	G. W. Dawson, Seveston, B.C.
107,939	Bk. No. 4	"	"	1900	"	43 0	13 0	3 5	20	"
90,496	Black Prince	Halifax	Schr—Glt	1876	Summerville, N.S.	38 8	13 8	5 8	18	John Dixon, Halifax, N.S.
103,293	Black Prince	New Westminster	Barge—Chd	1892	Seattle, Wash., U.S.A.	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.
103,701	Black Prince	Yarmouth	Schr—Glt	1892	Port la Tour, N.S.	37 0	12 4	5 5	13	Thomas W. Crowell, Port la Tour, N.S.
71,310	Black Watch	Charlottetown	"	1884	Rexton, N.B.	45 8	15 3	6 0	23	John McLean, Souris, P.E.I.
111,734	Blake	Lunenburg	"	1902	Shelburne, N.S.	81 0	24 0	9 6	99	J. N. Rafuse, La Have, N.S.
111,773	Blakeley	Vancouver	Bgtu—Bkgt	1872	Port Blakeley, Wash.	116 2	24 7	9 2	145	Pacific Exploration & Development Co., Ltd., Victoria, B.C.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,299	Blanchard.....	Chatham, N.B.....	Schr—Glt.....	1892	Caracquet, N.B.	34 3	12 7	4 6	10ths. Pc.	12 C. Robin, Collas & Co., Ltd., Jersey.
116,474	Blanchard.....	".....	".....	1900	Caracquet, N.B.....	34 3	12 7	4 6	10ths. Pc.	12 Michael John, Caracquet, N.B.
100,813	Blanche.....	Barrington.....	".....	1894	Lockeport, N.S.....	42 2	16 3	7 0	10ths. Pc.	24 Hanford Outhouse, <i>et al.</i> , Digby, N.S.
112,016	Blanche.....	Canso.....	".....	1901	Canso, N.S.....	35 6	11 3	9	10ths. Pc.	13 Simon Williams, Canso, N.S.
100,838	Blanche A. Colp.....	Lunenburg.....	".....	1894	Malbone Bay, N.S.....	86 2	23 8	9 5	10ths. Pc.	96 Henry W. Adams, <i>et al.</i> , Lunenburg, N.S.
97,122	Blanche Alma.....	Quebec.....	".....	1890	St. Anne, Que.....	78 2	22 8	8 3	10ths. Pc.	87 Wm. Bouchard, St. Siméon, Que.
88,551	Blanche M. Thor- burn.....	Charlottetown.....	".....	1884	Shelburne, N.S.....	83 9	23 3	9 0	10ths. Pc.	96 D. A. McLeod, New London, P.E.I.
103,589	Blenheim.....	Chatham, N.B.....	".....	1896	Caracquet, N.B.....	37 7	13 3	5 0	10ths. Pc.	13 C. Robin, Collas & Co., Ltd., Jersey.
103,196	Blenheim.....	Paspébiac.....	".....	1895	Liverpool, N.S.....	112 0	27 4	10 8	10ths. Pc.	199 J. C. Levesque, Paspébiac, Que.
100,265	Blondin.....	Windsor, N.S.....	".....	1891	Canning, N.S.....	123 0	31 0	11 5	10ths. Pc.	271 Jos. N. Chute, Harbourville, N.S.
75,599	Blue Jay.....	Digby.....	".....	1877	Clare, N.S.....	39 1	14 2	5 7	10ths. Pc.	14 Annie E. Stevens, Grand Manan, N.B.
80,370	Blue Wave.....	Parrsboro'.....	".....	1880	Parrsboro', N.S.....	55 8	18 5	6 7	10ths. Pc.	37 Wm. A. Downey, Amherst, N.S.
100,909	Bluenose.....	Chatham, N.B.....	".....	1889	Caracquet, N.B.....	36 0	12 6	4 5	10ths. Pc.	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	10ths. Pc.	2 Geo. F. Holder, St. John, N.B.

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112,062	Bluenose.....	Windsor	Schr—Glt.....	1903 Falmouth, N.S.....	104 6	27 0	10 4	166 Peter S. Blake, 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'	"	1891 Sackville, N.B.....	77 8	26 4	7 5	97 Hugh Gillespie, Parrsboro', N.S.
116,444	Bohemia.....	Shelburne.....	"	1903 Shelburne, N.S.....	77 0	21 4	8 2	75 Wm. H. Hallett, Burin, Nfld.
103,537	Bonacord.....	Halifax.....	"	1895 Sambre, N.S.....	37 6	11 6	5 4	12 Geo. L. Avery, Torbay, N.S.
94,782	Bona Fides.....	Charlottetown.....	"	1889 Lunenburg, N.S.....	76 6	23 6	8 7	78 J. E. Macdonald, Cardigan, P.E.I.
94,680	Bonnie Glen.....	Halifax.....	Schr—Glt.....	1889 Owl's Head, N.S.....	38 5	14 2	5 5	17 S. Boudrot, Arichat, 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, Bonladerie, 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.
107,053	Bonnie Lin.....	Barrington.....	"	1899 Coffinscroft, N.S.....	38 6	12 0	5 2	10 Normand Madden, Port La Tour, N.S.
103,322	Bonnie Briar Bush.....	Port Hawkesbury.....	"	1896 Auld's Cove, N.S.....	49 1	17 7	6 7	38 Geo. Dunn, Murray Harbour, 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 Scaling 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 0	22 9	7 4	137 Adolphe Marechal, Champlain, Que.
85,545	Boston Marine.....	Yarmouth.....	Bgta—Bkglt.....	1883 Tusket Wedge, N.S.....	92 6	26 0	11 0	149 Anselm O. Porter, Tusket Wedge, N.S.
107,888	Bouleau.....	Montreal.....	Sloop.....	1900 Lachine, Que.....	44 9	11 4	4 0	18 F. Tremblay, Montreal, Que.
103,110	Bont de Lile.....	"	Horse ferry.....	1887 Bout de l'Isle, Qu. c.....	63 6	26 3	2 8	10 Sam. Beaudry, Pointe aux Trembles, Que.
88,396	Brant.....	Windsor, N.S.....	Schr—Glt.....	1886 Cornwallis, N.S.....	37 0	13 3	5 5	12 William Hamilton, Cornwallis, N.S.
103,746	Bras d'Or.....	Amherst, N.S.....	Sloop.....	1895 Lunenburg, N.S.....	26 8	8 8	4 2	4 Ambrey G. Robb, Amherst, N.S.
103,497	Bravo.....	Pasphebac.....	Schr—Glt.....	1895 ".....	99 7	25 5	10 0	147 W. T. Smith, New Carlisle, Que.
74,320	Breton.....	Yarmouth.....	Schr—Glt.....	1895 Tusket, N.S.....	72 0	23 0	8 1	69 A. M. McLancon, Clare, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
69,970	Bridget Ann.	Port Hawkesbury.	Schr—Glt.	1880	Margaree, N.S.	179 6	34 7	7 6	32	Walter Lawrence, Cheticamp, N.S.
103,954	Brighton.	Montreal.	"	1807	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Montreal, Que.
85,347	Brilliant.	Charlottetown.	"	1882	La Have, N.S.	73 0	21 8	9 3	76	Jas. Boudreau, Charlottetown, P.E.I.
90,721	Brilliant Star.	Halifax.	"	1886	Jeddore, N.S.	47 6	18 0	7 2	36	H. Fongère, Ponlanond, N.S.
42,210	Brisk.	Liverpool.	"	1853	Ragged Island, N.S.	41 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
59,319	Brisk.	St. Andrews.	"	1851	St Patrick, N.B.	42 0	13 7	5 1	20	Austin Smith, Advocate Harbour, N.S.
78,988	Bristol.	Windsor, N.S.	Bk—Bq.	1878	Hantsport, N.S.	196 9	39 7	23 6	1305	Daniel Munroe, Windsor, N.S.
103,780	Britannia.	Chatham, N.B.	Schr—Glt.	1897	Caracquet, N.B.	38 4	13 0	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,571	Britannia.	Lunenburg.	"	1893	Lunenburg, N.S.	81 3	24 0	9 0	90	J. G. Backman, La Have, N.S.
(a) 100,342	Britannia.	Maitland.	"	1900	Noel, N.S.	124 8	31 6	11 5	264	E. A. O'Brien, Noel, N.S.
103,128	Britannia.	St. Andrews.	Sloop.	1896	Grand Manan, N.B.	40 0	15 0	6 0	22	M. Calder and W. Chubb, Grand Manan, N.B.
100,780	Britannic.	Chatham, N.B.	Schr—Glt.	1892	Caracquet, N.B.	37 1	12 6	5 0	12	C. Hubbard, Caracquet, N.B.
52,028	British Eagle.	Yarmouth.	"	1866	Jordan River, N.S.	67 0	20 4	8 2	64	Thos. Burke, Cocagne, N.B.
54,156	British Lady.	Halifax.	"	1867	Lunenburg, N.S.	40 0	14 6	6 0	19	Albert Joyee, River Inhabitants, N.S.

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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	40 J. W. Baker, Jeddore, N.S.
107,784	Brittania	Ottawa	Horse ferry	1899 Amprion, Ont	51 0	22 0	3 6	14 John McArr, Bristol, Que.
103,186	Brittania	Shelburne	Schr Glt	1896 Green Harbour, N.S. .	35 5	11 5	4 7	11 Ross Enslow, Green Harbour, N.S.
85,297	Brodeur Demers	Montreal	Sloop	1882 Sorel, Que.	106 1	22 8	7 7	142 D. Leroux, Vaudreuil, Que.
71,743	Brodrick Castle	Victoria	Ship	1875 Whiteinch, G.B.	238 6	40 3	23 0	1770 Ship Brodrick Castle Co., Ltd., Victoria, B.C.
112,346	Bronson H.	Liverpool	Schr—Glt	1902 Liverpool, N.S.	94 5	25 7	9 7	99 Nathaniel Smith, Halifax, N.S.
111,697	Brooklyn.	"	"	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, Kincardine, Ont.
83,379	Bruin	Toronto	Scow—Chd	1881 Gravenhurst, Ont.	97 0	25 0	5 3	104 The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
107,612	Brunette	Ottawa	Barge—Chd	1899 Hull, Que.	108 0	24 0	8 0	163 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	Bad	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. .	42 0	15 0	5 6	20 P. W. Connors, et al., Black's Harbour, N.B.
85,425	Buffalo	St. Catharines	Scow—Chd	1865 Port Robinson, Ont.	104 0	25 0	4 5	88 Abraham H. Bradley, Dunnville, Ont.
.....	Burgess	Kingston	Barge—Chd	1862 Bedford Mills, Ont.	102 3	20 7	7 8	196 N. Vigneau, Lachine, Que.
116,450	Burleigh	Shelburne	Schr—Glt	1904 Shelburne, N.S.	101 0	25 6	10 8	122 Nathaniel Smith, et al., 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.
96,823	Burnam H.	Lunenburg	"	1889 Lunenburg, N.S.	74 8	23 5	9 1	88 Levi Hart, Halifax, N.S.
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.
77,851	Buxom	Sydney	Schr—Glt	1879 Catalone, N.S.	32 3	13 1	4 4	11 W. J. Christie, Little Bras d'Or, N.S.

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116,997 C.	Ottawa.....	Barge—Chd.....	1903	Barry's Bay, Ont.....	80 0 Ft.	12 0 Ft.	4 0 Ft.	31	Canada Corundum 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	5 0	8	Charles M. Boudreau, Tusket Wedge, N.S.
83,370 C. M. G. P.	Quebec.....	Schr—Glt.....	1882	Esquimaux Point, Que..	58 8	17 5	7 9	46	Joseph Boudrault, Anse St. Jean, Que.
72,061 C. P. M.	Arichat.....	".....	1880	River Bourgeoise, N.S...	48 2	15 4	6 3	22	Desire 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.
111,465 C. R. C.	Chatham, N.B.....	Schr—Glt.....	1901	Caraguet, N.B.	37 6	12 8	5 2	13	Peter Fiott, Caraguet, N.B.
116,467 C. W. I.	Vancouver.....	Barge—Chd.....	1903	Vancouver, B.C.....	79 0	29 9	6 0	122	S. K. Champion and W. W. White, Vancouver, B.C.
111,534 C. & P. No. 1.	..	".....	Scow—Chd.....	1893	Vancouver, B.C.....	85 5	27 6	6 5	128	John S. Crowder, Vancouver, B.C.
94,645 C. A. Chisholm.	...	Lunenburg.....	Schr—Glt.....	1888	Malone Bay, N.S.....	73 7	22 8	9 0	82	J. M. Terrio, West Arichat, N.S.
90,434 C. A. Goreham.	...	Barrington.....	".....	1890	Tusket, N.S.....	51 3	18 3	6 6	33	C. A. Goreham, Woods Harbour, N.S.
75,788 C. A. Meniac.	Port Medway.....	".....	1877	Port Medway, N.S.....	83 9	23 6	9 8	112	H. G. Paul, Halifax, N.S.
111,698 C. B. Whidden.	Liverpool.....	Bktn—Brglt.....	1901	Liverpool, N.S.....	132 4	32 3	12 4	346	C. E. Whidden, et al., Antigonish, N.S.

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100,193 C. D. Rand.....	Victoria.....	Schr—Glt.....	1891	Vancouver, B.C.....	76 6	21 7	8 7	51	Victoria Sealing Co., Ltd., Victoria, B.C.
100,147 C. E. Robertson ...	Winnipeg	Barge—Chd.....	1894	Rat Portage, Ont.....	52 0	12 2	6 0	28	A. McKinnon, Rat Portage, Ont.
116,333 C. E. Russell.....	Ottawa.....	"	1903	Hull, Que.....	108 5	23 6	8 0	146	Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,375 C. G. Munro.....	Archieat.....	Schr—Glt.....	1901	Canso, N.S.....	38 7	11 4	6 1	14	Wm. S. Munro, Canso, N.S.
96,743 C. J. Colwell.....	St. John, N.B.....	"	1889	Cambridge, N.B.....	78 9	27 0	6 9	82	D. T. Alexander, Point Wolf, N.B.
103,598 C. V. Minot.....	Charlottetown.....	Schr—Glt.....	1852	Essex, Mass, U.S.A.....	60 1	18 0	6 7	44	Napoleon H. Roy, Elm Tree, N.B.
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. Jones.....	Quebec.....	Bktu—Bkgt.....	1884	Meteghan River, N.S.....	165 3	36 0	20 5	825	W. J. Sullhurst 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.....	"	"	1871	East Port Medway, N.S.....	41 0	14 2	6 0	19	Alex. Gorcham, Shelburne, N.S.
100,596 C. Bibeau.....	Montreal.....	Sloop.....	1891	Pierreville, Que.....	107 2	22 8	7 2	132	T. Beaudet, St. Jean des Chailions, Que.
69,589 C. Colomb.....	"	Barge—Chd.....	1872	St. Aimé, Que.....	106 2	22 5	8 8	142	Geon Goyer, Montreal, Que.
90,550 C. Richard.....	Ottawa.....	"	1887	Sorel, 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.
59,375 Cadet.....	St. Andrews.....	" .....	.....	Rockland, Me., U.S.A.....	40 5	12 6	5 9	19	Charles Savage, Campo Bello, N.B.
100,988 Caesar.....	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	530	Gypsum Packet Co., Ltd., Windsor, N.S.
111,732 Calavera.....	Lunenburg.....	"	1902	Mahone Bay, N.S.....	90 8	24 7	9 7	90	Henry Moser, Lunenburg, N.S.
90,478 Calburga.....	Maitland.....	Bk—Bq.....	1890	Maitland, N.S.....	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,725 Calcum.....	Parrsboro'.....	"	1896	Parrsboro', N.S.....	166 3	35 9	18 7	687	P. R. Eaton, New York, N.Y., U.S.A.
116,587 Caledonia.....	Liverpool.....	"	1903	Liverpool, N.S.....	113 0	28 6	11 0	188	Abram W. Hendry, Liverpool, N.S.
97,084 Calla Lilly.....	Quebec.....	Schr—Glt.....	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 Calmuct.....	Ottawa.....	Barge—Chd.....	1889	Grenville, Que.....	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,579 Cambridge.....	Halifax.....	Schr—Glt.....	1885	Cambridge, N.S.....	63 4	18 3	6 8	43	Peter McConnell, Port Hilford, N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
112,128	Campania	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	88 Ft.	24 6	9 10ths.	90	Thos. Ronkey, La Have, N.S.
96,778	Campania	Port Hawkesbury	"	1891	Cheticamp, N.S.	35 6	11 8	5 3	11	A. W. De Gruchy, Cheticamp, N.S.
112,118	Campania	Lunenburg	"	1903	Lunenburg, N.S.	87 8	24 6	9 5	93	Alex. Knickle, Lunenburg, N.S.
111,681	Canada	"	"	1900	Lunenburg, N.S.	116 9	27 5	10 6	199	J. Jos. Rudolf, Lunenburg, N.S.
74,293	Canada	Quebec	"	1877	Ste. Luce, Que.	57 5	18 0	7 2	44	Eloi Bellet, St. Siméon, Que.
75,674	Canada	"	"	1877	Cap St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslauriers, 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, St. John, N.B.
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.
111,772	Canada	Victoria	Barge—Chd.	1883 } 1901 }	Victoria, B.C.	145 0	32 1	7 2	304	James Hunter, Victoria, B.C.
111,580	Canada No. 1.	Toronto	"	"	"	96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3.	"	"	"	Buffalo, N.Y., U.S.A.	96 0	18 0	8 9	113	"
111,706	Canadian	Lunenburg	Schr—Glt	1901	Chester Basin, N.S.	97 8	25 9	10 4	108	Chas. Smith, Lunenburg, N.S.
73,047	Canadian	Quebec	"	1875	Lotbinière, Que.	68 9	21 4	6 0	59	Z. Moreland, 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. Barque, Magdalen Islands, Que.	62 5	20 2	8 0	53 J. N. Arseneau, 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	Arichat	Schr—Glt	1877 Chezecook, N.S.	45 2	16 2	7 0	23 Désiré Burke, River Bourgoise, 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.
92,675	Can't Help It	Pictou, N.S.	"	1888 Murray Harbour, P.E.I.	53 1	18 0	7 4	40 Freeman Reynolds, Murray Harbour, P.E.I.
111,858	Canton	Owen Sound	"	1873 Trenton, U.S.A.	142 0	26 0	12 1	304 Jas. W. Maitland, Owen Sound, Ont.
100,494	Cape Beale	Victoria	"	1892 James Island, B.C.	39 5	12 8	3 8	13 Jim Eight Quap, Barclay Sound, B.C.
	Capital	Ottawa	Barge—Chd	1867 Ottawa, Ont.	92 9	18 0	6 6	103 John Grant, Montreal, Que.
100,461	Caprice	Quebec	Yawl—Yole	1891 St. Lawrence, I. Orleans, Que.	31 0	11 2	4 2	91 T. T. Molson, Montreal, Que.
83,063	Capt. Levi Young	Ottawa	Barge—Chd	1880 Hull, Que.	112 1	22 8	6 9	153 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
96,923	Cardigan	Charlottetown	Schr—Glt	1890 Cardigan, P.E.I.	57 6	17 8	7 2	38 Jos. Fouchere, Larry's River, N.S.
112,116	Cardinia	Lunenburg	"	1903 Lunenburg, N.S.	94 3	24 8	9 8	100 Freeman Anderson, Lunenburg, N.S.
107,989	Carib H.	Shelburne	"	1901 Shelburne, N.S.	112 0	28 0	11 2	135 Harry Comer, Reading, Eng.
116,418	Caribou	Victoria	Barge—Chd	1903 Caribou, Y.T.	90 0	25 0	4 0	83 British Yukon Navigation Co., Ltd., Victoria, B.C.
100,145	Carl	Winnipeg	"	1894 Rat Portage, Ont.	59 0	13 2	5 2	32 C. E. Laverdiere, Rat Portage, Ont.
111,718	Carl E. Richard	Lunenburg	Schr—Glt	1901 Mahone Bay, N.S.	97 8	25 2	10 1	99 Lanchlin B. Currie, West Dublin, N.S.
97,154	Carlofta G. Cox	Victoria	"	1891 Victoria, B.C.	80 3	21 2	8 6	76 Victoria Scaling Co., Ltd., Victoria, B.C.
(a) 103,502	Carlrairie	Lunenburg	"	1896 Lunenburg, N.S.	88 8	24 2	9 3	99 A. Himmelman, La Have, N.S.
92,322	Carmolite	Liverpool	"	1888 Liverpool, N.S.	82 0	21 2	9 8	99 Joseph W. Peppett, North Sydney, N.S.
107,238	Carolina	Quebec	Sloop	1897 Three Rivers, Que.	49 8	15 3	4 6	27 Louis Dugré, Three Rivers, Que.
88,459	Caroline	Arichat	Schr—Glt	1888 Dartmouth, N.S.	35 6	11 8	4 7	12 John B. Gerrior, West Arichat, N.S.
74,401	Caroline	Chatham, N.B.	"	1877 Rexton, N.B.	35 0	12 3	4 0	9 Simon Graham, jr., Rexton, N.B.
64,999	Caroline	Quebec	Barge—Chd	1872 Point Lévis, Que.	103 8	22 6	8 3	133 The Minister of Public Works, Ottawa, Ont.
73,010	Caroline	"	Schr—Glt	1875 Lotbinière, Que.	70 8	19 8	5 7	50 Esdras Bernier, Lotbinière, Que.
35,338	Caroline	St. Andrews	"	1842 Beaver Harbour, N.B.	39 4	12 0	6 3	18 Geo. D. Grimmer, St. Andrews, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
88,409	Carrie.....	Digby..	Schr—Glt.....	1884	Clare, N.S.....	32 0 10ths.	11 Ft. 8 10ths.	4 Ft. 9 10ths.		12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie.....	Lunenburg	"	1890	La Have, N.S.....	80 4	24 1	9 2		99	J. Godin, Dalhousie, N.B.
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.
85,619	Carrie Easler.....	Port Medway.....	"	1883	Parrsboro', N.S.....	93 8	26 8	9 8		179	W. H. Brookfield, Halifax, N.S.
94,698	Carrie H.....	St. John, N.B.....	"	1890	Port Maitland, N.S.....	47 2	15 0	6 1		20	Wm. J. Wilson, Lorneville, N.B.
96,744	Carrie L. Smith.....	"	Bl—Bq.....	1889	Harvey, N.B.....	102 7	34 4	15 0		600	John N. Smith, Coverdale, 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.
71,386	Carrie Maud.....	Parrsboro'	"	1876	Parrsboro', N.S.....	55 7	19 0	7 4		44	Harry Ogilvie, Parrsboro', N.S.
103,051	Carrie May.....	Yarmouth.....	"	1894	Pulnico, N.S.....	47 1	16 4	6 4		25	C. J. Fox, Pulnico, N.S.
100,445	Carrie O.....	Canso.....	"	1883	Country Harbour, N.S...	33 0	11 5	5 5		12	S. Grant, Whitehaven, N.S.
61,629	Carrie R.....	Halifax.....	"	1880	Larry's River, N.S.	39 0	14 0	5 7		17	James Leary, Halifax, N.S.
112,343	Cartagena.....	Liverpool.....	"	1902	Liverpool, N.S.....	109 0	29 0	11 0		199	Walter Mitchell, Halifax, N.S.
74,300	Cartier.....	Quebec.....	Barge Chd.....	1875	St. Jean des Chaillons, Que.	93 1	23 5	7 6		109	Jos. Taliberté, St. Jean des Chaillons, Que.

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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.
92,566	Cassie M.	Halifax	"	1887 Sheet Harbour, N.S.	33 8	12 6	5 7	12 Wm. H. Munro, Sheet Harbour, N.S.
111,832	Castano	Digby	"	1901 Bear River, N.S.	118 4	29 0	10 6	215 W. W. Clarke, <i>et al.</i> , Bear River, N.S.
103,363	Castor	Quebec	Sloop	1894 Mille Vaches, Que.	55 2	16 8	5 2	31 J. Singolaise, Mille Vaches, Que.
72,963	Catariet	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 S. Chiasson, Cheticamp, 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.
96,799	Catherine A. C.	Halifax	"	1890 Dover, N.S.	42 5	14 5	5 3	17 Leander Wallis, Halifax, N.S.
116,505	Cavalier	Lunenburg	"	1904 La Have, N.S.	74 2	21 8	8 8	70 Leunuel Bell, M.O., Dublin Shore, N.S.
55,892	Cavalier	Quebec	"	1867 Quebec, Que.	137 0	26 2	11 7	299 Mrs. Annie Glass, Sarnia, Ont.
.....	Cecelia	Windsor, Ont.	"	1865 Port Dalhousie, Ont.	135 5	27 7	11 0	290 Geo. Brooks, Port Dalhousie, Ont.
96,825	Cecelia W.	Halifax	"	1890 Vogler's Cove, N.S.	58 0	17 6	7 4	41 David Walker, Port Hawkesbury, N.S.
72,298	Cedar Croft	St. John, N.B.	Bk—Bq	1877 Portland, N.B.	186 6	37 5	22 2	1099 Howard D. Troop, St. John, N.B.
103,271	Celia	Chatham, N.B.	Schr—Glt	1891 Caraquet, N.B.	35 4	12 1	4 8	11 D. Gallien, Caraquet, N.B.
103,239	Celina	Montreal	Horse ferry	1886 Lachenais, Que.	56 4	23 0	2 3	7 Jos. Gariepy, Riviere des Prairies, Que.
88,624	Celina	Windsor, Ont.	Scow—Chd	1884 Stony Point, Ont.	69 0	19 0	4 5	39 P. Forcier, Detroit, Mich., U.S.A.
107,905	Centennial	St. Andrews	Sloop	1899 West Isles, N.B.	31 0	13 2	6 0	16 John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	Barge—Chd	1876 Port Robinson, Ont.	81 6	21 2	5 3	66 H. O. Brown, Welland, Ont.
88,257	Centennial	St. John, N.B.	Schr—Glt	1883 Clifton, N.B.	92 0	26 3	7 6	116 John A. Orr, Rexton, N.B.
61,586	Cepola *	Weymouth	"	1875 Port LeBert, N.S.	83 0	23 0	8 5	94 D. N. Messinger, Barton, N.S.
92,358	Cerdic	Annapolis Royal	"	1886 Alma, N.B.	80 5	26 2	7 5	90 T. S. Henshaw, Bear River, N.S.
103,585	Cerdic	Chatham, N.B.	"	1896 Caraquet, N.B.	36 1	12 9	2	14 Phillip Rive, Caraquet, N.B.
72,565	Ceres	Kingston	Scow—Chd	1875 Kingston, Ont.	77 7	26 0	9 4	69 Montreal Transportation Co., Montreal, Que.
90,824	Ceto	Pictou, N.S.	Schr—Glt	1889 Port Medway, N.S.	76 0	24 0	5	95 James L. Hutchinson, Rexton, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
96,915	Ceylon.	Kingston	Schr—Glt	1891	Garden Island, Ont.	265 4 Ft.	36 3 Ft.	15 2 Ft.	10lbs.	908	The Calvin Co., Ltd., Garden Island, Ont.
97,151	Chaceenah.	Victoria	"	1890	Saanich, B.C.	39 3	12 2	4 0	10lbs.	10	Chaceenah (Indian), Barclay Sound, B.C.
61,905	Champion	Liverpool	"	1870	Liverpool, N.S.	39 5	14 0	5 5	10lbs.	14	Wm. Cook, Port Mouton, N.S.
111,749	Champion	Lunenburg	"	1902	LaHave, N.S.	75 8	22 6	9 1	10lbs.	79	Jeffrey Publicover, La Have, N.S.
69,446	Champion	Pictou, N.S.	"	1876	River John, N.S.	66 5	19 6	7 0	10lbs.	55	Geo. Orr, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881	Ste. Anne de la Pocatière, *Que.	38 0	13 3	4 5	10lbs.	13	F. X. Nepton, Tadoussac, Que.
85,381	Champion	Sydney	Schr—Glt	1879	Lunenburg, N.S.	49 5	15 3	5 8	10lbs.	19	John Williams, Lunenburg, N.S.
72,988	Champion	Wallaceburg	"	1867	New Baltimore, Mich., U.S.A.	49 0	15 0	4 0	10lbs.	18	W. C. Fyan, Sarnia, Ont.
	Champion	Windsor, Ont.	Scow—Chd.	1872	River Price, Ont.	66 8	18 0	5 2	10lbs.	50	Michael P. Thibert, Belle River, Ont.
116,652	Champion	Yarmouth	Schr—Glt	1904	Yarmouth, N.S.	47 4	15 6	7 1	10lbs.	29	Cereus Johnson and J. A. Crocker, Yarmouth, N.S.
103,737	Chaparral	Farrsboro'	"	1866	St. George, Me., U.S.A.	61 0	18 0	7 0	10lbs.	39	C. R. Comeau, Meteghan, N.S.
103,436	Chapman	Ottawa	Barge—Chd	1889	Buckingham, Que.	63 0	19 8	5 0	10lbs.	42	W. J. Poupore, Ottawa, Ont.
75,756	Charles	St. John, N.B.	Ship	1879	Tusket, N.S.	212 0	39 4	23 8	10lbs.	1429	Archibald Ross, 6 East India Ave., London, E.C., Eng.
71,649	Charles Alberic	Montreal	Barge—Chd	1875	Yamaska, Que.	100 0	22 3	6 6	10lbs.	104	Joseph Soullier, Sorel, Que.

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88,658	Charles E. Lafargey.	Charlottetown	Bk—Bq	1884 Summerside, P.E.I.	190 9	36 0	20 9	936	The Ship Charles E. Lafargey Co., Ltd., Liverpool, Eng.
88,225	Charles Edouard	Quebec	Sloop	1884 Cap St. Ignace, Que.	51 6	18 5	5 0	24	A. Bonliane, Bergeronnes, Que.
94,701	Charles Haskell	Digby	Schr—Glt.	1869 Essex, Mass., U.S.A.	72 0	21 2	7 3	67	H. Anderson, Digby, N.S.
90,505	Charles S. Whitney.	Parrisboro'	Ship—3 m.	1885 Parrisboro', N.S.	236 7	42 0	23 8	1651	Geo. D. Spicer, Spencer's Island, N.S.
107,563	Charlevoix.	"	Schr—Glt	1899 Port Greville, N.S.	154 0	34 2	12 8	427	J. B. Westaway, New York, U.S.A.
96,759	Charley Troop.	St. John, N.B.	"	1879 Bath, Me., U.S.A.	55 5	16 1	6 0	30	Patriek Conlin, St. John, N.B.
83,421	Charlie	Weymouth	"	1881 Weymouth, N.S.	30 0	10 4	4 6	10	W. H. Eldridge, M.O., Sandy Cove, N.S.
116,812	Charlie Marshall.	Cobourg	"	1881 Chicago, Ill., U.S.A.	122 2	26 5	9 2	193	George Plunkett and D. Rooney, jr., Cobourg, Ont.
96,970	Charlie Richardson.	Shelburne	"	1891 Shelburne, N.S.	43 4	16 9	6 6	26	John B. Harding, Rockland, N.B.
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 Bello, Que.	133 5	22 8	6 0	154	Pennsylvania Coal Co., Ltd., Montreal, Que.
85,612	Charlotte E. C.	Lunenburg	Schr—Glt	1883 Mahone Bay, N.S.	74 5	23 0	8 8	80	James Lloy, Halifax, N.S.
116,294	Charlotte S.	Charlottetown	"	1902 Murray Harbour, P.E.I.	35 0	11 9	5 7	14	R. W. Penny, Murray Harbour South, P.E.I.
86,756	Charming Lass.	"	"	1882 Herring Neck, Nfld	73 8	21 7	7 9	67	Francis Andrew, New Glasgow, P.E.I.
13,109	Chatham Head	Chatham, N.B.	"	1862 Miramichi, N.B.	49 0	16 2	6 8	24	Alex. Campbell, Baddeck, N.S.
103,841	Chaudière	Ottawa	Barge—Chd	1896 Sturgeon Falls, Ont.	66 5	18 0	4 7	72	J. A. Clarke, Sturgeon Falls, Ont.
100,789	Clazalie	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.	Kingston	Barge—Chd	1875 Garden Island, Ont.	151 0	26 0	11 2	365	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,586	Cherry.	Montreal	"	1878 Montreal, Que.	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
103,726	Cheslie.	Parrisboro'	Schr—Glt	1896 Port Greville, N.S.	129 7	33 0	12 1	330	Geo. E. Holder, et al., 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	Chuvonix	Ottawa	Barge—Chd	1902 Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
.....	Chicago	Montreal	"	1872 Montreal, Que.	146 0	24 8	10 3	350	Montreal Transportation Co., Montreal, Que.
92,679	Chief Commander.	Pictou, N.S.	Schr—Glt	1889 Brulic Point, N.S.	50 4	17 7	6 8	39	Geo. Clarke, Tatamagouche, N.S.
67,000	Chieftain.	St. John, N.B.	"	1874 { Waterborough, N.B. 1890 }	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
71,215	Chippewa	Sarnia.....	Sloop	1874	Muskoka, Ont.	94 0	22 10hs.	7 10hs.	132 Muskoka Mill & Lumber Co., Toronto, Ont.
69,217	Chlorus.....	Yarmouth.....	Schr—Glt	1875	La Have, N.S.	64 0	20 6	8 2	57 Geo. Langille, Wallace, N.S.
116,278	Christie Belle.....	Halifax.....	"	1903	Mosher's River, N.S.	36 5	11 6	5 2	13 Russel Keizer, Mosher's River, N.S.
96,730	Christina	Chatham, N.B.	"	1888	Caraquet, N.B.	34 4	12 3	4 6	11 C. Robin, Collas & Co., Ltd., Jersey.
107,707	Cincinnati.....	Toronto.....	"	1895	Midland, Ont.	55 0	20 8	3 7	162 Benjamin A. Patterson, et al., Oakville, Ont.
85,536	Circasian	Yarmouth.....	"	1883	Shelburne, N.S.	87 0	23 9	10 0	99 A. F. Stoneman, Yarmouth, N.S.
100,535	Citizen.	Digby.....	"	1893	Bear River, N.S.	66 0	20 6	7 0	47 W. W. Clarke, Bear River, N.S.
59,494	City Point.....	Halifax.....	"	1872	Madone Bay, N.S.	62 0	20 2	7 8	49 Morgan H. Genge, Channel, Nfld.
100,615	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.
103,561	Claire.....	Montreal	Barge—Clad	1896	Yamaska, Que.	105 9	22 2	8 9	101 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
72,948	Clairville.....	Quebec.....	"	1870	Ste. Eudèle, Que.	94 6	21 5	6 3	84 F. Dussault, St. Jean des Châillons, Que.
92,451	Clam Shell	St. Catharines.....	Dredge—Dredge	1887	Tonawanda, N.Y., U.S.A.	80 0	20 0	7 0	62 F. B. McNamee, Montreal, Que.

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111,415	Clara.....	Lambourg.....	Schr—Glt.....	1900	Mahone Bay, N.S.....	98 8	25 3	10 7	100	Abrham Ernst, Mahone Bay, N.S.
55,861	Clara.....	Quebec.....	".....	1866	Kamouraska, Que.....	12 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
107,304	Clara A. Benner.....	St. Andrews.....	".....	1867	Friendship, Me., U.S.A.....	59 3	20 0	7 9	37	Simon Brown, Campo Bello, 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.
116,826	Clarence A.....	Barrington.....	Schr—Glt.....	1904	Clarke's Harbour, N.S.....	28 2	11 7	6 1	11	S. B. Penney, M.O., Clarke's Harbour, N.S.
83,071	Clarence.....	Ottawa.....	Barge—Chd.....	1881	Rockland, Ont.....	110 0	22 3	6 4	139	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,297	Clarence A. Shafner.....	Annapolis Royal.....	Schr—Glt.....	1901	Bridgetown, N.S.....	103 6	27 2	9 8	158	L. D. Shafner, Bridgetown, N.S.
111,739	Clarence B.....	Lambourg.....	".....	1902	Mahone Bay, N.S.....	90 8	24 7	9 7	90	Abraham Ernst, Mahone Bay, N.S.
82,244	Claribel.....	Charlottetown.....	".....	1881	Charlottetown, P.E.I.....	42 3	13 4	6 0	19	Charles Doucet, Cheticamp, N.S.
107,666	Clarisse.....	Barrington.....	".....	1900	Meteghan, River, N.S.....	64 0	22 0	8 5	55	Isaac A. Nickerson, M.O., Slag Harbour, 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.....	Yarmouth.....	Schr—Glt.....	1901	Sumette's Island, N.S.....	45 0	15 0	7 5	25	A. W. Daley, M.O., Pubnico, N.S.
97,172	Clayola.....	Windsor, N.S.....	Schr—Glt.....	1890	Port Maitland, N.S.....	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve I.....	New Westminster.....	Barge—Chd.....	1897	New Westminster, B.C.....	51 0	14 0	3 5	19	The Cleeve Ganning & 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	".....
.....	Cleveland.....	Montreal.....	Barge—Chd.....	1872	Quebec, Que.....	138 4	26 1	9 8	328	Montreal Transportation Co., Montreal, Que.
83,980	Clifford C.....	St. John, N.B.....	Schr—Glt.....	1882	Rexton, N.B.....	81 0	26 5	7 5	97	H. B. Hodgins, et al., St. John, N.B.
66,040	Clarinthe.....	Quebec.....	".....	1871	Kamouraska, Que.....	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Malbale, Que.
111,569	Clorita.....	Toronto.....	".....	1898	New York, N.Y., U.S.A.....	64 0	16 5	7 4	44	(See H. Gooderham, Toronto, Ont.
103,551	Clovie.....	Montreal.....	Sloop.....	1896	St. Thomas, Que.....	92 1	22 2	5 7	84	Marcel Pancau, St. Thomas, Que.
.....	Coe.....	".....	Barge—Chd.....	1861	Montreal, Que.....	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
107,929	Cobledick Dredge No. 1.....	New Westminster.....	".....	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.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
85,392	Colibri.....	Port Hawkesbury...	Schr—Glt.....	1884	Magdalen Islands, Que..	Ft. 46 5	Ft. 13 0	Ft. 6 6	10ths.	18	Murdock A. McDonald, South Cove, N.S.
107,122	Collector.....	Lunenburg.....	".....	1899	La Have, N.S.....	82 8	24 8	9 8		99	W. N. Reinhardt, La Have, N.S.
100,359	Collinsie.....	Quebec.....	".....	1889	Chicoutimi, Que.....	64 0	20 4	6 7		57	Jos Simard, Grand Bay, Chicou- timi, Que.
74,351	Col. Ellsworth.....	".....	".....	1800	Essex, Mass., U.S.A....	77 4	22 6	7 6		78	Phidèleme Blouin, Québec, Que.
74,051	Colonel Otter.....	Canso.....	".....	1876	Barrington, N.S.....	73 0	21 8	8 5		73	John J. Sangster, Gynsboro', 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—Chld.....	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.....	".....	".....	1898	".....	60 0	22 0	5 0		59	Theron Ackerman, M.O., New West- minster, B.C.
111,958	Colonial No. 3.....	".....	".....	1899	Steveston, 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—Chld.....	1885	Bedford Mills, Ont.....	101 0	22 7	4 8		84	Benjamin Tett, Bedford Mills, Ont.
103,759	Columbia.....	Lunenburg.....	Schr—Glt.....	1898	Lunenburg, N.S.....	88 0	24 0	9 6		99	A. H. Zwicker, <i>et al.</i> , Lunenburg, N.S.
112,384	Columbia.....	Sydney.....	".....	1903	Ingonish, N.S.....	35 7	11 3	5 8		10	David C. Williams, Ingonish, N.S.
111,880	Columbia.....	Yarmouth.....	".....	1895	Newport, Me., U.S.A....	52 0	13 7	9 0		22	Frank Lovitt, Yarmouth, N.S.

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.....	Conet.....	Montreal.....	"	1862	Yanaska, Que.....	80 7	19 1	5 5	57	W. Patry, Ste. Emelie, Que.
36,350	Conet.....	Port Hawkesbury.....	"	1861	Necum Tench, N.S.....	63 6	19 6	9 3	62	A. D. Cormier, Buctouche, N.B.
88,387	Conet.....	Windsor, N.S.....	"	1885	Conwallis, N.S.....	32 0	12 6	4 5	10	Thomas Carter, Red Head, N.B.
116,497	Commander.....	Lunenburg.....	"	1903	La Have, N.S.....	69 4	22 3	8 5	69	John Schmeisser, La Have, N.S.
112,325	Commodore.....	Halifax.....	"	1902	Pereaux, N.S.....	51 6	17 4	6 5	29	Matthew Lynch, Ferguson's Cove, N.S.
116,983	Commodore Dewey.....	Rat Portage.....	Barge—Chd.....	1898	Rat Portage, Ont.....	86 0	20 8	5 0	92	Charles G. Pennock, Rat Portage, Ont.
107,966	Companion.....	Lunenburg.....	Schr—Glt.....	1900	La Have, N.S.....	86 4	23 7	9 6	95	Jeffrey Publicover, New Dublin, N.S.
59,162	Comrade.....	St. John, N.B.....	"	1888	Grand Lake, N.S.....	76 7	26 5	7 0	76	Miss Annie Kerrigan, St. John, N.B.
111,630	Concord.....	Lunenburg.....	"	1901	La Have, N.S.....	76 2	21 0	8 6	79	W. N. Reinhardt, La Have, N.S.
101,000	Condor.....	Chatham, N.B.....	"	1888	Shipigan, N.B.....	33 0	12 3	4 4	10	James Bowser, Musquodoboit, N.S.
74,071	Condor.....	Halifax.....	"	1873	Chezetcook, N.S.....	39 5	14 2	5 7	20	D. Smith, Chezetcook, N.S.
92,553	Condor.....	Montreal.....	Barge—Chd.....	1888	Montreal, Que.....	180 7	34 5	11 6	567	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
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—Eq.....	1880	Conwallis, N.S.....	176 0	37 5	22 8	1063	The Bark Conductor Co., Ltd., Wolfeville, N.S.
94,944	Congo.....	Shelburne.....	Schr—Glt.....	1889	Shelburne, N.S.....	104 0	28 4	11 0	197	Charles E. Whidden, Antigonish, N.S.
100,721	Conrad.....	Montreal.....	Sloop.....	1893	Pierreville, Que.....	102 2	22 8	7 1	125	C. Ferrière, Pierreville, Que.
.....	Consort.....	"	Barge—Chd.....	1862	Montreal, Que.....	92 1	18 9	9 2	145	Montreal Transportation Co., Montreal, Que.
116,413	Constance No. 1.....	Victoria.....	"	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.
100,033	Cora B.....	St. John, N.B.....	Schr—Glt.....	1890	Canning, N.B.....	81 5	27 2	7 2	99	Geo. S. Johnson, Lower Granville, N.S.
96,835	Cora L.....	Lunenburg.....	"	1890	La Have, N.S.....	78 7	23 8	8 6	99	Ephraim McGillivray, Gabarouse, N.S.
103,535	Cora Lee.....	Halifax.....	"	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	Lamuel Kaizer, M.O., Beckerton, 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.

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						Ft. Toes.	Ft. Toes.	Ft. Toes.	Registered tonnage. Tonnage enregistré.
.....	Coral	Oakville	Schr—Glt ..	1874	Oakville, Ont	47	13 0	5	26 George Blowers, Port Credit, Ont.
412,323	Coral Leaf	Parsboro'	"	1902	Spencer's Island, N.S.	150 5	33 6	12 7	374 J. L. Spicer, <i>et al.</i> , Spencer's Island, N.S.
111,743	Corean	Lunenburg	"	1902	La Have, N.S.	76 8	22 4	9 0	70 J. N. Rafuse, La Have, N.S.
88,304	Corinne	Quebec	"	1884	St. Paul's Bay, Que	52 0	17 4	5 4	30 E. Bluteau, Petite Rivière Charlebois, St. François, Que.
103,024	Corinto	Parsboro'	"	1885	Port Greenville, N.S.	76 8	25 3	7 9	98 W. W. Graham, Parsboro', N.S.
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	1868	Montreal, Que	132 1	22 7	10 1	296 Adolphe Desrosier, Lanoraie, 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., Montreal, Que.
111,675	Cornwall	Parsboro'	Schr—Glt	1901	Port Greenville, N.S.	61 5	20 1	5 8	44 G. F. Roy, Kentville, N.S.
116,301	Corona	Charlottetown	"	1901	Cardigan, P.E.I.	98 6	25 8	10 4	177 Mrs. Georgina G. Macdonald, <i>et al.</i> , Cardigan, P.E.I.
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.
111,871	Coronation	Yarmouth	"	1902	Shelburne, N.S.	94 6	24 6	9 9	98 Thomas W. Johns, Yarmouth, N.S.

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92,442	Coronet	Toronto	1887	Port Credit, Ont.	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.
94,942	Coronilla	Shelburne	1889	Sable River, N.S.	53 0	15 0	6 0	28	E. R. Nickerson, Shag Harbour, N.S.
77,888	Corrina	Quebec	1879	Les Etoulements, Que.	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Ont.
103,083	Corsair	Chatham, N.B.	1893	Caraquet, N.B.	33 6	12 0	4 8	10	T. Abier, Shippegan, N.B.
100,104	Coryl	Parsboro'	1891	Port Greville, N.S.	73 6	19 7	6 2	59	Stewart Hatfield, Port Greville, N.S.
96,940	Cosmo	Charlottetown	1891	Grand River, Lot 14, P.E.I.	149 0	30 0	14 9	385	John Yoe, Port Hill, P.E.I.
88,496	Conchiching	Winnipeg	1883	Rat Portage, Ont.	92 6	19 6	7 9	105	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
90,650	Coup d'Etat	Yarmouth	1885	Pubnico, N.S.	38 0	11 7	4 2	12	M. D'Entremont, Pubnico, N.S.
103,308	Courageux	Quebec	1895	Les Escoumains, Que.	59 2	19 2	5 4	37	Jacques Saingelais, Les Escoumains, Que.
83,295	Craftsman	Kingston	1883	Kingston, Ont.	99 0	16 6	5 1	65	T. Mills, Kingston, Ont.
71,277	Craftsman	"	1873	Port Burwell, Ont.	132 6	25 8	10 4	206	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	Crocket	Port Hawkesbury	1899	Port Hawkesbury, N.S.	36 0	10 4	6 3	10	Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton McLeod	Launenburg	1901	Mahone Bay, N.S.	83 0	24 1	9 5	85	John W. McLean, Mahone Bay, 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.
71,352	Crusade	Digby	1851	Essex, Mass, U.S.A.	61 0	17 8	6 8	44	G. F. Simonsen, St. John, N.B.
103,162	Crusader	Vancouver	1806	Port Moody, B.C.	44 8	14 7	6 2	28	Napoleon J. Mayhew, Vancouver, B.C.
88,290	Crusoe	St. Andrews	1886	St. Andrews, N.B.	30 9	12 4	5 6	13	Jos. Boyd, Campo Bello, N.B.
85,441	Cuba	Windsor, N.S.	1883	Hantsport, N.S.	140 0	34 0	13 8	453	G. E. Bentley, Port Greville, N.S.
88,663	Culdoon	St. John, N.B.	1885	Gardner's Creek, N.B.	138 1	31 4	13 0	373	James Kennedy, St. John, N.B.
77,578	Cultivator	Montreal	1875	Yanaska, Que.	90 8	22 0	5 4	79	C. J. Marchildon, St. Pierre les Beccquets, Que.
100,741	Curacao	Windsor, N.S.	1894	Horton, N.S.	128 0	29 8	10 8	289	GEO. B. Lockhart, New York, N.Y., U.S.A.
61,407	Curlew	Chatham, N.B.	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	1899	Quebec, Que.	46 8	14 3	5 4	23	GEO. E. Scott, Quebec, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
100,916	Cygnets	Chatham, N.B.	Schr—Glt	1887	Caracquet, N.B.	38 Fts. 11 m.	12 3/4 3 m.	5 6 1 m.	12 C. Robin, Collas & Co., Ltd., Jersey.
80,389	Cygnets	Parrsboro'	"	1882	Parrsboro', N.S.	74 1 21 m.	24 3 7 m.	8 5 2 m.	77 J. H. Newcomb, Parrsboro', N.S.
83,381	Cygnets	Toronto	Yacht	1879	Buffalo, N. Y., U.S.A.	44 0 13 m.	15 5 4 m.	5 0 1 m.	27 Thos. McGaw and R. D. Ewing, J.O., Toronto, Ont.
88,343	Cynbeline	Lunenburg	Schr—Glt	1884	Conquerall, N.S.	80 2 24 m.	23 9 7 m.	9 2 2 m.	97 Charles Stewart, St. Peter's, N.S.
100,971	Cyprian	Chatham, N.B.	"	1892	Caracquet, N.B.	36 6 11 m.	12 8 3 m.	4 4 1 m.	10 E. Sivret, Caracquet, N.B.
92,731	Cyprus	Toronto	Yacht	1879	Fairlie, G.B.	30 0 9 m.	6 4 1 m.	5 4 1 m.	6 Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene	Lunenburg	Schr—Glt	1883	Bridgewater, N.S.	81 2 24 m.	23 9 7 m.	9 2 2 m.	107 Wm. E. LeBlanc, West Arichat, N.S.
77,633	Cyrenian	Sarnia	"	1879	Garden Island, Ont.	135 0 41 m.	26 0 8 m.	10 6 3 m.	376 J. E. Williscroft, Southampton, Ont.
111,637	Cyril	Lunenburg	"	1901	Malone Bay, N.S.	93 2 28 m.	25 0 7 m.	9 6 2 m.	100 Thomas A. Wilson, Bridgewater, N.S.
107,821	Czar No. 1	Victoria	Scow—Chd	1899	Union, B.C.	92 0 28 m.	27 4 8 m.	7 0 2 m.	143 Wellington Colliery Co., Ltd., Victoria, B.C.
111,489	D. T.	Quebec	Schr—Glt	1900	Portneuf, Que.	75 6 23 m.	22 4 6 m.	7 2 2 m.	75 David Tremblay, Portneuf, Saguenay Co., Que.
111,489	D. T.	Montreal	Barge—Chd	1868	Batiscan, Que.	114 8 35 m.	22 1 6 m.	8 2 2 m.	136 George Hurteau, Valleyfield, Que.

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88,418	D. W. B.	St. John, N.B.	"	1894	Westfield, N.B.	88 3	26 8	7 7	121	W. B. McLean, St. John, N.B.
103,465	D. F. Patchin	Halifax	"	1896	Castine, Me., U.S.A.	70 8	20 3	7 1	59	James R. Laing, <i>et al.</i> , Liscomb, N.S.
100,899	D. J. Melancon	Weymouth	"	1897	Gilbert Cove, N.S.	88 0	28 0	9 3	134	J. R. Blauvelt, M.O., Tusket, N.S.
100,591	D. N. Salvail	Montreal	Barge—Chd	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Dansereau, Verelères, Que.
100,638	D. W. Gordou	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	Jos. Lebrun, River Ouelle, Que.
83,368	D. Talbot	"	"	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Dafford	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, St. John, N.B.
88,445	Daisy	Halifax	Sloop	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
107,758	Daisy	Charlottetown	Schr—Glt	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.
97,072	Daisy	"	Bktn—Bkgt	1893	Grand River, Lot 14, P.E.I.	148 0	30 0	14 8	384	John Yeo, Port Hill, P.E.I.
103,496	Daisy	Quebec	Schr—Glt	1895	Shelburne, N.S.	92 0	24 0	9 5	98	Joseph Blais, Berthier (en 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	"	1895	Green Harbour, N.S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Lindet	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, <i>et al.</i> , Brooklyn, N.S.
88,571	Dakota	Kingston	Barge—Chd	1885	Garden Island, Ont.	170 4	30 6	11 9	516	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
112,340	Danaraland	Liverpool	Schr—Glt	1892	Liverpool, N.S.	113 0	30 4	10 8	199	Reynolds Harrington, Sydney, N.S.
.....	Dan	Montreal	Barge—Chd	1869	Machiniche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,055	Dandy	Kingston	Sloop	1894	Seeley's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.
107,369	Daniel Lamb	Toronto	Dredge—Drague	1896	Toronto, Ont.	90 0	27 6	4 6	18	Corporation of the City of Toronto, Toronto, Ont.
83,115	Daphne	Halifax	Sloop	1875	Halifax, N.S.	26 0	7 8	4 3	4	John Peters, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,671	Dara C.	Parrsboro'	Schr—Glt	1901	Port Greville, N.S.	133 4 Ft.	34 Ft.	12 8 Ft.	402	John W. Cochrane, Fox River, N.S.
85,663	Daring	Halifax	"	1880	Sanbro, N.S.	44 2	14 7	6 3	18	Charles Slaunwhite, Terence Bay, N.S.
107,703	Darrow	Toronto	House-boat	1897	Penetanguishene, Ont.	49 5	20 0	2 6	91	Davidson, Penetanguishene, Ont.
85,667	Dart	Halifax	Schr—Glt	1882	Chezetook, N.S.	33 5	12 0	4 4	10	George Jullien, Chezetook, N.S.
59,470	Dart	Pictou, N.S.	"	1871	Mahone Bay, N.S.	58 3	18 9	7 5	44	Alex. Jackson, Murray River, P.E.I.
83,021	Dauntless	Wallaceburg	"	1867	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, <i>et al.</i> , 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.
107,638	Davie	Toronto	House-boat	1896	Penetanguishene, Ont.	46 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Dawdena	Victoria	Sloop	1892	Victoria, B.C.	33 4	11 5	4 5	10	F. T. Schooley, Welland, Ont.
100,605	Dawn	Barrington	Schr—Glt	1893	Shelburne, N.S.	68 0	18 0	7 6	49	H. A. Anuro, West Pubnico, N.S.
100,915	Dawn	Chatham, N.B.	"	1891	Caranquet, N.B.	37 0	12 7	4 6	12	C. Robin, Collas & Co., Ltd., Jersey.
103,853	Dawn	Halifax	"	1897	Owl's Head, N.S.	38 2	14 0	5 4	13	Thos. Parker, Owl's Head, N.S.
96,750	Dawn	St. John, N.B.	"	1889	Upper Gagetown, N.B.	39 2	12 8	4 6	12	Chas. L. Carrier, Upper Gagetown, N.B.

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72,052	Day Spring.....	Charlottetown.....	"	{ 1860 Essex, Mass., U.S.A., } { 1899 Port Royal, N.S. }	66 5	18 3	7 4	52	Chas. Leblanc, Arichat, N.S.
59,484	Day Spring.....	Halifax.....	"	1866 Chester, N.S.....	56 2	18 0	7 1	36	Andrew Fougère, River Bourgeois, N.S.
107,230	De Champlain.....	Quebec.....	Barge—Chld.....	1897 St. Irénée, Que.	99 7	22 5	7 3	122	Louis Gauthier, St. Irénée, Que.
111,405	Deeta M.	Lunenburg.....	Schr—Glt.....	1900 Mahone Bay, N.S.	79 6	22 9	9 2	81	John McLean, Mahone Bay, N.S.
107,058	Defender.....	Barrington.....	"	1901 Coffin's Croft, N.S.	48 0	14 9	5 9	20	A. D. Madden, Baccaro, N.S.
111,711	Defender.....	Lunenburg.....	"	1901 Mahone Bay, N.S.....	95 6	25 4	10 0	98	Alex. Knickle, Lunenburg, N.S.
103,063	Defender.....	Yarmouth.....	"	1895 Pubnico, N.S.....	43 2	14 7	6 1	20	A. Murphy, Pubnico, N.S.
92,503	Defiance.....	St. Andrews.....	"	1884 Lubec, Me., U.S.A.....	33 0	12 8	7 0	17	F. Calder, Campo Bello, N.B.
75,647	Defiance ..	St. Catharines ..	"	1859 Port 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. McCrany, Toronto, Ont.
66,069	Delia.....	Quebec.....	Barge—Chld.....	1873 Pointe au Pizau, 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 L. Belyea, Greenwich, N.B.
103,118	Della F. Tarr.....	St. Andrews.....	"	1883 Salem, Mass., U.S.A....	56 0	17 0	5 7	34	Chas. Abriel, Spry Bay, N.S.
103,095	Delphis.....	Montreal.....	Sloop.....	1890 Sorel, Que.	92 7	22 7	6 0	91	D. Chausse, Lamoraie, 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.
107,699	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	Rodman Pratt, Cheverie, N.S.
111,710	Denaring.....	Lunenburg.....	"	1901 La Have, N.S.....	81 8	22 4	8 7	85	Jessen Anderson, Lunenburg, N.S.
92,380	Denozelle.....	Parsboro'.....	"	1888 Hopewell Cape, N.B.....	94 0	28 1	9 2	163	Robert S. Kerr, Fox River, N.S.
72,579	Denmark.....	Kingston.....	"	1867 Garden Island, Ont.....	134 8	25 6	10 9	305	The Calvin Co., Ltd., Garden Island, Ont.
107,314	Despatch.....	Halifax.....	"	1894 Halifax, N.S.....	27 4	9 4	4 0	6	George E. Francklyn, 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—Chld.....	1873 Montreal, Que.....	119 6	25 7	10 4	350	Montreal Transportation Co., Ltd., Montreal, Que.
71,637	Deux Freres.....	Montreal.....	Barge—Chld.....	1872 Lamoraie, Que.....	99 0	23 0	6 7	102	D. Lacombe, Batiscan, Que.
80,986	Diamond.....	Halifax.....	Schr—Glt.....	1882 Gnyssboro', N.S.....	80 6	21 0	9 4	98	Thos. Poudrot, Arichat, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,407	Diamond	Montreal.	Barge—Chd	1899	St. Thomas de Pierreville	138 Ft.	22 Ft.	12 Ft.	381	Adolphe Lapierre, jr., Pierreville, Que.
103,934	Diamond Jubilee.	Paspébiac.	Schr—Glt	1897	Carleton Place, N.B.	55 0	17 0	6 5	32	W. Martell, Mian-a-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	Halifax	"	1878	Petite Rivière, N.S.	57 0	18 7	7 3	45	G. Stevens, Musquodoboit, N.S.
97,089	Dictator	Lunenburg	"	1890	Lunenburg, N.S.	76 0	23 6	9 4	87	Mark H. Bonnell, Montague, P.E.I.
80,988	Dido	Guysboro'	"	1883	Isaac's Harbour, N.S.	64 8	21 0	7 8	59	Freeman McMillan, Isaac's Harbour, N.S.
90,834	Diego	Port Medway	"	1895	East Port Medway, N.S.	48 0	16 3	6 8	27	Albion Corkum, Chester, N.S.
46,483	Dietytris	Lunenburg	"	1865	Lunenburg, N.S.	71 0	20 3	7 9	58	Alfred J. Cook, Montague, P.E.I.
103,864	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	Princeton, N.S.	75 7	21 8	8 1	62	L. D'Eon, Yarmouth, N.S.
103,076	Dipper	Chatham, N.B.	"	1893	Shippegan, 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.

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107,601	Dixon	Rice	Weymouth	Weymouth Bridge, N.S.	1899	19 4	27 9	106 Edward P. Rice, Weymouth, N.S.
100,583	Dollard		Montreal	Pierreville, Que.	1892	6 3	23 1	89 Chas. Yergean, St. Thomas de Pierreville, Que.
107,057	Dollie Varden		Barrington	Clare, N.S.	1877	4 6	12 0	10 Freeman Atwood, Barrington, N.S.
83,027	Dolly Morden		Wallaceburg	Dresden, Ont.	1881	9 0	26 1	198 G. H. Morden, Oakville, Ont.
75,426	Dolphin		Annapolis Royal	Port Williams, N.S.	1878	4 8	12 3	11 Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin		"	Granville, N.S.	1878	5 2	12 3	11 Elias Woodworth, Granville, N.S.
38,418	Dolphin		Arichat	Cheticamp, N.S.	1861	7 0	17 4	36 A. H. Morrison, Guysboro', N.S.
103,533	Dolphin		Halifax	Sheet Harbour, N.S.	1895	6 0	14 0	21 J. T. Thomson, Halifax, N.S.
80,030	Dolphin		St. John, N.B.	Salmon Bay, N.B.	1880	5 3	20 9	36 R. A. Cameron, St. John, N.B.
107,701	Dolphin		Toronto	Penetanguishene, Ont.	1896	2 6	20 0	71 David Davidson, Penetanguishene, Ont.
107,797	Domain		St. John, N.B.	Cambridge, N.B.	1899	7 0	25 8	91 Everett S. Wilson, Waterborough, N.B.
85,734	Dominion		Lunenburg	Lunenburg, N.S.	1883	9 2	23 7	96 Andrew Gray, Lunenburg, N.S.
107,700	Don		Toronto	Penetanguishene, Ont.	1892	3 5	20 0	89 David Davidson, Penetanguishene, Ont.
85,344	Donzella		Lunenburg	Vogler's Cove, N.S.	1882	10 1	24 0	99 John Hutt, Port Medway, N.S.
112,155	Dora		Chatham, N.B.	Miscoon, N.B.	1901	4 5	11 3	10 Scraphin Dorion, Miscoon, N.B.
103,948	Dora		Chatham, N.B.	Caraquet, N.B.	1899	5 0	12 9	12 C. Robin, Collas & Co., Ltd., Jersey.
100,917	Dora		"	"	1890	4 6	12 6	11 " " "
90,871	Dora		Parrsboro'	Yarmouth, N.S.	1886	7 9	20 8	63 Chas. G. Canning, et al., Parrsboro', N.S.
100,168	Dora Siewerd		Victoria	Lunenburg, N.S.	1891	9 3	24 4	91 Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester		Montreal	Quebec, Que.	1876	11 1	27 1	375 Montreal Transportation Co., Ltd., Montreal, Que.
100,713	Doris		Montreal	Pierreville, Que.	1893	10 4	22 8	186 Adolf Lomer, Montreal, Que.
83,446	Doris		Victoria	Victoria, B.C.	1882	7 2	21 5	60 Victoria Sealing Co., Ltd., Victoria, B.C.
107,300	Doris M. Pickup		Annapolis Royal	Grenville, N.S.	1901	12 3	33 0	373 S. W. W. Pickup, Granville, N.S.
100,999	Dove		Chatham, N.B.	Shippegan, N.B.	1891	4 8	12 3	11 T. Ahier, Shippegan, N.B.
107,986	Dove		Lunenburg	Shelburne, N.S.	1900	8 6	22 8	95 Wm. C. Acker, Lunenburg, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
117,022	Dove.....	Sydney.....	Schr—Glt.....	1901	New Campbellton, N.S.	97 ft.	210ths.	110ths.	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, Parrishoro, N.S.
92,597	Devad Not.....	Sydney.....	"	1888	Little Bras d'Or, N.S.	34 4	13 3	5 1	10 Andrew Walsh, Little Bras d'Or, N.S.
57,472	Dreadhaught.....	Annapolis Royal.....	"	1870	Granville, N.S.	35 5	13 5	5 6	11 William Hamilton, Granville, N.S.
116,671	Dreadhaught.....	St. Andrews.....	Sloop.....	1896	Queco, N.B.	33 4	13 8	6 0	18 Eaton Green, Grand Manan, N.B.
90,760	Dreadhaught.....	St. John, N.B.	Schr—Glt.....	1886	Johnston, N.B.	48 9	16 4	4 7	29 John Cole, Johnston, N.B.
74,326	Dreadhaught.....	"	"	1877	Richmond, N.S.	46 6	16 0	5 5	20 Wm. H. Church, Cornwallis, N.S.
74,357	Dreadnot.....	Halifax.....	"	1877	Brulé, N.S.	51 0	17 8	6 3	28 Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank.....	Southampton.....	Dredge—Dragné.....	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, <i>et al.</i> , Southampton, 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, U.S.A.	90 0	24 0	8 4	313 James Whalen, 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.

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107,523	Dredge No. 9.	Owen Sound	"	Loekport, N.Y., U.S.A.	71 0	22 2	7 0	127	A. G. McKay, Owen Sound, Ont.
74,103	Drucilla May	Halifax	Schr—Glt	1877 Shoal Bay, N.S.	39 5	14 8	6 0	19	J. G. 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.
97,178	Drumeraig	Victoria	Ship	1885 Barrow-in-Furness, G.B.	280 4	41 1	23 5	1851	The Ship 'Drumeraig' Co., Ltd., Victoria, B.C.
86,233	Drummuir	"	"	1882 Liverpool, G.B.	270 5	39 2	24 0	1798	The Ship 'Drummuir' Co., Ltd., Victoria, B.C.
107,625	Dryfe	New Westminster	Barge—Chd	1898 Vancouver, B.C.	50 0	11 6	4 0	23	Anglo-British Columbia Packing Co., 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 Soda's Point, N.Y., U.S.A.	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
107,443	Duff	Vancouver	Scow—Chd	1898 Vancouver, B.C.	98 6	23 0	5 8	101	British American Corporation. Ltd., Rossland, B.C.
	Duluth	Montreal	Barge—Chd	1873 Quebec, Que.	139 0	26 0	10 0	337	Montreal Transportation Co., Ltd., Montreal, Que.
	Dundee	"	Bk—Bq	1870 St. Catharines, Ont.	125 2	23 6	10 0	262	Hugh Kelly, Toronto, Ont.
103,256	Dunmore	"	Schr—Glt	1895 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. and A. E. Michael, Richibucto, N.B.
107,155	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	112	" " " "
112,252	E. C. E. No. 10.	"	"	1902	87 4	28 5	6 8	112	" " " "
112,255	E. C. E. No. 11.	"	"	1902	87 6	28 5	6 8	142	" " " "
111,826	E. C. No. 1.	"	"	1899	79 3	30 0	7 0	113	Edward Cook, Vancouver, B.C.
111,814	E. C. No. 2.	"	"	1901	70 0	22 5	6 1	85	" " " "
111,821	E. C. No. 3.	"	"	1886	79 3	27 0	6 0	114	" " " "
112,246	E. C. No. V.	"	"	1901	75 6	25 0	6 6	105	" " " "
116,158	E. H. H. & Co. No. 2	"	"	1902	65 2	22 0	5 0	53	Ed. H. Heaps, et al., Vancouver, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,762	E. A. Fulton.	Sarnia	Schr—Glt	1863	Toledo, Ohio, U.S.A.	137 0	25 0	10 3	288	Frank Jackson and R. Philip, J.O., Toronto, Ont.
103,265	E. A. Lombard.	St. John, N.B.	"	1864	Essex, Mass., U.S.A.	76 6	21 5	7 3	63	Hannah J. Sprague, Harvey, N.B.
90,479	E. A. O'Brien.	Marland.	Bk—Bq	1891	Noel, N.S.	185 0	37 4	21 3	1037	Osmond O'Brien, Noel, N.S.
112,139	E. A. Post.	Shelburne.	Schr—Glt	1903	Shelburne, N.S.	107 0	25 6	11 3	199	George A. Cox, Shelburne, N.S.
90,839	E. A. Sabean.	Port Medway.	"	1901	Liverpool, N.S.	121 8	30 2	11 1	249	Amos Sabean, Port Medway, N.S.
88,253	E. B. Colwell.	St. John, N.B.	"	1883	Carlton, N.B.	44 6	14 3	5 9	19	Geo. A. Lahey, <i>et al.</i> , Grand Manan, N.B.
94,810	E. B. Marvin.	Victoria	"	1884	Kennebunk, Me., U.S.A.	92 2	24 4	8 8	96	Victoria Sealing Co., Ltd., Victoria, B.C.
107,254	E. C. Ward.	New Westminster.	"	1896	Fairhaven, Wash., U.S.A.	27 5	10 6	4 1	10	Wm. Cruickshank, New Westminster, B.C.
77,604	E. D. Myra.	Halifax.	"	1878	LaHave, N.S.	60 0	19 8	7 5	43	John E. Beaver, Pleasant Harbour, N.S.
61,132	E. G. Benedict.	Montreal.	"	1839	Mill Point, Ont.	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.
77,694	E. H. Rutherford.	Hamilton.	"	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	Elias Rogers Co., Ltd., Toronto, Ont.
100,129	E. J. McVea.	Wallaceburg.	"	1873	Allegany, Mich., U.S.A.	140 4	25 7	10 2	278	W. W. Stover, Sombra, Ont.
(a) 80,369	E. J. Spicer.	Parrsboro'	Ship—3 m	1880	Parrsboro' N.S.	203 5	39 7	23 8	1208	George W. Cochran, Windsor, N.S.
59,373	E. M. Oliver.	St. Andrews.	Schr—Glt	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Har- bour, N.B.

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116,327 E. M. Roberts	Parrsboro'	"	"	1903	Port Greville, N.S.	133 2	32 9	12 0	322 Fred. M. Roberts, Parrsboro', N.S.
116,506 E. M. Zellers	Lunenburg	"	"	1904	Lunenburg, N.S.	82 5	24 0	9 0	84 Emanuel Zellers, M. O. Lunenburg, N.S.
71,267 E. R. C. Proctor	Cobourg	"	"	1878	Brighton, Ont.	109 4	25 5	9 2	163 J. E. Proctor, Brighton, Ont.
73,083 E. Bonaventure	Montreal	Barge—Chd	"	1874	Lenoraie, Que.	99 9	22 9	6 9	111 Oliver Paul, Sorol, 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 Freeman Hatfield, Fox River, N.S.
97,192 Eagle	Chatham, N.B.	Schr—Glt	"	1891	Tracadie, N.B.	48 6	17 1	5 8	29 Wm. Ferguson, Tracadie, N.B.
104,998 Eagle	"	"	"	1892	Shippegan, N.B.	33 0	12 2	4 4	10 T. Abier, Shippegan, N.B.
"	Montreal	Barge—Chd	"	1872	Quebec, Que.	136 5	26 0	9 8	316 Montreal Transportation Co., Ltd., Montreal, Que.
83,113 Eagle	Halifax	Sloop	"	1880	Lunenburg, N.S.	24 4	9 7	3 5	3 Lt. Douglas G. Prinsep R.A., Halifax, 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.
111,730 Earle V. S.	Lunenburg	"	"	1902	Mahone Bay, N.S.	93 2	25 0	9 6	100 Howard Wynacht, Lunenburg, N.S.
103,013 Earl of Aberdeen	Parrsboro'	"	"	1894	Parrsboro', N.S.	154 7	35 2	12 6	416 D. S. Howard, Parrsboro', N.S.
64,711 Early Dawn	Arichat	"	"	1872	Port Hawkesbury, N.S.	45 3	15 7	5 8	26 Geo. H. Bissett, River Bourgoise, N.S.
80,885 Earnest Fisher	St. John, N.B.	"	"	1881	St. Patrick, N.B.	50 8	19 4	5 0	31 J. P. Loughrigg, Tynemouth, N.B.
74,091 Eastern Clipper	Halifax	"	"	1861	Georgetown, P.E.I.	58 5	18 4	6 3	35 M. S. Magrath, East Dover, N.S.
107,609 Eastern Light	Weymouth	"	"	1902	Weymouth, N.S.	49 0	17 0	6 0	40 Edgar S. Cheney, Whitehead, N.B.
37,445 Echo	Liverpool	"	"	1886	Shelburne, N.S.	48 0	12 9	7 3	33 David Condon and John De Molitor, Halifax, N.S.
"	Toronto	"	"	1893	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 Edipse	Halifax	"	"	1877	Port Piswick, N.S.	55 0	19 8	8 0	52 Constant Garnier, Bay St. George, Nfld.
83,261 Economist	Digby	"	"	1888	Granville, N.S.	36 5	14 3	5 6	14 Jessie Parker, Paul's Harbour, N.S.
42,726 Ecosaise	Quebec	"	"	1860	Mallait, Que.	46 4	15 8	6 0	23 Bernadin Caron, Mallait, Que.
111,895 Eddé Theriault	Weymouth	"	"	1904	Belliveau's Cove, N.S.	104 0	27 3	10 0	168 Peter A. Theriault et al., Belliveau's Cove, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,313	Eddie	Amherstburg.	Schr—Glt	1892	Mount Clements, U.S.A.	59 5	17 9	6 6	28	H. A. Hackett, Amherstburg, Ont.
103,653	Eddie C.	Yarmouth	"	1892	Argyle, N.S.	32 0	10 5	5 0	11	Leander Amiro, Pubnico, N.S.
103,666	Eddie J.	"	"	1895	Pubnico, N.S.	49 8	17 0	6 5	23	A. M. D'Entremont, Pubnico, N.S.
116,205	Eddie James.	"	"	1903	Shelburne, N.S.	78 0	22 6	9 0	79	Henry A. Amiro, West Pubnico, N.S.
61,611	Edith	Guyshoro'	"	1874	Guyshoro', N.S.	63 1	19 4	7 4	49	A. E. Lacroix, St. Pierre, Miquelon.
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.
96,845	Edith	Prescott.	Barge Old	1897	Toronto, Ont.	130 0	27 0	11 0	353	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
85,683	Edith L.	Highby	Schr—Glt	1883	Westport, N.S.	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L.	"	"	1902	Port Matland, N.S.	46 6	13 0	6 0	26	Jas. A. Adams, Port Matland, N.S.
103,060	Edith M.	Yarmouth.	"	1895	Argyle, N.S.	48 0	15 5	5 3	20	W. Kenney, Argyle, N.S.
116,830	Edith Pauline.	Barrington	Sloop	1903	Shelburne, N.S.	32 0	11 0	6 0	10	Reuben C. Swini, Clark's Harbour, N.S.
92,505	Edith R.	St. Andrews.	Schr—Glt	1885	West Isles, N.B.	58 1	17 2	8 9	47	T. Richardson, West Isles, N.B.
116,491	Edith R. Balcom.	Lunenburg.	"	1903	Lunenburg, N.S.	98 0	25 9	9 7	100	Sprott Balcom <i>et al.</i> , Victoria, B.C.

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90,684	Edith Sheraton.....	Shelburne	Bktn—Bkgt	1887	Shelburne, N.S.	122 0	29 0	11 0	314 G. B. Lockhart, New York, U.S.A.
61,606	Edmund Russell.....	Arichat.....	Schr—Glt	1871	Isaac's Harbour, N.S.	47 0	15 6	6 0	27 William F. Harris, Cheticamp, N.S.
* 90,864	Edna	Prescot.....	Barge—Clhd	1897	Montreal, Que.....	129 4	28 0	11 2	359 The St. Lawrence Terminal Co., Ltd., 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.....	"	1900	West Isles, N.B.	35 0	12 7	5 2	14 Walter Cheney, Grand Manan, N.B.
112,238	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.
107,897	Edouard Dina	Montreal.....	Sloop.....	1899	Notre Dame de Pierre- ville, Que.	77 8	19 2	5 4	50 J. B. Varieur, St. Michel d'Yamaska, Que.
103,449	Edward	Ottawa.....	Barge—Clhd	1889	Buckingham, Que.....	67 8	15 7	5 0	30 Geo. Bothwell, Buckingham, Que.
73,912	Edward Blake.....	Kingston.....	Schr—Glt	1872	Port Burwell, Ont.....	138 6	25 8	12 2	312 Thos. Mills, Kingston, Ont.
107,954	Edward Grover.....	Lunenburg.....	"	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.
107,962	Edward Roy.....	Lunenburg.....	"	1900	La Have, N.S.	82 5	22 5	9 0	75 Sprott Balcom, Victoria, B.C.
74,101	Edward S. Falt	Halifax.....	"	1877	Petite Riviere, N.S.	68 5	20 6	8 2	68 J. C. Seeley, Boone Bay, Nfld.
103,106	Edwidze	Montreal.....	Sloop.....	1894	Yamaska, Que.....	107 2	23 0	9 6	173 Jos. Daneau, Pierreville, Que.
97,080	Edwin A. Grozier.....	Charlottetown.....	Schr—Glt	1862	Essex, Mass., U.S.A.	69 0	19 8	7 4	57 Neil McDougall, Charlottetown, P.E.I.
97,023	Edwina.....	Barrington.....	"	1889	Shag Harbour, N.S.	34 0	11 9	5 3	11 Moses Penny, Cape Island, N.S.
111,715	Edyth.....	Lunenburg.....	"	1901	Maibone Bay, N.S.	120 4	27 2	11 2	198 Abraham Ernest, Mahone Bay, N.S.
103,789	Effie B. Nickerson.....	Shelburne.....	Sloop.....	1898	Shelburne, N.S.	44 0	17 0	7 3	22 A. Stanley and J. F. Gaskill, Grand Manan, N.B.
111,425	Effie Howard.....	Halifax.....	Schr—Glt	1902	Sheet Harbour, N.S.	45 9	13 6	6 2	23 John Verge, Sober Island, Halifax, N.S.
80,721	Effie Maud.....	Quebec.....	"	1879	Métis, Que.....	68 1	20 9	7 5	66 Wilfrid Guinmont, Matane, Que.
100,875	Effie Mand.....	St. John, N.B.	"	1893	Newcastle, N.B.	62 1	22 0	5 9	62 J. M. Chapman, Cauning, N.B.
116,512	Effie May	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	64 2	18 7	7 8	49 Wm J. Nauss, M.O., Halifax, N.S.
107,795	Effie May	St. John, N.B.	"	1899	Cumberland Bay, N.B.	69 9	24 5	6 5	67 Thomas H. Branscombe, Water- borough, N.B.
75,421	Effie Young	Annapolis Royal.....	"	1877	Granville, N.S.	83 4	24 0	8 5	119 A. Elliott, Port George, N.S.
107,299	Effort	Annapolis Royal.....	"	1901	Granville, N.S.	73 0	22 7	8 0	63 W. A. Piggott, <i>et al.</i> , Granville, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,649	Effort	Wallaceburg	Barge—Chd	1889	Wallaceburg, Ont.	72 8	20 8	4 5	51	Mrs. Marion Ribble, Dresden, Ont.
80,008	Egeria	St. John, N.B.	Bk—Bq	1879	Harvey, N.B.	173 1	35 9	19 5	897	E. E. Hutchins, New York, U.S.A.
.....	Eight (8)	Montreal	Barge—Chd	1871	Pierreville, Que.	93 3	19 0	4 0	99	N. Vigneau, Montreal, Que.
77,603	Eldon C.	Barrington	Schr—Glt	1878	La Have, N.S.	50 0	17 0	6 5	27	Josiah Thomas, Port Clyde, N.S.
53,811	Electric Flash	Halifax	"	1869	Vogler's Cove, N.S.	67 0	21 0	7 6	53	Dominique Fongère, D'Escousse, N.S.
80,790	Electric Light	Digby	"	1881	Freeport, N.S.	52 4	18 3	6 8	34	Emily H. Dillon, <i>et al.</i> , Digby, N.S.
112,099	Electro	Lunenburg	"	1902	La Have, N.S.	80 0	23 2	9 2	88	Edmund B. Walters, La Have, N.S.
107,150	Electron	Vancouver	Scow—Chd	1880	Victoria, B.C.	72 8	20 2	6 0	64	Canadian Pacific Railway Co., Montreal, Que.
111,748	Elena	Lunenburg	Schr—Glt	1902	La Have, N.S.	74 3	22 2	8 7	73	A. V. Conrad, La Have, N.S.
88,408	Elihu Barritt.	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 des Chaillons,	82 7	21 5	6 4	81	Gédéon Gover, Montreal, Que.
103,109	Elise	Montreal	Sloop	1894	St. Thomas, Que.	130 2	29 3	11 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	C. Robin, Collas & Co., Ltd., Jersey.

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100,293	Eliza	Chatham, N.B.	Schr—Glt	1891 Shippegan, N.B.	37 6	13 6	5 0	15 Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
71,616	Eliza	Montreal	Sloop	1873 Yanaska, Que	107 0	22 6	7 2	117 Pacific Plante, Sorel, Que.
64,141	Eliza	Victoria	Schr—Glt	1872 Saanich, B.C.	79 8	25 1	4 8	48 Jos. A. Sayward, Victoria, B.C.
71,138	Eliza Allan	Port Dover	"	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. Conrol, M.O., Chezetcook, N.S.
	Eliza Fisher	Port Hope	"	1867 Portsmouth, U.S.A.	94 2	24 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, et al., 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. Shea, Lot No. 1, P.E.I.
100,706	Eliza Mac	Pictou, N.S.	"	1900 Pictou, N.S.	70 3	24 0	8 4	85 Allan McDonald, Pictou, N.S.
	Eliza Quinlan	Port Hope	"	1870 Port Hope, Ont.	97 3	18 8	9 0	131 A. Campbell, Lakeport, Ont.
77,822	Eliza Smith	Arluat.	"	1878 Chezetcook, N.S.	53 0	18 4	7 6	44 M. LeBlanc, Margaree, N.S.
90,557	Eliza White	Kingston	"	1867 } Port Burwell, Ont. 1887 }	93 0	23 3	8 3	105 P. McManus, Pictou, Ont.
111,522	Elizabeth	Digby	Sloop	1900 Comeauville, N.S.	36 5	14 0	7 0	21 E. C. Comeau, et al., Comeauville, N.S.
77,843	Elizabeth	Halifax	Schr—Glt	1879 Beaver Cove, N.S.	52 3	18 1	6 7	30 F. W. Bullock, Halifax, N.S.
51,791	Elizabeth	Liverpool	"	1866 Port Monton, N.S.	40 0	14 8	6 5	20 John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1869 Malbaie, Que	50 0	15 0	5 7	27 J. Caron, Macnider, Que.
61,148	Elizabeth Ann	Montreal	"	1869 Mill Point, Ont.	44 0	10 5	5 4	18 J. Adamson, Toronto, Ont.
71,390	Elizabeth Ann	Parrsboro'	"	1877 Parrsboro', N.S.	28 3	11 3	4 0	6 C. R. Church, Fort Lawrence, N.S.
63,325	Elizabeth Ann	Port Hawkesbury	"	1899 Cheticamp, N.S.	34 6	11 3	5 5	11 David Bourgeois, Cheticamp, N.S.
96,768	Elizabeth Ann	"	"	1891 "	32 2	11 2	4 9	11 C. Robin, Collas & Co., Ltd., Jersey.
88,503	Elizabeth Nash	Sydney	"	1884 George's River, N.S.	50 0	18 8	7 2	36 J. H. Christie, Little Bras d'Or, N.S.
97,002	Elizabeth Staats	St. Catharines	Scow—Chd	1878 Lockport, N.Y., U.S.A.	95 0	17 9	8 2	124 Chas. S. Carter, Port Colborne, Ont.
	Elk	Hamilton	Schr—Glt	1856 Port Robinson, Ont.	102 0	21 2	10 0	180 E. H. Butters, New York, U.S.A.
83,308	Elia	Liverpool	"	1879 Brooklyn, N.S.	33 5	10 6	4 5	10 J. C. Hanson, Mahone Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage registered. Tonnage enregistré.	
85,961	Ella.....	St. John, N.B.....	Schr—Glt	1878	Portland, N.B.....	32 4 Ft.	8 10ths Ft.	5 6 Ft.	13	Alex. W. Baird, St. John, N.B.
75,824	Ella B.....	Halifax.....	"	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	62	John Jimean, North Sydney, N.S.
83,069	Ella Clarissa Eddy...	Ottawa.....	Barge—Chd	1881	Hull, Qué.....	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,481	Ella D	Halifax.....	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
80,797	Ella H	Digby	"	1878	Beaver River, N.S.	38 2	12 6	4 8	13	Milton Haines, <i>et al.</i> , Freeport, N.S.
116,572	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.
90,712	Ella May	Halifax.....	"	1885	Chester, N.S.....	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
80,832	Ella May.....	Lunenburg	"	1880	West Dublin, N.S.....	37 0	12 1	5 4	16	Chas. Tufts, Dartmouth, N.S.
103,328	Ella May.....	Port Hawkesbury...	"	1900	Steep Creek, N.S.....	54 0	14 8	7 5	34	J. P. Carr, Steep Creek, N.S.
57,191	Ella Moore	Windsor, N.S.....	Bk—Bq	1867	Cornwallis, N.S.....	136 0	30 1	14 6	391	G. B. Franklyn, Halifax, N.S.
64,044	Ella P	Digby	Schr—Glt	1874	Freeport, N.S.....	47 0	17 4	5 5	23	John Denton, Frankport, 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.
a/ 92,520	Ella & Jeanie	St. Andrews.....	"	1888	Shelburne, N.S.....	79 0	23 8	8 1	78	Irvin Ingalls, Grand Manan, N.B.

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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....	1889 Lunenburg, N.S.....	87 5	23 5	9 3	93 Henry W. Adams, Lunenburg, N.S.
90,726 Ellen Maud.	Halifax.....	"	1887 Mahone Bay, N.S.....	40 4	13 9	6 0	16 W. H. Whiston, Halifax, N.S.
69,173 Ellen May.	Pictou, N.S.....	"	1873 Lunenburg, N.S.....	68 0	20 6	8 5	60 D. Arthur Foster, Pictou Landing, N.S.
107,343 Ellen R.	Yarmouth.....	"	1901 Pubnico, N.S.....	44 2	15 5	5 4	29 John D. Forbes, Wood's Harbour, N.S.
75,443 Ellie.	Gaspé.....	"	1874 St. Augustin, Que.....	38 6	13 0	5 6	16 H. Carboneau, Natashquan, Que.
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.
107,637 Ellwood.	New Westminster.	"	1898 Seattle, Wash., U.S.A..	28 0	8 0	3 0	5 Thos. H. Worsnop, Atlin, B.C.
Elm.	Kingston.....	Barge—Chd....	1873 Kingston, Ont.....	150 0	23 6	6 3	146 Alex. Gunn, Kingston, Ont.
100,012 Elma.	Annapolis Royal.	Schr—Glt....	1892 Margaretsville, N.S....	130 1	31 0	11 4	299 F. C. Lockhart, Brooklyn, N.Y., U.S.A.
77,740 Elmer.	Digby.....	"	1879 Beaver River, N.S.....	41 4	14 0	5 4	15 Wm. S. Ross, Rossway, N.S.
96,737 Elmina.	Chatham, N.B.	"	1890 Shippegan, N.B.....	36 0	12 4	4 4	11 Jacques Noël, Shippegan, N.B.
85,465 Elmore.	Quebec.....	"	1883 Anse St. Jean, Que.....	57 6	20 0	7 8	49 Louis Lessard, Quebec, Que.
116,441 Elsie.	Liverpool.....	"	1903 Shelburne, N.S.....	112 0	27 0	9 3	149 John W. Hutt, Liverpool, N.S.
100,189 Elsie.	Montreal.....	Sloop.....	1889 Boston, Mass., U.S.A..	20 4	6 8	1 9	1 Robt. C. Nelles, Montreal, Que.
83,265 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.
103,785 Elva.	Shelburne.....	"	1897 Shelburne, N.S.....	98 0	24 0	9 0	119 Ed. A. Dumphry, Shelburne, N.S.
107,291 Elva J. Hayden.	Annapolis Royal.	"	1899 Lower Granville, N.S....	73 3	21 0	7 6	65 John W. Pearl, Lunenburg, N.S.
103,424 Elva M.	Charlottetown.....	"	1895 Mahone Bay, N.S.....	79 6	23 3	9 3	92 Edward Boswell, Crapaud, P.E.I.
112,262 Elzeur.	Montreal.....	Sloop.....	1902 Yamasica, Que.....	86 0	22 0	5 8	82 Leonie Lambert, St. Michel d'Yamaska, Que.
75,432 Emaroy.	Ottawa.....	Barge—Chd....	1879 Temiscamingue, Que....	86 0	14 7	6 6	79 Nelson Flowers, Ottawa, Ont.
107,718 Emblem.	Vancouver.....	Scow—Chd....	1896 Ladner, B.C.....	41 5	12 0	2 7	10 Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729 Enelia.	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 Eugene Singelet, Les Escoumaux, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
71,412	Emerald	Charlottetown	Schr—Glt	1874	Murray River, P.E.I. . .	46 1 Ft.	14 1 Ft.	6 4 Ft.	25	Jas. Bourke, Georgetown, P.E.I.
71,068	Emerald	Collingwood	Barge—Chd	1875	St. Catharines, Ont. . .	137 0	26 3	9 0	463	G. J. Cook, Toronto, Ont.
103,749	Emerald	Digby	Schr—Glt	1896	La Have, N.S.	52 9	17 3	6 5	29	B. W. Cousins, <i>et al.</i> , Digby, N.S.
85,417	Emerald	St. Catharines	Bk 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	Cape Breton Fishing Co., Ltd., North Sydney, 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.
66,028	Emérillon	Quebec	Schr—Glt	1870	Baie St. Paul, Que.	37 0	12 0	5 8	14	Auguste Michand, Isle Verte, Que.
116,446	Emerson Faye	Shelburne	"	1904	Shelburne, N.S.	66 0	18 4	7 8	47	Milton Haines and Edwin Haines, Freeport, N.S.
88,293	Emery	Quebec	Barge—Chd	1884	St. Onrs, Que.	99 5	21 8	6 5	97	F. Paul, St. Pierre de Sord, Que.
80,578	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	24 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	E. Boulanger, St. Thomas, Que.
103,150	Emile Vézina	"	Sloop	1894	Isle aux Grues, Que.	53 2	19 6	4 4	31	Emelin Vézina, Isle aux Grues, Que.
64,714	Emilio B.	Shelburne	Schr—Glt	1873	Port Hawkesbury, N.S. . .	49 5	15 7	6 5	29	Chas. P. Thomas, Sandy Cove, N.S.

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111,680	Emily	Parrshoro'	Schr—Glt	1892	Spencer's Island, N.S.	64	6	23	1	6	5	59 G. A. Morris, Advocate Harbour, 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.
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.
77,636	Emily May	Kingston	Sloop	1879	Dog Lake, Ont.	70	2	16	6	4	1	31 J. Laffner, Kingston, Ont.
92,585	Emma	Gaspé	Schr—Glt	1890	Sydenham, Gaspe, Que.	39	5	13	1	5	5	19 Thos. Kennedy, Douglastown, Ont.
96,723	Emma	Chatham, N.B.	"	1889	Shippegan, N.B.	36	5	13	0	5	0	15 Sebastian Noël, Shippegan, N.B.
54,133	Emma	Halifax	"	1897	Chester, N.S.	47	1	16	2	6	8	25 Levi Oaker, Chester Basin, N.S.
	Emma	Montreal	Barge—Chd	1894	Yamaska, Que.	87	8	22	3	5	6	81 Moise Lamirande, St. Thomas, Que.
85,776	Emma	"	Sloop	1883	Lachine, Que.	96	0	19	0	6	4	99 P. St. Denis, Lachine, Que.
83,682	Emma	Pictou, N.S.	Schr—Glt	1880	Margaret, 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.
103,542	Emma Brow	Halifax	"	1896	Harbour au Bonche, N.S.	43	0	13	4	6	4	17 F. Fougere, Harbour au Bonche, N.S.
79,913	Emma C.	Annapolis Royal	"	1883	Dorchester, N.B.	76	7	25	1	8	3	100 Isaac Hutchison, Brighton, N.S.
107,604	Emma D	Weymouth	"	1900	Mavilette, N.S.	42	0	13	3	6	0	20 Théophile Doucette, Mavilette, N.S.
57,476	Emma E. Potter	Annapolis Royal	"	1870 1894	Clements, N.S.	93	6	24	5	8	0	98 Samuel Potter, Clementsport, 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	18 J. P. Savage, Ankerst, Magdalen Islands, Que.
83,083	Emma Proctor	Port Hawkesbury	"	1881	Port Hawkesbury, N.S.	58	0	20	9	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. Hutchins, Brooklyn, N.Y., U.S.A.
59,382	Emma T. Story	St. Andrews	"	1895	Bristol, Me., U.S.A.	48	3	18	8	6	4	40 John C. Fraser, M.O., Grand Manan, N.B.
74,211	Empereur du Fleuve	Montreal	Sloop	1872	St. François, Que.	96	5	22	6	6	1	95 L. Turcotte, St. Michel d'Yamaska, Que.
100,911	Empereur	Chatham, N.B.	Schr—Glt	1892	Caruquet, N.B.	36	3	12	7	4	4	10 T. Abier, Shippegan, N.B.
85,333	Empereur	Lunenburg	"	1882	Mahone Bay, N.S.	61	3	20	9	7	7	51 A. W. Bragg, Chamel, Nfld.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
75,569	Empress.....	Arichat	Schr—Glt	1877	La Have, N.S.	60 0 Ft.	26 0 Ft.	12 6 Ft.	47	Simon Porrier, D'Escousse, N.S.
75,904	Empress	Charlottetown	"	1878	Esquimaux, N.B.	50 5	16 4	6 9	26	John Gosbee, Murray Harbour, P.E.I.
107,761	Empress.....	"	"	1901	Montague, P.E.I.	118 0	30 8	12 6	335	George Wightman, Montague, P.E.I.
100,786	Empress.....	Chatham, N.B.	"	1888	Caraquet, N.B.	38 0	12 9	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
72,576	Empress.....	Kingston	Sloop	1876	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.
72,236	Emu.....	St. John, N.B.	Schr—Glt.....	1873 1885	Cambridge, N.B.	75 5	24 9	6 5	68	David Seeley, St. George, N.B.
107,123	Emulator.....	Lunenburg.....	"	1899	Shelburne, N.S.	90 0	24 3	9 6	99	Stephen Oxner, La Have, N.S.
111,513	Ema & Elsie.....	St. John, N.B.	Sloop.....	1897	Grand Manan, N.B.	36 9	14 0	5 2	13	Colin B. Harry, Seal Cove, Grand Manan, N.B.
83,202	Enchantress	St. Andrews.....	Schr—Glt	1881	Cornwallis, N.S.	34 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.
88,356	Energy	Lunenburg.....	"	1884	Mahone Bay, N.S.	78 3	24 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.
92,425	England.....	Prescott.....	"	1863	Rockville, Ont.	148 0	28 0	9 6	341	James Buckley, Prescott, Ont.
94,735	Enterprise.....	Windsor, N.S.	Bktn—Bkgt.....	1889	South Maitland, N.S.	196 0	37 0	19 1	959	F. C. Lockhart, <i>et al.</i> , New York, U.S.A.

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91,459	Enterprise.....	Lunenburg.....	Schr—Glt.....	1888	LaHave, N.S.....	74 4	23 2	8 9	70 William Mallett, Summerside, P. E. I.
100,452	Enterprise.....	Moncton.....	Bktn—Bkglt.....	1891	Hopewell Cape, N.B.....	159 3	33 4	13 0	499 W. B. Jamieson, Hopewell Cape, N.B.
.....	Enterprise.....	Port Dover.....	".....	1894	Long Point, Ont.....	40 5	11 0	4 8	16 F. A. Greatwood, Toronto, Ont.
.....	Enterprise.....	Port Hope.....	".....	1871	Port Hope, Ont.....	90 0	17 0	6 8	105 Ontario Bank, Toronto, Ont.
100,498	Enterprise.....	Victoria.....	Schr—Glt.....	1892	Victoria, B.C.....	76 0	21 5	7 5	69 John Clark, sr., Victoria, B.C.
107,414	Ephrem.....	Montreal.....	Barge—Chd.....	1899	Yamaska, Que.....	104 3	22 8	8 3	144 Wm. Desrosier, Lanoraie, Que.
112,103	Ereua H.....	Halifax.....	Schr—Glt.....	1902	Mahone Bay, N.S.....	73 6	22 2	8 8	71 Jonathan Evans, Grand Bank, Nfld.
96,941	Eric.....	St. John, N.B.....	".....	1890	St. John, N.B.....	94 1	27 1	7 5	119 Nathaniel C. Scott, St. John, N.B.
64,911	Eric.....	Quebec.....	Barge—Chd.....	1871	Quebec, Que.....	123 5	24 8	9 3	207 W. W. Tate, Montreal, Que.
73,913	Eric Belle.....	Port Hope.....	Schr—Glt.....	1873	Port Burwell, Ont.....	125 5	24 4	9 8	275 D. Manson, Port Hope, Ont.
77,816	Eric Queen.....	Port Rowan.....	".....	1874	Port Rowan, Ont.....	115 0	23 6	10 2	217 James O'Guy, et al., Oshawa, Ont.
71,131	Eric Stewart.....	Port Dover.....	".....	1874	Port Dover, Ont.....	117 6	23 6	10 6	230 John Pigott, et al., J. O., Chatham, Ont.
111,434	Ermynthunde.....	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. Daneau, Pierreville, Que.
103,776	Esk.....	Chatham, N.B.....	Schr—Glt.....	1897	Caraquet, N.B.....	40 0	13 3	5 0	14 Mrs. Sarah Young and F. T. B. Young, J. O., Caraquet, N.B.
80,860	Esmé.....	Lunenburg.....	Sloop.....	1881	Halifax, N.S.....	28 0	8 4	4 4	5 Jos. Rudolph, jr., Lunenburg, N.S.
61,446	Esperance.....	Chatham, N.B.....	Schr—Glt.....	1871	Shippegan, N.B.....	31 8	11 4	4 4	10 Thos. Abier, Shippegan, N.B.
80,994	Esperance.....	Guysboro'.....	".....	1883	St. Mary's, N.S.....	33 0	12 6	5 0	10 C. S. Horton, Guysboro', N.S.
75,691	Esperance en Marie.....	Quebec.....	".....	1878	St. Alexis, Que.....	42 3	17 0	5 8	23 T. Guenard dit Durand, Grand Bay, Saguenay, Que.
88,698	Essie C.....	St. John, N.B.....	".....	1885	Leneg, N.B.....	74 7	26 0	6 5	73 Jno. B. Moore, St. John, N.B.
100,443	Essie M.....	Canso.....	".....	1894	Shetbrooke, N.S.....	59 0	19 4	7 4	45 E. Meyers, Coddle Harbour, N.S.
103,943	Estella.....	Charlottetown.....	".....	1898	Elm Tree, N.B.....	80 0	20 5	10 8	92 Edward Chapman, Murray Harbour, P. E. I.
100,772	Estelle.....	Chatham, N.B.....	".....	1892	Caraquet, N.B.....	37 1	13 5	5 0	13 P. Rive, Caraquet, N.B.
80,748	Estelle.....	Quebec.....	".....	1880	Sault-au-Mouton, Que.....	75 0	25 5	8 1	90 Wm. Price, Quebec, Que.
107,332	Estelle.....	Yarmouth.....	".....	1899	Pubnico, N.S.....	35 0	1	6 5	15 W. M. D'Entremont, Pubnico, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
116,347	Ethel.....	Arichat.....	Schr—Glt.....	1896	Causo, N.S.....	36 3 Ft.	10 4 Ft.	9 6 Ft.	11 James W. Lamsden, Causo, N.S.
106,787	Ethel.....	Chatham, N.B.....	".....	1891	Caraguet, N.B.....	38 6	12 8	4 5	11 Mrs. Sarah Young and F. T. B. Young, J. O., Caraguet, N.B.
107,473	Ethel.....	Digby.....	".....	1899	White Cove, N.S.....	46 0	15 7	6 1	22 Wm. Treadan, Belliveau's Cove, N.S.
112,087	Ethel.....	Tanenbourg.....	".....	1902	Petite Rivière, N.S.....	93 2	24 6	9 4	99 W. N. Reinhardt, La Have, N.S.
96,863	Ethel.....	Prescott.....	Barge Chd.....	1897	Toronto, Ont.....	130 0	27 0	11 2	335 The St. Lawrence Terminal Co., Ltd., Quebec, Que.
103,113	Ethel.....	St. Andrews.....	Schr—Glt.....	1881	Puabuco, N.S.....	30 0	11 0	5 0	10 W. J. Galbraith, Lepreau, N.B.
83,551	Ethel.....	Yarmouth.....	".....	1881	Tusket Wedge, N.S.....	88 5	23 6	9 5	93 A. O. Porter, Tusket Wedge, N.S.
83,238	Ethel Aggie.....	Charlottetown.....	".....	1892	Cape Traverse, P.E.I.....	58 7	19 4	7 5	48 Clovis Richards, Buctouche, N.B.
83,196	Ethel Blanche.....	Pictou, N.S.....	".....	1881	Murray Harbour North, P.E.I.....	43 2	15 0	5 7	17 Michael Pool, Souris, P.E.I.
94,765	Ethel Clarke.....	Digby.....	Bktn—Bkglt.....	1891	Pear 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 William McAvity, St. John, N.B.
107,475	Ethel May.....	Digby.....	".....	1899	Parker's Cove, N.S.....	41 0	12 7	6 0	16 George E. Corbett, Amapolis, N.S.
107,793	Ethel & Carrie.....	St. John, N.B.....	".....	1896	St. John, N.B.....	39 8	14 0	6 2	15 Albert Wooster, Grand Grand Manan, N.B.
100,436	Ethyl B. Summer.....	Moncton.....	Schr—Glt.....	1901	Harvey, N.B.....	136 9	33 0	12 1	353 F. W. Summer, Moncton, N.B.

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96,788	Etienné	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.
103,231	Etoile	Montreal	"	1894	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	10 Ed. Welsh, <i>et al.</i> , Westport, N.S.
103,795	Etta Vaughan	Shelburne	"	1899	Shelburne, N. S.	83 0	23 6	9 4	98 John A. McGowan, Shelburne, N.S.
85,372	Eudora	Halifax	Bk—Bq	1882	Maccan, N.S.	185 4	38 9	22 3	1110 George O'Brien, Maccan, 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 André Vignault, Esquimaux Point, Que.
107,356	Eulalie C.	Sydney	"	1897	North Sydney, N.S.	31 3	12 1	4 8	6 John Leonard, Main-a-Dieu, N.S.
112,310	Eureka	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 1	13 0	5 5	14 L. C. Guphill, Grand Manan, N.B.
90,708	Euretta King	St. Catharines	Scow—Chd	1887	Wolland, Ont.	110 9	23 2	6 6	130 Allan J. Holloway, Toronto, Ont.
72,911	Europa	Montreal	Sloop	1875	Quebec, Que.	129 0	23 1	9 6	244 Montreal Transportation Co., Ltd., Montreal, Que.
80,672	Eva	Montreal	Barge—Chd	1881	Yamaska, Que.	106 0	22 6	7 0	154 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,041	Eva	Ottawa	Scow—Chd	1891	Monte Bello, Que.	50 5	18 8	1 6	7 Joseph Nadeau, Monte Bello, Que.
97,636	Eva	Yarmouth	Schr—Glt	1891	Tusket, N.S.	35 4	11 9	4 7	10 Gabriel Bourke, Tusket, N.S.
107,320	Eva Gertrude	Halifax	"	1899	Lockeport, N.S.	59 8	17 7	7 3	314 J. N. Pettipas, Bay of Islands, Nfld.
85,731	Eva L. H.	Shelburne	"	1883	Malone Bay, N. S.	65 2	22 0	8 2	62 Bradford P. Thorburn, Shelburne, N.S.
88,577	Eva Lynch	St. John, N. B.	Pktn—Bkgt	1884	Portland, N. B.	154 6	32 0	13 2	458 C. McL. Troop, <i>et al.</i> , St. John, N.B.
96,785	Eva M. B.	Halifax	Schr—Glt	1890	Chez-tatook, N.S.	55 4	19 9	8 0	45 Wm. Kaiser, Port Beckett, N.S.
90,644	Eva Mc	Yarmouth	"	1885	Argyle, N.S.	44 6	14 5	5 5	19 Thos. E. Nickerson, Pubnico, 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	Aricat.	"	1903	St. Peter's, N.S.	37 5	11 6	5 0	11 Samuel Sampson, St. Peter's, N.S.
90,432	Eva May	Charlottetown	"	1901	Summerside, P.E.I.	76 7	21 3	9 0	85 James G. Farrow, Tyron, P.E.I.
83,136	Eva Stewart	Parrsboro'	"	1881	Bridgewater, N. S.	82 6	24 2	9 3	98 E. Moore, Parrsboro', N. S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
100,765	Evadne	Pictou, N. S.	Schr—Glt	1900	River John, N.S.	129 Ft.	11 4 Ft.	5 0 Ft.	361 Charles Archibald, Halifax, N.S.
92,417	Evangeline.	Clatham, N.B.	"	1889	Tracadie, N.B.	33 8 Ft.	11 4 Ft.	5 0 Ft.	11 Philip Luce, Shippegan, N.B.
100,905	Evangeline.	"	"	1892	Caruquet, N.B.	36 0 Ft.	12 3 Ft.	4 4 Ft.	10 P. Rive, Caruquet, N.B.
92,564	Evangeline.	Halifax.	"	1885	Chezecook, N.S.	42 5 Ft.	15 8 Ft.	6 3 Ft.	23 John A. Neville, Halifax, N.S.
116,675	Evangeline.	St. Andrews.	Sloop	1903	Shelburne, N.S.	37 0 Ft.	13 3 Ft.	5 6 Ft.	15 Arthur Green, Grand Manan, N.B.
112,281	Eveline.	Digby	Schr—Glt	1902	Meteghan, N.S.	40 0 Ft.	13 7 Ft.	7 0 Ft.	22 Cesare Robichand, Meteghan, N.S.
103,664	Eveline.	Yarmouth	"	1865	Morris Island, N.S.	32 4 Ft.	10 8 Ft.	4 4 Ft.	8 T. Moulson, Yarmouth, N.S.
103,794	Evelyn.	Charlottetown.	"	1899	Shelburne, N.S.	107 0 Ft.	26 5 Ft.	10 6 Ft.	107 Charles Nichols, St. John's, Nfld.
..	Evelyn	Kingston	"	1867	Storrington, Ont.	90 1 Ft.	22 2 Ft.	5 7 Ft.	97 Wm. Myles, Kingston, Ont.
66,987	Evelyn	St. John, N. B.	"	1874	Salmon Bay, N.B.	72 8 Ft.	24 4 Ft.	6 8 Ft.	70 John Henry Potter, Canning, N.S.
100,737	Eventide.	Windsor, N. S.	"	1893	Princeport, N.S.	75 2 Ft.	25 4 Ft.	8 6 Ft.	97 The Edward Sinclair Lumber Co., Ltd., Newcastle, N.B.
94,855	Evolution.	Parrsboro'	"	1889	Spencer's Island, N.S.	107 0 Ft.	28 3 Ft.	10 5 Ft.	173 Thos. Bondrot, Arichat, N.S.
111,945	Ewen No. 2	New Westminster.	Barge—Clad	1898	New Westminster, B.C.	70 0 Ft.	24 0 Ft.	5 5 Ft.	92 A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4	"	"	1900	"	60 0 Ft.	18 0 Ft.	4 3 Ft.	46 " "

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(a) 111,727	Excelsior	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	96 6	24 7	9 5	100	Class. L. Silver, <i>et al.</i> , Lunenburg, N.S.
100,248	Excelsior	Halifax	"	1894	Spy Bay, N.S.	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
100,517	Exception	Parrsboro'	Bktn—Bkgt	1892	Spencer's Island, N.S.	143 4	33 4	12 5	380	Wm. H. Baxter, Canning, N.S.
37,521	Exchange	Liverpool	Schr—Glt	1839	Old Sabroek, Me., U.S.A.	70 0	22 0	8 5	86	J. Slawwhite, Malone Bay, N.S.
80,803	Exenia	Windsor, N.S.	"	1880	Cornwallis, N. S.	43 0	15 5	6 2	18	Wm. Sparks, <i>et al.</i> , Grand Manan, N.B.
100,172	Exephire	Montreal	Sloop	1890	Pierreville, Que.	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonsecours, Que.
94,678	Extemuate	Halifax	Schr—Glt	1879	Malone Bay, N.S.	34 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.
111,496	F. B.	Quebec	Schr—Glt	1899	Tadousac, Que.	46 4	15 5	5 6	24	Jean Tremblay, St. Alphonse, Que.
107,933	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.
100,318	F. B. Lovitt	Yarmouth	Bktn—Bkgt	1893	Belliveau's Cove, N.S.	170 0	34 0	13 0	554	F. B. Lovitt Shipping Co., Ltd., Yarmouth, N.S.
103,198	F. P. Wade	Lunenburg	Schr—Glt	1895	Liverpool, N.S.	89 0	24 3	9 1	96	L. B. Curry, West Dublin, N.S.
80,891	F. Billingsby	Ottawa	Barge—Chd	1880	Hull, Que.	111 6	21 0	6 9	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,632	F. C. No. 1	Victoria	Scow—Chd	1891	Nanaimo, B.C.	60 0	20 0	4 9	49	J. D. Foreman, Nanaimo, B.C.
75,798	F. Dudley	Ottawa	Barge—Chd	1879	Hull, Que.	108 1	22 3	7 1	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,818	F. H. Burton	Kingston	Schr—Glt	1853	Dundas, Ont.	103 0	20 5	9 0	137	John Hart, 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.
97,011	F. L. Dunforth	St. Catharines	"	1872	Tonawanda, N.Y., U.S.A.	187 0	33 0	14 0	613	Thos. Conlon, Thorold, Ont.
83,424	F. Richard	Weymouth	Schr—Glt	1883	Meteghan, N.S.	81 5	23 0	8 2	94	Anselm Thibodeau, Meteghan River, N.S.
111,997	F. W. Pickels	Annapolis Royal	"	1902	Bridge-town, N.S.	146 0	33 0	12 5	386	F. W. Pickels, <i>et al.</i> , Annapolis Royal, N.S.
116,708	F. W. Thompson	Quebec	"	1904	Leclereville, Que.	94 8	23 2	7 8	119	David Tonsignant, Leclereville, 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	"	"	1897	Vancouver, B.C.	68 5	21 9	6 0	80	"

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,786	F. & R. No. 3.	Vancouver	Barge—Chd	1904	Vancouver, B.C.	74 5 Ft.	30 0 Ft.	7 0 Ft.	131	G. H. French and C. E. Robertson, J.O., Vancouver, B.C.
72,577	Fabiola.	Pictou, Ont.	Schr—Glt.	1852 1876	Oakville, Ont. 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.
103,390	Fairford	Winnipeg	Barge—Chd	1894	Fairford, Man.	200 0	38 6	6 4	437	P. McArthur, Westbourne, Man.
77,776	Fairlina.	Goderich	Schr—Glt	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	Lake Holmes, jr., Halifax, N.S.
100,247	Fairy Queen.	Halifax	"	1894	Sambro, N.S.	35 6	11 5	5 9	11	G. H. Nickerson, Sambro, 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	Shippegan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.
88,276	Falcon	St. Andrews	"	1881	Eastport, Me., U.S.A.	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.
107,908	Falcon	"	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, sr., Grand Manan, N.B.
74,116	Fama.	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	54 0	18 4	7 3	44	Angus McDonald, Manchester, N.S.
103,077	Fame.	Chatham, N.B.	"	1891	Shippegan, N.B.	34 7	12 0	4 8	10	W. S. Loggie Co., Ltd., Chatham, N.B.

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103, 105 Fannie.....	Fane.....	Montreal.....	Barge—Chd.....	1897 Montreal, Que.....	92 1	18 8	6 8	105 P. Laplante, Lachine, Que.
83, 465 Fannie May.....	".....	".....	Sloop..	1894 Yamaska, Que.....	133 4	28 6	18 8	365 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83, 399 Fannie R. C.....	St. Andrews.....	Halifax.....	Schr—Glt	1882 St. Patrick, N.B.....	41 0	15 1	6 3	19 Benj. F. Snell, St. Croix, N.B.
88, 462 Fannie S.....	".....	".....	".....	1882 Mahone Bay, N.S.....	42 0	15 5	6 5	22 Thos. Roberts, Cap Ozo, Que.
92, 479 Fanny.....	Arichat.....	Charlottetown.....	".....	1892 River Bourgeoise, N.S.....	49 4	17 0	6 7	28 Daniel Sampson, River Bourgeoise, N.S.
75, 608 Fanny.....	".....	Digby.....	".....	1888 Covehead, P.E.I.....	52 0	16 0	5 4	26 Joseph Gallant, Rustico, P.E.I.
75, 571 Fanny.....	".....	Liverpool.....	".....	1874 Cap. Cove, N.S.....	34 8	11 6	4 5	7 E. Payson, <i>et al.</i> , Digby, N.S.
100, 872 Fanny.....	".....	St. John, N.B.....	".....	1877 La Have, N.S.....	40 0	13 3	5 8	16 Wm. J. Christy, North Sydney N.S.
100, 142 Fanny.....	Winnipeg.....	".....	Barge—Chd.....	1893 Perry's Point, N.B.....	78 5	27 3	7 0	91 J. A. Likely, St. John, N.B.
61, 910 Fanny Ellis.....	Liverpool.....	".....	Schr—Glt	1888 Moorehead, Minn., U.S.A.....	128 8	25 3	5 6	159 The Northwest Nav. Co., Ltd., Winnipeg, Man.
103, 493 Fanny McLean.....	Lunenburg.....	".....	".....	1870 Liverpool, N.S.....	52 0	19 0	6 6	36 P. Farrell, Liverpool, N.S.
77, 763 Fanny Young.....	Port Hawkesbury.....	".....	".....	1881 La Have, N.S.....	33 8	12 4	4 7	9 D. Hume, East Chester, N.S.
80, 639 Farand.....	Montreal.....	".....	Sloop..	1880 Shelburne, N.S.....	80 0	22 0	9 1	85 Richard J. Flynn, Halifax, N.S.
100, 467 Faucon.....	Quebec.....	".....	Sloop.....	1881 St. Thomas de Pierre-ville, Que.	95 0	23 0	6 3	92 Joseph Lizotte, Sorel, Que.
97, 063 Fauna.....	Lunenburg.....	".....	Schr—Glt	1890 Chester Basin, N.S.....	44 8	14 2	4 6	18 P. M. Duchêne, Quebec, Que.
107, 054 Favorite.....	Barrington.....	".....	".....	1900 Barrington, N.S.....	92 0	25 6	10 4	146 F. C. Wills, St. John's, Nfld.
..... Favorite.....	Montreal.....	".....	Barge—Chd.....	1873 St. Aimé, Que.....	58 0	18 1	6 6	28 Paul E. Crowell, Barrington, N.S.
61, 362 Favourite.....	Victoria.....	".....	Schr—Glt	1868 Sooke, B.C.....	118 1	23 0	7 2	169 G. Fraser and Hugh McKinnon, Dun- dee, Que.
75, 614 Fawn.....	Digby.....	".....	".....	1877 Shelburne, N.S.....	71 5	22 0	8 5	80 Victoria Sealing Co., Ltd., Victoria, B. C.
100, 495 Fawn.....	Victoria.....	".....	".....	1892 Chemainus, B.C.....	43 6	15 7	6 2	17 James E. Ogilvie, Painsboro', N.S.
103, 429 Fern.....	Lunenburg.....	".....	".....	1895 La Have, N.S.....	71 8	22 2	9 2	59 Victoria Sealing Co., Ltd., Victoria, B. C.
107, 902 Fin Back.....	St. Andrews.....	".....	Sloop.....	1898 St. John, N.B.....	69 8	21 6	8 4	70 Andrew King, Halifax, N.S.
71, 303 Finn.....	Richibucto.....	".....	Schr—Glt	1881 French Village, N.B.....	40 0	15 0	6 0	24 Frank Ingersoll, Grand Manan, N.B.
116, 882 Fiona.....	Arichat.....	".....	".....	1903 Port Felix, N. S.	37 3	14 0	4 5	10 W. S. Loggie Co., Ltd., Chatham, N. B.
					35 0	10 6	6 2	10 Martin Pelrine, Larry's River, N. S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,607	First Trial.....	Sydney.....	Schr—Glt.....	1889	Ingonish, N.S.....	31 Ft. 9 10ths.	11 Ft. 7 10ths.	5 Ft. 9 10ths.	9 J. C. Baker, North Sydney, N.S.	
100,298	Fisher.....	Chatham, N.B.....	".....	1891	Shippegan, N.B.....	35 4	11 6	5 0	12 Eli Chiasson, Shippegan, N.B.	
100,797	Fisher Maid.....	Victoria.....	".....	1893	Astoria, Oregon, U.S.A.	45 0	15 2	7 4	21 Mrs. Lucy Chippis, Nitinat, B.C.	
88,487	Fisher River.....	Winnipeg.....	Barge—Chd.....	1882	Winnipeg, Man.....	124 6	22 6	4 6	111 The Minister of Public Works, Ottawa, Ont.	
.....	Five (5).	Montreal.....	".....	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	Indianatown, N.B.....	76 4	26 0	7 6	94 Amos Tower, St. John, N.B.	
61,445	Flavie.....	Chatham, N.B.....	".....	1874	Shippegan, N.B.....	36 5	12 2	4 5	13 Pierre Noce, Shippegan, N.B.	
100,013	Fleet Wing.....	Annapolis Royal.....	".....	1859	Essex, Mass., U.S.A.....	68 0	20 9	7 4	54 W. W. Goucher, Margaretsville, N.S.	
92,511	Fleet Wing.....	St. Andrews.....	".....	1887	Westport, N.S.....	29 0	11 3	5 0	11 Addison Mathews, St. George, N.B.	
111,468	Fleetwing.....	Chatham, N.B.....	".....	1901	Shippegan, N.B.....	38 8	12 6	5 4	14 Wm. Fruing & Co., Ltd., Jersey.	
88,227	Fleetwing.....	Halifax.....	".....	1884	Chezetcook, N.S.....	47 5	18 2	7 8	32 Geo. Lapierre, Chezetcook, N.S.	
107,665	Fleetwing.....	Quebec.....	".....	1898	Seven Islands, Que.....	59 2	18 2	6 2	42 P. E. Blouin, St. Jean d'Orleans, Que.	
85,476	Fleetwing.....	Shelburne.....	".....	1877 1897	Jordan River, N.S.....	38 6	13 2	5 6	15 Wm. McMillan, Lockeport, N.S.	

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90,776	Flectwing.....	Windsor, Ont.....	"	..	1863	Wilson, N.Y., U.S.A....	108 0	24 6	7 9	162	Joseph Cochran, Colborne, Ont.
100,801	Fleur-de-lis.....	Digby.....	"	.....	1894	Belliveau's Cove, N.S....	41 0	13 0	5 0	17	Owen Donnelly, Digby, N.S.
77,585	Fleur de Marie.....	Montreal.....	Sloop.....	.....	1878	Laurate, Que.....	99 5	23 0	7 0	113	E. Hayneman, Lanoraie, Que.
100,868	Fleur de Marie.....	Quebec.....	Schr—Glt.....	.....	1893	St. Siméon, Que.....	61 4	20 2	6 4	49	Maurice Degagnez, Les Eboulements, Que.
103,743	Flo F. Mader.....	Lunenburg.....	"	.....	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	Siméon Boutillier, French Village, N.S.
90,654	Flora.....	Liverpool.....	"	.....	1886	Pubnico, N.S.	75 4	21 6	8 0	64	R. J. Leaman, <i>et al.</i> , Port Medway, N.S.
83,367	Flora.....	Quebec.....	"	.....	1880	Portneuf, Que.....	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
107,906	Flora.....	St. Andrews.....	Sloop.....	.....	1896	West Isles, N.B.	30 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
111,552	Flora B.....	"	"	.....	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.
71,167	Flora Carveth.....	Whitby.....	"	.....	1873	Mill Point, Ont.....	115 0	23 5	8 9	190	John McLellan, M.O., Bowmanville, Ont.
77,751	Flora Dell.....	Halifax.....	"	.....	1879	Shelburne, N.S.	67 0	21 6	7 9	63	G. Hagar, N.E. Harbour, 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.
116,443	Flora MacIvor.....	Shelburne.....	"	.....	1903	"	68 8	20 3	8 2	58	Patrick Dunphy, Placentia, Nfld.
103,319	Flora Temple.....	Port Hawkesbury.....	"	.....	1858	Essex, Mass., U.S.A....	67 2	20 1	6 8	55	J. W. Nickerson, Port La Tour, N.S.
111,406	Flora W. Sperry.....	Lunenburg.....	"	.....	1900	La Have, N.S.	93 2	24 5	9 4	95	John D. Sperry, Petite Riviere N.S.
94,834	Flora Wooster.....	St. Andrews.....	"	.....	1873	Wiscasset, Me., U.S.A..	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
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	P. Vergeau, St. Thomas de Pierreville, Que.
80,601	Florence.....	St. John, N.B.....	Schr—Glt.....	.....	1879	Chance Harbour, N.B. ..	37 8	14 4	6 0	15	John Kirby, Chipman's Brook, N.S.
.....	Florence.....	Windsor, Ont.	Scow—Chd.....	.....	1862	Belle River, Ont.....	60 0	15 6	3 4	32	H. Compeau, Belle River, Ont.
94,972	Florence.....	Yarmouth.....	Schr—Glt.....	.....	1889	Tusket Wedge, N.S.	37 0	12 5	5 0	13	Frank Harris <i>et al.</i> , Maitland, N.S.
80,829	Florence B.....	Halifax.....	"	.....	1880	New Dublin, N.S.	52 4	17 9	7 2	32	Chas. Abriel, Spry Bay, N.S.
46,907	Florence C. Lawrence	Port Hawkesbury...	"	1864	Margaree, N.S.	71 6	21 6	9 1	69	William Buckle, Margaree, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
100,259	Florence G	Halifax	Schr—Glt	1891	Sambro, N.S.	36 6 Ft.	12 5 Ft.	10ths. 5 4	15	Caleb Gray, Sambro, N.S.
112,282	Florence H	Digby	"	1902	Maitland, N.S.	40 0	13 0	5 6	20	David S. Hackett, Port Maitland, N.S.
100,383	Florence L	Sydney	"	1894	Little Bras d'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Little Brass d'Or, N.S.
112,380	Florence M	Arsolat	"	1903	L'Ardoise, N.S.	49 5	15 4	6 5	25	Alphonse Mombourquette, L'Ardoise, N.S.
116,348	Florence M	"	"	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	Lunenburg	"	1888	Lunenburg, N.S.	74 8	23 0	8 5	83	Jas. Russell, Matane, Que.
112,094	Florence M. Munsie. Lunenburg	Lunenburg	"	1903	Malone Bay, N.S.	87 6	24 1	9 6	97	Wm. Munsie, Victoria, B.C.
94,771	Florence M. Smith. Victoria	Victoria	"	1888	Lunenburg, N.S.	82 5	21 0	9 1	90	Victoria Sealing Co., Ltd., Victoria, B.C.
107,993	Florence May.	Canso	"	1890	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
96,729	Florence May	Chatham, N.B.	"	1889	Church Point, N.B.	69 7	22 0	8 0	74	James Anderson, M.O., Church Point, N.B.
100,522	Florence R. Hewson. Annapolis Royal	Annapolis Royal	"	1893	Parrsboro', N.S.	133 9	31 3	12 0	289	A. D. Mills, Annapolis, N.S.
88,357	Floresta	Halifax	"	1884	"	65 0	21 0	7 9	57	Thos. Gosbee, Murray Harbour, P.E.I.
85,439	Florida	Quebec	"	1877	Bic, Que	37 0	13 5	4 3	13	Wm. Michaud, Isle Verte, Que.
85,754	Florida	"	"	1882	Betchouan, Labrador.	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.

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111,611	Florida.....	"	1901	Murray Bay, Que.....	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
163,351	Florida ..	"	.....	1894	Natashquan, Que.....	46 6	16 6	6 0	27	Nap. Blais, Esquimaux Point, Que.
163,902	Floyburg ..	Victoria	.....	1893	Seattle, Wash., U.S.A..	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.
88,255	Floyd.....	Barrington.....	.....	1883	Granville, N.S.....	43 2	15 8	5 8	20	John Arseneau, Little Brass d'Or, N.S.
61,405	Fly	Chatham, N. B.....	{	{	{	{	{	{	{	{
			1866	Shippegan, N.B.....	36 1	12 1	4 8		11	A. McLaughlin, Tracadie, N.B.
			1894	Tracadie, "	37 6	11 8	5 2		10	John Faulkner, Jeddore, N.S.
116,273	Fly.....	Halifax .....	.....	1903	Jeddore, N.S.....	41 7	14 2	5 1	16	Robt. Nickerson, Wood's Harbour, N.S.
90,645	Fly.....	Yarmouth.....	.....	1885	Tasquet, N.S.....	42 0	10 7	6 9	13	Wm. Whitman, Guysboro', N.S.
112,373	Flying Cloud.....	Arichat .....	.....	1902	Gaysboro', N.S.....	37 8	13 2	5 2	13	John F. Robichaud, Shippegan, N.B.
112,165	Flying Cloud.....	Chatham, N.B.....	.....	1903	Shippegan, N.B.....	47 0	17 7	6 2	20	J. Brooks, Ketch Harbour, N.S.
61,903	Flying Cloud..	Liverpool.....	.....	1870	Liverpool, N.S.....	68 3	21 7	5 4	78	Samuel J. Holder, Holderville, N.B.
41,823	Flying Cloud.....	St. John, N.B.....	.....	1858	Rexton, N.B.....	40 0	13 0	5 8	18	C. Robin, Collas & Co., Ltd., Jersey.
112,151	Flying Foam.....	Chatham, N.B.....	.....	1902	Caracquet, N.B.....	38 4	12 8	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
100,782	Flying Foam.....	" .....	.....	1892	"	40 1	14 7	4 8	13	John Fitzgerald, Aspy Bay, N.S.
80,976	Flying Robin.....	Sydney.....	.....	1882	Aspy Bay, N.S.....	32 5	10 8	5 5	11	Polite Deveaux, Eastern Harbour, N.S.
163,317	Flying Star	Port Hawkesbury.....	.....	1895	Cheticamp, N.S.....	54 8	19 6	5 7	35	Chas. D. Dykenan <i>et al.</i> , Cambridge, N.B.
88,672	Flying Yankee.....	St. John, N.B.....	.....	1884	Newcastle, N.B.....	34 3	12 9	4 7	10	T. Ahier, Shippegan, N.B.
100,912	Foam	Chatham, N.B.....	.....	1892	Caracquet, N.B.....	66 8	21 8	8 4	66	A. J. Winsor, Halifax, N.S.
42,276	Foaming Billow.....	Halifax.....	.....	1861	Sleet Harbour, N.S. ..	66 3	20 7	5 8	46	C. Dussault, Les Ecoreuils, Que.
103,833	Federis Area.....	Quebec.....	.....	1896	Les Ecoreuils, Que	53 5	18 0	7 0	26	J. H. Goodwin, Pubnico, N.S.
57,131	Forest Flower.....	Yarmouth.....	.....	1868	Pubnico, N.S.....	67 4	21 8	9 0	74	P. D. Landry, St. Mary's, Kent Co., N.B.
55,531	Forest Queen.....	Halifax.....	.....	1867	Tracadie, N.B.....	57 2	18 8	8 1	43	F. H. Delaney, House Harbour, Magdalen Islands, Que.
85,393	Formosa	Amherst, M.I.....	.....	1884	House, Harbour, Magdalen Islands, Que.	45 0	14 6	6 7	23	J. E. Pennington, Shelburne, N.S.
167,350	Forrester.....	Shelburne ..	.....	1901	Pubnico, N.S.....	52 9	14 8	4 9	26	Fredk. Thomas Hooper, M.O., Rat Portage, Ont.
78,011	Fort Frances	Winnipeg.....	Barge - Chld	1879	Fort Frances, Ont.....	34 0	10 2	4 5	10	Prosper Boudreau, Point Misonette, N.B.
116,479	Fortuna.....	Chatham, N.B.....	Schr - Glt	1903	Pt. Misonette, N.B.					

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
107,602	Foster Rice.....	Annapolis Royal....	Schr—Glt	1899	Weymouth, N.S.....	107 0 Ft.	22 0 Ft.	19 5 Ft.	179 A. D. Mills, Annapolis Royal, N. S.
111,467	Four Brothers.....	Chatham, N.B.....	"	1901	Caracquet, N.B.....	39 0	13 0	5 0	13 Mrs. Marie A. Albert, Caracquet, N.B.
74,407	Four Brothers.....	"	"	1877	"	50 6	17 3	5 6	25 R. Young, Caracquet, N.B.
75,835	Four Brothers.....	Halifax.....	"	1878	Chezetcook, N.S.....	42 8	16 0	6 8	26 M. Reddy, Boylston, N.S.
116,676	Frank.....	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....	Charlottetown.....	Schr—Glt	.....	.....	43 3	15 6	6 0	27 John R. Moore, Pictou, N.S.
83,449	Frances.....	Victoria.....	Sloop.....	1864	Coupeville, Wash., U.S.A.	32 0	10 6	4 0	8 Wm. T. Cotsford, 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.
94,821	Frances A. Rice....	"	"	1889	Weymouth, N.S.....	87 5	24 8	9 0	122 John A. Sturt, 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 B. H. Herring, Murray Harbour, P.E.I.
111,401	Frances Willard...	Lunenburg.....	"	1900	Chester Basin, N.S.....	90 0	24 5	9 8	97 Jas. A. Hirtle, Lunenburg, N.S.
100,747	Francis M. Loring...	Parrsboro'.....	"	1864	Essex, Mass., U.S.A....	72 0	20 7	7 6	73 John T. Johnson, Parrsboro', N.S.
103,612	François Xavier....	Quebec.....	Sloop.....	1894	St. Joachim, Que.....	61 0	18 2	4 8	33 F. N. 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.

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36,480	Frank	Gaspé	"	1859	Chester, N.S.	66 2	20 2	8 0	54	Louis Blanchet, Cap Chatte, Que.
88,549	Frank	Halifax	"	1884	Lockeport, N.S.	37 0	13 0	5 4	12	David M. Pettis, Parrsboro', N.S.
85,294	Frank	Montreal	Barge—Chd	1881	Sorel, Que.	106 8	17 5	6 1	94	John Minden, Sorel, Que.
	Frank	"	"	1862	Montreal, Que.	95 7	19 3	8 4	145	Montreal Transportation Co., Ltd., Montreal, 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.
80,027	Frank L. P.	St. John, N.B.	Schr—Glt	1880	Greenwich, N.B.	84 2	27 5	7 9	124	Thos. A. Williams, St. John, N.B.
55,836	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.
85,998	Frank W.	St. John, N.B.	Schr—Glt	1882	Waterborough, N.B.	80 1	26 4	7 5	99	Martin Cole, Dorchester, N.B.
103,254	Frank and Ira	"	"	1894	Greenwich, N.B.	82 8	26 8	7 4	98	N. C. Scott, St. John, N.B.
83,327	Fred	Ottawa	Barge—Chd	1881	Hull, Que.	110 7	21 2	7 8	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,366	Fred E. Scammell	Parrsboro'	Ship—3 m	1880	Parrsboro', N.S.	196 0	39 2	23 1	1350	Robert Moore, London, Eng.
111,692	Fred Jackson	Liverpool	Schr—Glt	1873	Deering, Me., U.S.A.	113 0	28 4	9 4	198	James McKimion, Gaborouse, N.S.
83,480	Fred Taylor	St. Andrews	"	1878	Eastport, Me., U.S.A.	31 4	13 4	6 6	13	Jos. Boyd, Campo Bello, N.B.
83,332	Fred Toms	Ottawa	Barge—Chd	1881	Ottawa, Ont.	110 3	22 2	7 6	161	T. H. Kirby and C. W. Bangs, J. O., Ottawa, Ont.
100,894	Fred & Norman	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S.	50 5	17 4	7 1	32	Beardman Cheuey, Whitehead, N.B.
100,315	Freddie A.	Yarmouth	Schr—Glt	1889	Barrington, N.S.	33 0	11 5	5 1	10	John Henlow, Yarmouth, N.S.
103,116	Freddie A. Higgins	St. Andrews	"	1882	Keenebank, Me., U.S.A.	80 6	24 2	6 2	78	G. P. Newton, Grand Manan, N.B.
80,798	Freddie G.	Digby	"	1883	Beaver River, N.S.	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.
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.
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.
97,046	Fredona	Liverpool	"	1896	East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Reuby, et al., West Dublin, N.S.
111,746	Fredonia	Lunenburg	"	1902	Mahone Bay, N.S.	86 8	23 9	9 8	92	Chas. U. Mader, et al., Mahone Bay, N.S.
103,021	Free Trade	Moncton	"	1901	St. John, N.B.	71 5	22 6	7 4	73	William H. Edgett, Moncton, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
97,146	Free Trade	St. Andrews	Sloop	1885	West Isles, N. B.	30 0	12 3	6 0	10	L. C. Watt, Grand Manan, N. B.
77,963	Freeman Colgate	"	Schr—Glt	1876	South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	C. Hicks, Westport, N. S.
88,481	Freighter	Winnipeg	Barge—Chd			113 6	25 2	4 8	107	Northwest Navigation Co., Ltd., Winnipeg, Man.
111,719	Friend	Launenburg	Schr—Glt	1901	Malone Bay	64 4	19 8	7 5	57	Augustus Lantz, Malone Bay, N. S.
85,993	Friendship	St. John, N. B.	"	1882	St. Martin's, N. B.	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N. B.
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.
90,540	G. D.	Montreal	Sloop	1885	Yanaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lanoraie, Que.
92,427	G. No. 1.	Prescott	Barge—Chd	1887	Cardinal, Ont.	36 0	11 0	3 8	24	Gilbert Bros., Engineering Co., Ltd., Montreal, Que.
92,428	G. No. 2.	"	"	1887	"	60 0	17 0	4 2	40	" " "
85,456	G. T. D.	Quebec	Schr—Glt	1883	Lévis, Que.	95 0	27 0	10 6	196	J. L. Davie, Lévis, Que.
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.

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74,243 G. A. Norman	Montreal	Sloop	1876 Iberville, Que.	60 0	16 7	5 4	41 Enselé Dubéau, Iberville, Que.
92,194 G. B. Lockhart	Windsor, N.S.	Bgmt—Bkgt	1887 Horton, N.S.	129 4	29 0	10 7	296 G. B. Lockhart, New York, N.Y., U.S.A.
88,555 G. C. Kelley	Yarmouth	Schr—Glt	1885 Shelburne, N.S.	81 0	23 9	9 3	99 Wm. Leblanc, Arichat, N.S.
80,978 G. C. King	St. John, N.B.	"	1881 Cambridge, N.B.	71 6	24 6	6 5	64 James Légère, Parrsboro', N.S.
85,382 G. H. Marryatt	Halifax	"	1883 Malone 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 J. F. Watson, St. John, N.B.
75,657 G. M. Dutcher	Digby	"	1878 Digby, N.S.	55 6	17 8	6 0	32 E. Burnham, <i>et al.</i> , Digby, N.S.
85,503 G. P. Taylor	Yarmouth	"	1882 Carleton, N.B.	41 0	14 0	5 0	13 Wm. A. Killam, Yarmouth, N.S.
107,289 G. S. Troop	Lunenburg	"	1900 Liverpool, N.S.	97 4	24 3	9 7	99 Lancelm B. Currie, West Dublin, N.S.
83,607 G. Walter Scott	St. John, N.B.	"	1883 Cambridge, N.B.	75 6	25 5	6 8	75 Aldreado McDonough, St. Martin's, N.B.
116,297 Gabriel A.	Yarmouth	Sloop	1903 Concan's Hill, N.S.	39 0	13 4	8 0	17 Theophile Jacquard, Concan's Hill, N.S.
116,713 Gabriel de St. Nicholas	Quebec	"	1903 Portneuf, Que.	45 6	15 0	5 0	21 Leandre Bouchard, Portneuf, Que.
103,490 Gabriola	Victoria	Yawl—Yole	1896 Gabriola Island, B.C.	45 5	15 8	5 2	17 Henry Volmers, Nanaimo, B.C.
(a) 100,116 Gadabout	Parrsboro'	Schr—Glt	1892 Two Rivers, N.S.	84 1	26 0	6 9	99 B. B. Barnhill, Two Rivers, N.S.
100,778 Gambetta	Chatham, N.B.	"	1891 Caraquet, N.B.	36 0	12 8	5 4	13 W. S. Loggie Co., Ltd., Chatham, N.B.
100,501 Gamma	Victoria	Barge—Chd	1890 Victoria, B.C.	74 0	23 8	4 8	60 Edgar C. Baker, Victoria, B.C.
100,993 Garfield	Chatham, N.B.	Schr—Glt	1893 Shippegan, N.B.	34 6	11 4	4 6	10 P. Rive, Caraquet, N.B.
94,864 Garfield White	Parrsboro'	"	1890 Apple River, N.S.	89 8	26 8	7 1	99 C. T. White, Apple River, N.S.
33,530 Garibaldi	Port Hope	"	1861 Port Huron, Mich., U.S.A.	95 2	24 8	8 3	123 John Breen, M.O., Port Hope, Ont.
97,083 Garland	Lunenburg	"	1890 Petite Rivière, N.S.	60 0	19 4	7 6	51 Michael P. Hogan, Charlottetown, P.E.I.
80,628 Garnet	Montreal	Barge—Chd	1882 Montreal, Que.	109 2	22 7	7 0	151 Dickson Anderson, Montreal, Que.
103,065 Garnet	Yarmouth	Sloop	1895 Yarmouth, N.S.	48 7	17 1	5 9	27 E. K. Snow, Port La Tour, N.S.
112,349 Gaspe	Liverpool	Bktn—Bkgt	1903 Liverpool, N.S.	126 0	29 8	11 9	249 William H. McPherson, <i>et al.</i> , Port Daniel, Que.
103,014 Gaze	Parrsboro'	Schr—Glt	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 C. Robin, Collas & Co., Ltd., Jersey.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,464	Gazelle.....	Chatham, N.B.....	Schr—Glt.....	1901	Caraquet, N.B.....	83 Ft. 25 m.	13 0	5 3	13	Peter Frott, Caraquet, N.B.
100,954	Gazelle.....	".....	".....	1890	".....	36 8	12 2	4 6	10	W. S. Loggie Co., Ltd., Chatham, N.B.
83,260	Gazelle.....	Digby.....	".....	1883	Granville, N.S.....	45 8	15 5	6 3	20	R. B. Harris, <i>et al.</i> , Kentville, N.S.
59,379	Gazelle.....	St. Andrews.....	".....	1869	Pembroke, Me., U.S.A.....	57 0	18 5	8 0	47	John A. Bishop, Hillsboro', N.B.
75,860	Gazelle.....	Weymouth.....	".....	1878	Clare, N.S.....	94 0	24 7	9 2	121	Charles T. Warner, Plympton, N.S.
97,129	Gédéon.....	Quebec.....	Barge—Chd.....	1891	St. Thomas de Pierreville, Quec.	107 2	22 8	7 5	141	W. Bibeau, St. Thomas de Pierreville, Quec.
96,733	Gen.....	Chatham, N.B.....	Schr—Glt.....	1890	Tracadie, N.B.....	35 1	11 7	5 0	12	Win. Fruing & Co., Ltd., Jersey.
100,968	Gen.....	".....	".....	1888	Caraquet, N.B.....	35 0	12 2	4 5	11	C. Robin, Collas & Co., Ltd., Jersey.
111,774	Gen.....	Victoria.....	".....	1898	Metlakatla, B.C.....	45 0	14 6	4 6	15	Luks Mark, Massett, B.C.
103,339	General.....	Montreal.....	".....	1895	Pierreville, Quec.....	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermitte, Quec.
88,668	General Middleton..	Chatham, N.B.....	Schr—Glt.....	1885	Bay du Vin, N.B.....	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.
92,361	Genesta.....	Annapoli Royal.....	".....	1887	Gibson, N.B.....	80 6	26 8	8 0	98	A. Holmes, Lower Granville, N.S.
90,436	Genesta.....	Barrington.....	".....	1891	Pear Point, N.S.....	50 5	18 3	7 3	32	J. A. Walker, Basin River Inhab- itants, N.S.
83,318	Genesta.....	Charlottetown.....	".....	1885	East Port Medway, N.S.	5 45	17 9	7 0	29	W. D. Bragg, Channel, Nfld

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96,939	Genesta	Bktn—Bkgt	1891	Bideford, P.E.I.	149	7	30	2	14	393	William Richards, Bideford, P.E.I.
103,746	Genesta	.....	Schr—Glt	1896	Carquet, N.B.	34	9	12	0	5	0	12 T. Porrier, Carquet, N.B.
90,711	Genesta	.....	"	1885	Mahone Bay, N.S.	58	9	19	0	7	2	41 Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	.....	"	1887	Murray Harbour, P.E.I.	42	3	15	5	6	3	22 Wm. Kitchen, Fredericton, N.B.
88,347	Genesta	.....	"	1884	Lunenburg, N.S.	86	4	24	6	9	3	92 Victoria Sealing Co., Ltd., Victoria, B.C.
100,818	Genesta Ethel	.....	"	1894	Lockeport, N.S.	54	7	17	2	7	6	29 Martin Meagher, Canso, N.S.
111,876	Genesta May	.....	"	1902	Pubnico, N.S.	71	5	21	0	8	0	72 Leander Amiro, Pubnico, N.S.
72,170	Genoa	.....	Bktn—Bkgt	1875	Newport, N.S.	133	0	31	4	17	7	462 T. C. Marsters, Hantsport, N.S.
103,618	Genser	.....	Schr—Glt	1894	Château Richer, Que.	58	2	19	4	7	0	44 John Rainds, Chicoutimi, Que.
61,622	Gentile	.....	"	1877	New Harbour, N.S.	53	0	16	8	6	8	34 Lewis Maguire, Steep Creek, N.S.
83,321	George	.....	Barge—Chd	1881	Ottawa, Ont.	109	6	22	2	7	9	152 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,209	George	.....	Schr—Glt	1903	Pubnico, N.S.	41	0	14	7	7	0	23 George A. Shand, Pubnico, N.S.
100,185	George B. Naylor	.....	Barge—Chd	1889	Richelieu Bridge, Que.	68	5	17	3	5	2	49 Benjamin V. Naylor, Richelieu, Que.
88,469	George Clark, jr.	.....	Schr—Glt	1896	Essex, Mass., U.S.A.	72	2	21	0	7	7	64 François Tremblay, St. Siméon, Charlevoix, Que.
77,819	George Dow	.....	Schr—Glt	1875	Long Point, Ont.	42	0	13	0	4	6	15 Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	.....	Barge—Chd	1886	Ottawa, Ont.	112	0	22	6	7	0	162 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	.....	Sloop	1875	Maine, U.S.A.	42	4	14	9	4	8	17 E. Brownell, Baie Verte, N.B.
75,728	George Killan	.....	Schr—Glt	1878	Meteghan, N.S.	53	3	17	7	6	9	30 Sydney L. Justason, Penfield, N.B.
107,066	George L. Slipp	.....	"	1898	Harvey, N.B.	78	0	25	5	7	4	98 James E. Ogilvie, Parrsboro', N.S.
83,437	George M. Warner	.....	"	1887	Plympton, N.S.	80	4	23	5	8	8	94 Joseph H. Potter, M.O., Plympton, N.S.
59,989	George Manly	.....	Barge—Chd	1871	Quebec, Que.	142	5	26	0	11	0	284 W. A. Clark, jr., et al., Collingwood, Ont.
116,246	George Peniman	.....	"	.....	.....	90	0	19	8	6	6	83 James Purvis, Gore Bay, Ont.
116,495	George R. Alston	.....	Schr—Glt	1903	LaHave, N.S.	95	2	25	0	9	8	99 Albert V. Courad, et al., LaHave, N.S.
107,233	George T. Davie	.....	Barge—Chd	1898	St. Joseph de Lévis, Que.	177	5	35	0	12	5	680 J. L. Davie, Lévis, Que.
90,514	George T. Hay	Ship—3 m.	1887	Parrsboro', N.S.	235	6	42	0	23	6	1647 G. D. Spicer, Spencer's Island, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
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.	
100,874	Georgia E.....	St. John, N.B.....	".....	1893	Cambridge, N.B.....	80 0	27 1	7 0	89 W. H. White, Cambridge, N.B.	
107,097	Georgian.....	Victoria.....	Barge—Chd.....	1898	Victoria, B.C.....	169 0	36 5	7 5	394 McKenzie Bros., Ltd., Vancouver, B.C.	
92,546	Georgiana.....	Montreal.....	Scow—Chd.....	1886	Valleyfield, Que.....	83 6	19 0	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 Bonchard, La Petite Rivière, St. François Xavier, Que.	
100,454	Georgiana.....	".....	".....	1892	Crane Island, Que.....	61 8	20 0	6 6	48 Jos. Deslaurier, Rivière du Loup, Que.	
90,885	Georgiana.....	Yarmouth.....	".....	1888	Shelburne, N.S.....	81 0	22 4	9 5	90 Henry Lewis, Yarmouth, N.S.	
94,835	Georgie Linwood.....	Digby.....	".....	1871	Bristol, Me., U.S.A.....	47 3	15 7	5 7	25 Hubert Johnson, <i>et al.</i> , Granville, N.S.	
116,723	Georgie Pearl ...	St. John, N.B.....	".....	1904	Cambridge, N.B.....	85 8	27 8	8 0	118 W. F. Currie, M.O., Cambridge, N.B.	
.....	Germany.....	Montreal.....	Barge—Chd.....	1870	Lanoraie, Qué.	92 4	22 0	6 7	97 T. Pelouquin, St. Roch, Que.	
100,736	Gertie.....	Windsor, N.S.....	Schr—Glt.....	1893	Walton, N.S.....	63 6	20 0	6 6	45 F. W. Ogilvie, Parrsboro', N.S.	
107,997	Gertie Bell.....	Canso.....	".....	1900	County Harbour, N.S....	37 0	13 2	6 1	15 Arch. Cook, County Harbour, N.S.	
80,996	Gertie Belle.....	Guysboro'.....	".....	1885	".....	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.	

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100,447	Gertie Lewis.....	Canso	"	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 Wm. Murphy, Owl's Head, N.S.
111,872	Gertrude L.....	"	"	1902	Port Clyde, N.S.	94 7	24 9	9 9	99 Robert Moulton, Burgeo, Nfld.
103,282	Gilknockie.....	Chatham, N.B.	"	1890	Caracquet, N.B.	32 8	12 3	4 8	11 Mrs. Sarah Young and F.T.B. Young, J.O., Caracquet, N.B.
107,431	Gilley, No. 1.	New Westminster.	Barge—Chd	1900	New Westminster, B.C.	72 0	24 0	6 0	104 James R. Gilley, M.O., New West- minster, B.C.
111,595	Gilley, No. 2.	"	"	1901	"	85 0	26 0	7 0	124 " " "
100,136	Gimli	Winnipeg	"	1892	Gimli, Man.	64 0	13 0	4 7	30 J. Hannesson, M.O., Gimli, Man.
103,086	Gipsy	Chatham, N.B.	Schr—Glt	1894	Caracquet, N.B.	42 8	13 7	6 0	20 W. S. Leggie Co., Ltd., Chatham, N.B.
111,848	Gipsy	"	"	1902	"	39 0	13 0	5 9	15 Wm. Fruing & Co., Ltd., Jersey.
92,359	Gipsy	Parsboro'	"	1887	Waterside, N.B.	52 3	16 9	5 9	33 Isaac Fulmore, Five Islands, N.S.
.....	Gipsy Queen.....	Kingston,	Barge—Chd	1870	Dog Lake, Ont.,	94 4	19 6	5 5	88 David Eligh, Marlborough, Ont.
72,332	Glad Tidings.....	St. John, N.B.	"	1878	Greenwich, N.B.	76 0	26 4	6 7	75 Josiah Christopher, Hopewell, N.B.
100,989	Gladiator	Chatham, N.B.	"	1888	Caracquet, N.B.	36 0	12 3	4 6	11 P. Rive, Caracquet, N.B.
112,138	Gladiator	Shelburne	"	1903	Shelburne, N.S.	36 0	11 6	6 0	11 Horatio N. Enslow, <i>et al.</i> , Shelburne, N.S.
100,964	Gladstone	Chatham, N.B.	Schr—Glt	1888	Caracquet, N.B.	34 3	11 6	4 6	10 P. Rive, Caracquet, N.B.
.....	Gladstone	Kingston.....	"	1869	Dog Lake, Ont.,	102 5	25 5	8 8	175 Thos. Currie, Seaforth, Ont.
(a) 103,753	Gladys B. Smith ..	Lunenburg.....	"	1897	Lunenburg, N.S.	98 3	25 3	10 0	99 B. C. Smith, Lunenburg, N.S.
111,432	Gladys Elena	Halifax.....	"	1902	Mahone Bay, N.S.	39 7	13 2	6 0	16 Charles Twohig, Pemmaut, N.S.
100,910	Gleaner	Chatham, N.B.	"	1893	Caracquet, N.B.	38 0	12 3	5 2	13 L. Lanteigne, Caracquet, N.B.
94,979	Gleaner	Halifax	"	1871	Essex, Mass, U.S.A.	71 0	20 8	6 5	57 William Jennex, Jeddore, N.S.
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 Gt	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.	34 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	Glenafton	Annapolis Royal.....	Bktn—Bkgt	1890	Granville, N.S.	134 8	31 5	12 4	344 W. K. Tyson, Mobile, U.S.A.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75 Ft.	33 Ft.	6 Ft.	72	Charles A. Starratt, Port Lorne, N.S.
61,599	Glendora	Shelburne	"	1876	Jordan River, N.S.	41 0	12 5	5 0	12	Jacob L. Jones, Jordan River, N.S.
	Glengarry	Montreal.	Barge—Chd	1872	Lancaster, Ont.	120 0	22 6	9 8	260	Montreal Transportation Co., Ltd., Montreal, Que.
107,916	Glenita C.	St. Andrews	Sl.sq.	1898	Grand Manan, N.B.	29 3	11 6	6 4	12	Geo. E. Matthews, St. George, N.B.
85,478	Glenora	Liverpool	Schr—Glt	1883	Jordan River, N.S.	70 0	22 2	8 8	76	J. E. McChasling, Bayfield, N.B.
111,742	Glenwood	Lunenburg	"	1902	Clyde River, N.S.	100 3	24 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.
90,754	Glide	St. John, N.B.	"	1886	Waterborough, N.B.	76 5	26 3	6 8	80	M. H. Tufts, St. John, N.B.
107,319	Globe	Halifax	"	1899	Lockeport, N.S.	57 3	16 9	7 8	32	Charles W. Hart, Sambro, N.S.
106,168	Glooscap	Parrsboro'	Ship—3 m.	1891	Spencer's Island, N.S.	238 1	42 9	23 9	1721	George D. Spicer, Spencer's Island, N.S.
106,920	Gloria	Toronto	Cutter	1898	Southampton, Ont.	57 0	12 4	7 0	21	Henry C. McLeod, Halifax, N.S.
103,752	Glyndon	Lunenburg	Schr—Glt	1897	LaHave, N.S.	92 9	24 9	10 0	99	J. A. Ronkey, Ritey's Cove, N.S.
107,840	Grog	Victoria	Barge—Chd	1901	Victoria, B.C.	95 5	30 3	6 8	132	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.

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64,573	Gold Finder.....	St. John, N. B.....	Schr—Glt.....	(1871) Westfield, N. B..... (1886)	72 2	25 3	7 2	69 S. W. Boyd, Pennfield, N. B.
77,612	Gold Hunter.....	Amherst, M. I.....	"	1878 Mahone Bay, N. S.....	57 5	18 5	7 1	41 Edward Bourque, House Harbour, Magdalen Islands, Que.
107,775	Gold Seeker.....	Chatham, N. B.....	"	1900 Caraque, N. B.....	36 4	12 8	5 5	13 C. Robin, Collas & Co., Ltd., Jersey.
92,586	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—dragne.....	1902 White Horse, Y. T.....	85 0	25 0	5 0	114 William Ogilvie, White Horse, Y. T.
100,228	Golden Dawn.....	Halifax.....	Schr—Glt.....	1893 Chezetcook, N. S.....	53 8	18 9	8 8	46 Edward B. Pelrine, Larry's River, N. S.
.....	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.
130,271	Golden Rod.....	Windsor, N. S.....	Bktn—Bkgt.....	1892 Kingsport, N. S.....	160 0	36 0	13 2	533 Samuel Reynard, New York, N. Y., U. S. A.
107,432	Golden Rule.....	Barrington.....	Schr—Glt.....	1892 Kennebunk, Me., U. S. A.....	62 0	18 2	6 7	49 Wm. H. Swin, <i>et al.</i> , Barrington, N. B.
116,298	Golden Rule.....	Charlottetown.....	"	1901 Murray River, P. E. I.....	34 0	11 0	5 3	8 John Caloon and Lot Graham, Murray Harbour, P. E. I.
107,062	Golden Rule.....	St. John, N. B.....	"	1897 Canning, N. B.....	62 0	23 0	6 3	55 R. S. Orchard, <i>et al.</i> , St. John, N. B.
112,132	Golden Rule.....	Shelburne.....	"	1902 Shelburne, N. S.....	104 0	25 5	9 7	148 Zeph. Nickerson, Port Clyde, N. S.
94,963	Golden Seal.....	Halifax.....	"	1889 Pleasantville, N. S.....	50 0	18 0	7 0	32 Ernest Cormier, Amherst, M. I., Que.
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 4	23 8	6 0	91 E. Houston, Dresden, Ont.
96,850	Good News.....	Sarnia.....	Schr—Glt.....	1894 Sand Beach, U. S. A.....	42 0	13 0	4 5	18 Albert E. Maude, 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.
107,987	Grace.....	Shelburne.....	Schr—Glt.....	1900 Sable River, N. S.....	63 3	19 5	7 8	53 Anthony D. Griffin, Osborne, N. S.
103,544	Grace D.....	Halifax.....	"	1890 Pennant, N. S.....	34 2	10 6	4 8	10 J. Maryatt, Pennant, N. S.
112,131	Grace D. Day.....	Shelburne.....	"	1902 Sable River, N. S.....	57 4	18 5	7 0	39 Ainslie Hubby, St. Margaret's Bay, N. S.
111,747	Grace Darling.....	Lunenburg.....	"	1902 Mahone Bay, N. S.....	96 8	25 0	10 5	100 Warden Dauphinee, St. Margaret's 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 Judson L. Guptill, Grand Manan, N. B.

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107,910	Grace & Ethel	"	Sloop	1899	St. John, N.B.	34 0 Ft.	13 0 Ft.	5 4 Ft.	16 Robert Ingersoll, Grand Manan, N.B.
107,534	Gracie C	St. John, N.B.	"	1898	Milledgeville, N.B.	24 7	7 3	2 3	3 E. H. Jones, St. John, N.B.
116,731	Grand Desert	Halifax	Schr—Glt	1904	Grand Desert, N.S.	74 0	21 6	8 3	65 Martin Julien, M.O., Grand Desert, N.S.
101,296	Grande	Sydney	"	1873	Portsmouth, U.S.A.	197 2	38 5	23 8	1262 The Dominion Coal Co., Ltd., Mont- real, Que.
88,226	Grande	Halifax	"	1883	Malbone Bay, N.S.	37 5	12 9	6 0	14 Geo. Pace, Marie Joseph, N.S.
107,741	Grauger	Pictou, Ont.	"	1899	Stella, Ont.	50 0	14 1	14 5	21 John Flynn, Pictou, Ont.
92,668	Grant	Ottawa	Barge—Chd	1887	Hull, Que.	112 0	23 0	7 6	146 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,641	Grantham	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	Carquet, N.B.	42 0	14 0	5 9	16 Philip Rive, Carquet, N.B.
116,883	Grayling	Arichat	"	1904	Port Mulgrave, N.S.	41 0	14 0	6 6	25 William H. Reeves, M.O., Middle Melford, N.S.
90,746	Grayling	Sydney	"	1885	Rothsday, N.B.	41 6	16 0	4 9	21 Angus McLeod, Sydney, N.S.
100,992	Great Mogul	Chatham, N.B.	"	1888	Carquet, N.B.	34 0	13 0	4 4	11 P. Rive, Carquet, 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	Greenback	St. Andrews	"	1899	Meteghan, N.S.	38 0	14 7	8 0	22 Charles E. King, Grand Manan, N.B.

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111,683	Greenwood.....	Shelburne	"	1901	Shelburne, N.S.....	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
94,725	Grenada.....	Windsor, N.S.	Bktn—Bkgt.....	1888	Horton, N.S.	161 0	34 6	15 1	635	J. T. North, Hantsport, N.S.
96,702	Grenville.....	Ottawa	Barge—Chd	1889	Grenville, 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	Hiram W. Palmer, Dorchester, N.B.
116,738	Gretta.....	Halifax.	"	1904	Clam Harbour, N.S.....	38 5	13 7	5 6	14	Alton Russell, Clam Harbour, N.S.
90,512	Greville.....	Parrsboro'	"	1887	Parrsboro', N.S.	65 6	19 1	7 6	57	L. H. Baird, Wolfville, 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	Lunenburg, N.S.....	63 0	18 6	7 5	38	J. H. McKenzie, Pictou, N.S.
72,719	Grimshy.....	St. Catharines	"	1874	St. Catharines, Ont	137 3	26 2	11 8	331	James Matthews, Toronto, Ont.
92,418	Grip.....	Chatham, N.B.....	"	1889	Tracadie, N.B.	37 3	13 2	5 0	12	Gervais Chénard, Caraquet, N.B.
66,602	Grizelda.....	Sydney.....	"	1870	Great Bras d'Or, N.S.....	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.
116,591	Gudrum.....	Montreal.....	Sloop.....	1901	Dorval, Que.....	31 6	8 2	1 6	1	David A. Poe, Montreal, Que.
71,072	Guest.....	Amherstburg	Schr—Glt	1891	Toussaint, U.S.A.....	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.
88,599	Guide.....	Arichat	"	1885	Eel Brook, N.S.....	59 2	18 9	6 5	38	Edward Poirier, D'Esconsse, N.S.
100,790	Guiding Star	Chatham, N.B.....	"	1890	Caraquet, N.B.....	35 9	12 6	4 4	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,763	Guinea.....	Charlottetown.....	Schr—Glt	1900	Cape Egmont, P.E.I.....	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
111,551	Guior.....	St. Andrews.....	Sloop.....	1898	West Isles, N.B.....	40 6	13 4	6 0	17	Wm. M. Kent, Grand Manan, N.B.
103,394	Gull.....	Deseronto	"	{ 1845 } 1896	Ogdensburg, N. Y., U.S.A.	52 0	15 0	5 0	25	Peter Côté, Belleville, Ont.
59,396	Hattie Westbrook.....	St. Andrews	Schr—Glt	1878	West Isles, N.B.....	34 0	12 8	5 4	16	James Cline, West Isles, N.B.
74,217	Gustave Adolphe	Montreal.....	Sloop.....	1875	St. Aimé, Que.....	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.
100,279	Gypsum Emperor.....	Windsor, N.S.....	Schr—Glt	1892	Parrsboro', N.S.....	179 2	36 2	16 2	695	Gypsum Packet Co., Ltd., Windsor, N.S.
100,731	Gypsum Empress.....	"	"	1892	Horton, N.S.....	174 0	36 4	16 5	723	" " " "
94,865	Gypsum King.....	Parrsboro'	"	1890	Parrsboro', N.S.....	161 0	37 4	17 6	639	E. W. Dimock, Windsor, N.S.
94,870	Gypsum Queen	"	"	1891	"	155 5	37 8	16 0	609	" " " "

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
117,064 H. No. 1.	Ottawa		Barge—Chd	1902	Birch Lake, Que.	8 10ths. Ft.	13 0	4 0	24 John F. Hurdman, Ottawa, Ont.
117,065 H. No. 2.	"		"	1902	"	48 0	13 0	4 0	28 John F. Hurdman, Ottawa, Ont.
117,066 H. No. 3.	"		"	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 John F. Hurdman, Ottawa, Ont.
117,068 H. No. 5.	"		"	1902	"	52 0	13 0	4 0	29 John F. Hurdman, Ottawa, Ont.
96,862 H. B.	Prescott		Barge—Chd	1890	Montreal, Que.	170 7	33 8	13 0	54 Jas. Buckley, Prescott, Ont.
85,750 H. B.	Quebec		Schr—Glt	1883	Esquimaux Point, Que.	63 5	21 0	8 2	57 Edouard Boudreault, Esquimaux Point Que.
96,756 H. A. Holder.	St. John, N.B.		"	1889	Greenwich, N.B.	81 7	27 0	7 1	94 A. A. McIntyre, St. John, N.B.
(a) 94,745 H. B. Homan	St. John, N.B.		Schr—Glt	1888	Portland, N.B.	131 6	31 2	10 6	299 Robt. C. Elkin, St. John, N.B.
116,399 H. F. Church.	Sarnia		Barge—Chd	1875	Trenton, N. J., U. S. A.	138 3	26 0	11 2	306 John Garroch, Sarnia, Ont.
111,418 H. H. Kitchen.	Lunenburg		Schr—Chd	1900	La Have, N.S.	90 2	25 0	10 0	100 John W. Harghu, 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.
96,814 H. M. Ballou.	Port Hope		"	1867	Oak Orchard, U.S.A.	80 9	17 7	6 4	52 E. Goldring Toronto, Ont.
72,580 H. M. Stanley.	Kingston		"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305 The Morden Transit Co., Ltd., Mid- land, Ont.

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96,957	H. M. Stanley	St. John, N.B.	Sehr—Glt	1890 Newcastle, N.B.	76 2	27 5	7 0	98 John B. Hawkes, Canning, 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.
80,899	H. T. Walcott	Ottawa	Barge—Chd	1880 Hull, Que.	110 0	22 1	7 8	163 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,836	H. Anger	Quebec	Sehr—Glt	1892 Les Ecuireils, Que.	54 6	15 6	6 6	37 Joseph N. Dussault, Les Ecuireils, 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	Sehr—Glt	1902 Meteghan, N.S.	55 6	17 8	6 9	46 Ed. Haines, <i>et al.</i> , Freeport, N.S.
75,499	Haleyon	Charlottetown	"	1877 Brudenel River, P.E.I.	48 5	15 3	5 4	24 Wallace W. Jenkins, Georgetown, P.E.I.
90,730	Haliccia	Halifax	Cutter	1887 Dartmouth, N.S.	33 2	6 4	5 5	6 Samuel Trott, Seaton, England.
92,482	Hamburg	Windsor, N.S.	Blk—Bq.	1886 Hantsport, N.S.	216 2	43 0	24 0	1049 Ship Hamburg Co., Ltd., Hantsport, N.S.
111,661	Hamilton	Montreal	Barge—Chd	1901 Hamilton, Ont.	202 2	41 0	13 1	970 Montreal Transportation Co., Ltd., Montreal, Que.
116,287	Handy Andy	Halifax	Sehr—Glt	1903 Sheet Harbour, N.S.	37 3	12 2	6 3	15 John P. Westhaver, Sheet Harbour, N.S.
100,798	Handy No. 1	Victoria	Scow—Chd	1888 Tacoma, Wash., U.S.A.	76 0	26 0	6 0	103 Sayward Mills & Timber Co., Ltd., Victoria, B.C.
59,129	Haunah D.	St John, N.B.	Sehr—Glt	1898 St. John, N.B.	75 6	22 6	7 9	76 James Donovan, Castletown, Cork Co., Ireland.
75,552	Haunah Eldridge	Charlottetown	"	U.S.A.	67 0	20 8	7 7	57 W. W. Jenkins and Mrs. Agnes Dicks, Georgetown, P.E.I.
74,128	Happy-Go-Lucky	Charlottetown	Sehr—Glt	1877 Port Medway, N.S.	56 0	19 0	7 0	36 George Allen, Montague, P.E.I.
100,815	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 Caraquet, N.B.	40 0	13 0	5 7	16 H. LeFouillier, Caraquet, N.B.
116,962	Happy Home	St. Andrews	"	1904 Pennfield, N.B.	37 5	15 6	7 0	24 Daniel Thompson and John McDon- ald, Pennfield, N.B.
80,650	Happy Home	Yarmouth	"	1883 Salmon River, N.S.	41 0	13 8	6 1	14 John Pugh, Westport, N.S.
36,709	Hare	Paspebiac	"	1865 Paspebiac, Que.	55 0	16 0	5 9	24 Wm. Buttle, New Carlisle, Que.
(a) 107, 119	Harold J. Parks	Lunenburg	Sehr—Glt	1898 La Have, N.S.	82 6	24 8	9 8	99 L. B. Currie, M.O., West Dublin, N.S.
100,956	Harold N.	Chatham, N.B.	"	1893 Shippegan, N.B.	36 4	12 1	4 7	12 W. S. Loggie Co., Ltd., Chatham, N.B.
94,839	Harrie	St. Andrews	"	1882 Brier Island, N.B.	30 0	12 2	6 2	14 Abram Mathews, Campo Bello, N.B.
80,895	Harry	Ottawa	Barge—Chd	1879 Ottawa, Ont.	111 1	22 0	7 4	166 The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage Registered tonnage.	
100,119	Harry	Parrishoro'	Schr—Glt.	1892	Port Greville, N.S.	153 Ft.	33 0 Ft.	12 5 Ft.	422	C. T. White, Apple River, N.S.
97,638	Harry	Yarmouth.	Bktn—Bkglt.	1891	Beaver River, N.S.	92 4 Ft.	25 0 Ft.	9 9 Ft.	144	Henry Lewis, Yarmouth, N.S.
89,825	Harry B.	Liverpool.	Schr—Glt.	1880 1898	Bridgewater, N.S. Liverpool, N.S.	67 0 Ft.	21 8 Ft.	8 8 Ft.	67	J. H. Smith, <i>et al.</i> , Brooklyn, N.S.
111,839	Harry C.	Digby	"	1902	Salmon River, N.S.	33 0 Ft.	10 0 Ft.	5 7 Ft.	16	Fred. J. Coggins, Westport, N.S.
107,342	Harry C. Ellis ..	Yarmouth.	"	1901	Pubnico, N.S.	45 0 Ft.	13 4 Ft.	7 0 Ft.	16	Geo. A. Shand, Pubnico, N.S.
107,678	Harry G. Underwood	Quebec.	Barge—Chd	1890	Troy, N.Y., U.S.A.	97 0 Ft.	18 8 Ft.	6 4 Ft.	96	J. S. Thom, Quebec, Que.
116,894	Harry M. Johnson ..	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	38 4 Ft.	12 0 Ft.	6 0 Ft.	14	Chas. H. Crowell, Clarke's Harbour, N.S.
116,721	Harry Miller	St. John, N.B.	Schr—Glt	1904	The Range, N.B.	114 1 Ft.	30 0 Ft.	10 3 Ft.	246	Joseph E. Miller, M.O., Waterboro', N.B.
80,301	Harry Morris	St. John, N.B.	"	1882	Parrishoro', N.S.	77 4 Ft.	24 1 Ft.	8 0 Ft.	98	Robert Carson, St. Martin's, N.B.
96,758	Harry W. Lewis	St. John, N.B.	"	1889	Hopewell Cape, N.B.	121 6 Ft.	31 5 Ft.	11 0 Ft.	297	F. W. Sumner, Moncton, N.B.
116,322	Hartney W.	Parrishoro'	"	1903	Port Greville, N.S.	123 3 Ft.	32 2 Ft.	11 2 Ft.	271	W. E. Wasson, Parrishoro', N.S.
.....	Harvest	Montreal	Barge—Chd	1870	Montreal, Que.	120 4 Ft.	22 3 Ft.	10 5 Ft.	262	J. L. B. Leclaire, Sorel, Que.
103,263	Harvest Home	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	64 2 Ft.	23 3 Ft.	5 9 Ft.	53	Harry W. Porter, Chipman, N.B.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m	1887	Cornwallis, N.S.	257 0 Ft.	45 0 Ft.	24 6 Ft.	1894	The Ship Harvest Queen Co., Ltd., Wolfville, N.S.

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107,587	Harvey.....	Lindsay.....	Barge—Chd.....	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	34 E. C. Bowers, <i>et al.</i> , Westport, N.S.
112,129	Hattie.....	Lanenburg.....	".....	1903 Lanenburg, N.S.....	44 4	12 3	5 7	12 C. Edwin Kaulbach, Lanenburg, N.S.
100,388	Hattie.....	Sydney.....	".....	1894 Aspy Bay, N.S.....	54 7	17 0	5 8	27 W. J. Nains, 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 Ann.....	Kingston.....	Sloop.....	1883 Cranberry Lake, Ont.....	84 4	17 4	4 8	51 James Mullens, Belleville, Ont.
85,598	Hattie C.....	St. John, N.B.....	Schr Glt.....	1883 Hopewell Cape, N.B.....	97 5	28 4	10 0	160 Hugh Gillespie, Parrsboro', N.S.
116,743	Hattie D.....	Halifax.....	".....	1904 Mahone Bay, N.S.....	65 6	20 4	7 8	62 Richard Drew, Terence Bay, N.S.
90,647	Hattie Eneline.....	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.
107,437	Hattie L.....	St. Andrews.....	Sloop.....	1890 Musquash, N.B.....	29 6	12 0	5 6	12 Francis A. Cheaney, Grand Manan, N.B.
107,641	Hattie L. M.....	Halifax.....	Schr—Glt.....	1899 Mahone Bay, N.S.....	86 4	23 5	9 6	88 C. H. MacLeod, Pictou, N.S.
111,516	Hattie Louise.....	St. John, N.B.....	Sloop.....	1898 Seal Cove, N.B.....	33 9	13 0	5 0	11 James W. Wooster, Grand Manan, N.B.
103,722	Hattie McKay.....	Parrsboro'.....	Schr Glt.....	1896 Parrsboro', N.S.....	68 1	22 2	7 3	74 Jas. H. Card, Parrsboro', 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, Hopewell Cape, N.B.
80,799	Hattie T.....	Barrington.....	".....	1883 Beaver River, N.S.....	42 5	14 6	5 7	16 Isaac Nickerson, Shag Harbour, N.S.
107,480	Hattie & Eva.....	Digby.....	Sloop.....	1900 Freeport, N.S.....	32 4	11 2	5 2	11 Milton James, <i>et al.</i> , Freeport, N.S.
112,111	Havania.....	Lanenburg.....	Schr—Glt.....	1903 Bridgewater, N.S.....	96 8	25 0	10 0	100 Albert V. Conrad, La Have, N.S.
111,996	Havelock.....	Annapolis Royal.....	".....	1901 Bridgetown, N.S.....	112 0	30 3	11 2	198 C. D. Piekels, <i>et al.</i> , Annapolis Royal, N.S.
83,463	Havelock.....	St. Andrews.....	".....	1852 Newark, Conn., U. S. A.	48 0	17 0	7 0	33 W. James, Campo Bello, N.B.
80,643	Hazel Dell.....	Yarmouth.....	".....	1883 Pubnico, 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 Pubnico, N.S.....	81 8	22 4	8 8	96 C. R. Eaton, <i>et al.</i> , Granville, N.S.
116,677	Hazel L.....	St. Andrews.....	Sloop.....	1903 Granville Ferry, N.S.....	37 0	13 3	5 6	15 Manford Lorimer, Grand Manan, N.B.
111,640	Hazel L. K.....	Lanenburg.....	Schr Glt.....	1904 Shelburne, N.S.....	88 2	24 5	9 5	88 Thomas Hann, Lanenburg, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,688	Hazelwood.....	Shelburne.....	Sloop—Glt.....	1902	Brighton, N.S.....	50 1 Ft.	16 7 Ft.	7 2 Ft.	29	Geo. C. Stevens, Freeport, N.S.
92,372	Hazelwoode.....	St. John, N.B.....	".....	1888	Moss Glen, N.B.....	93 3	26 6	7 6	114	James Jardine and John Jardine, Res- ton, N.B.
77,732	Heather Bell.....	Digby.....	".....	1879	Bear River, N.S.....	40 2	13 3	5 1	13	H. E. Gillis, et al., Annapolis Royal, N.S.
71,145	Heather Belle.....	Goderich.....	".....	1868	Pictou, Ont.....	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Héloc.....	Halifax.....	Sloop.....	1896	Mahone Bay, N.S.....	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,468	Hector.....	Arichat.....	Sloop—Glt.....	1865	River Bourgeois, N.S.....	59 8	17 9	7 6	31	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 McDougall, River Inhabi- tants, N.S.
80,639	Hector.....	Montreal.....	Barge—Chd. { 1882 } 1896 }	1882 1896	Kingston, Ont.....	170 3	35 5	11 9	539	Montreal Transportation Co., Mont- real, Que.
88,694	Hector.....	St. John, N.B.....	Bktn—Bkgt.....	1885	St. John, N.B.....	156 6	32 6	13 0	498	Clas. McL. Troop, et al., St. John, N.B.
90,829	Hector W. McG.....	Port Hawkesbury...	Sloop—Glt.....	1886	Lumenburg, N.S.....	79 9	23 5	9 0	99	Walter Murray, M.O., Port Hawkes- bury, N.S.
77,879	Hedwidge.....	Quebec.....	".....	1879	Cap St. Ignace, Que.....	62 0	20 3	5 6	44	Evan John Price, Quebec, Que.
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.
83,377	Helen.....	Toronto.....	Sloop—Glt.....	1882	Oakville, Ont.....	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.
116,586	Helen.....	Yarmouth.....	".....	1903	Liverpool, N.S.....	113 0	31 2	11 0	199	The Helen Shipping Co., Ltd., Yar- mouth, N.S.

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116,442	Helen C. Morse.....	Lunenburg.....	"	"	1903	Sable River, N.S.....	87 6	23 3	8 7	98	John W. Westhaver, <i>et al.</i> , Lunenburg, N.S.
100,007	Helen E. Kenney.....	St. John, N.B.....	"	"	1891	Black River, N.B.....	126 8	30 2	11 5	294	Howard D. Troop, St. John, N.B.
66,894	Helen H.....	"	"	"	1873	Newcastle, N.B.....	67 3	24 0	6 3	55	R. P. Solely, Lower Economy, N.S.
103,020	Helen M.....	Parrsboro'.....	Schr	Glt	1895	Port (reville, N.S....	64 0	21 6	7 2	62	B. Haffield, Advocate, N.S.
90,734	Helen M. Crosby.....	Port Hawkesbury.....	"	"	1865	Essex, Mass., U.S.A.....	72 5	20 9	7 1	64	A. F. Cameron, Sherbrooke, N.S.
100,544	Helen Maud.....	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	F. W. Pickels, <i>et al.</i> , Annapolis Royal, N.S.
116,493	Helen Stewart.....	Lunenburg.....	"	"	1903	Lunenburg, N.S.....	102 2	28 0	10 8	180	William A. Miller, Alberton, P.E.I.
100,117	Helena M.....	Parrsboro'.....	"	"	1892	Parrsboro', N.S.....	62 3	19 7	7 2	55	S. W. Woods, Parrsboro', N.S.
72,672	Hellen.....	Victoria.....	Sloop	"	1877	Victoria, B.C.....	37 5	11 4	4 0	11	E. Crowe Baker, Victoria, B.C.
112,009	Henrietta.....	Port Arthur.....	Dredge	—Dragnet	1879	Duluth, Minn., U.S.A.....	26 0	28 0	4 0	125	Algona Builders' Supply Co., Ltd., Port Arthur, Ont.
112,254	Henriette.....	Vancouver.....	Barge	—Chd	"	"	160 0	30 0	18 9	741	MacKenzie Bros. Ltd., Vancouver, B.C.
107,753	Henry Ellsworth.....	Charlottetown.....	Schr	—Glt	"	Essex, Mass., U.S.A.....	67 0	20 0	7 2	45	J. S. Wedlock, <i>et al.</i> , French River, London, P.E.I.
48,356	Henry Fenwick.....	Halifax.....	"	"	1864	Booth Bay, Me., U.S.A.....	65 2	19 4	7 2	43	I. Murphy, French Village, N.S.
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	Merigonish, N.S.....	68 4	22 1	7 8	68	A. LeBlanc, Arichat, N.S.
103,717	Henry L.....	Yarmouth.....	"	"	1898	Pubnico, N.S.....	33 0	12 5	5 7	10	A. C. D'Entremont, Pubnico, N.S.
103,311	Henry L. Phillips.....	Port Hawkesbury.....	"	"	1868	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	A. H. Boudrot, Arichat, N.S.
75,902	Henry Swan.....	Sackville.....	"	"	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.
83,061	Herbert.....	Ottawa.....	Barge	Chd	1890	Ottawa, Ont.....	110 0	22 4	7 5	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,556	Herbert Dudley.....	Kingston.....	Schr	—Glt	1875	Portsmouth, Ont.....	120 0	24 5	10 1	199	De Witt Carter, Port Colborne, Ont.
100,934	Hercules.....	Chatham, N.B.....	"	"	1891	Shippegan, N.B.....	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.
88,630	Hercules.....	Windsor, Ont.....	Dredge	—Dragnet	1880	Detroit, Mich., U.S.A.....	65 0	22 2	5 4	91	Thomas Reid, Walkerville, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,892	Hermes II.	Vermouth.	Sloop	1898	Booth Bay, Me., U.S.A.	51 0 Ft.	14 5 Ft.	9 6 Ft.	14	Irvine A. Lovitt, Yarmouth, N.S.
69,576	Hermine.	Quebec.	Schr—Glt	1873	St. Germain de Rimouski,	40 0	13 6	6 4	20	Théophile Bouchard, Bay St. Paul, Que.
116,494	Hero.	Lunenburg.	"	1903	La Have, N.S.	43 2	13 6	6 0	18	Enoch Langille, La Have, N.S.
107,771	Heron.	Chatham, N.B.	"	1899	Shippegan, N.B.	36 0	12 9	5 1	13	Wm. Frung & Co., Ltd., Jersey.
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.	Victoria.	Sloop.	1889	Vancouver, B.C.	35 5	12 3	5 5	20	J. E. Halton, Victoria, B.C.
83,259	Hettie May.	Annapolis Royal.	Schr—Glt	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
96,904	Hiawatha.	Kingston.	Barge—Chd	1890	Garden Island, Ont.	176 5	30 0	11 9	518	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,756	Hiawatha.	Shelburne.	Schr—glt.	1880	Jordan River, N.S.	71 0	21 5	8 8	66	C. Hardy, Mahone Bay, N.S.
100,347	Hibernia.	Maitland.	"	1902	Noel, N.S.	132 5	31 5	11 7	298	E. A. O'Brien, Noel, N.S.
72,996	Highland Beauty.	Toronto.	"	1876	Oakville, Ont.	80 0	15 9	6 6	58	W. E. Lobb, Picton, Ont.
69,097	Highland Jane.	Halifax.	"	1874	Jeddore, N.S.	52 0	17 1	7 4	32	Albion Corkum, Chester, N.S.
88,255	Highlands.	St. John, N.B.	3k—Bq.	1883	Portland, N.B.	199 0	38 2	22 6	1234	J. H. Benson, Bear River, N.S.
96,870	Hilda.	Prescott.	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	The St. Lawrence Terminal Co., Ltd., Quebec, Que.

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107,659	Hilda C	Launenburg	Schr—Glt	1899	Chester Basin, N.S.	97 0	25 0	10 2	49 S. W. Oxner, Launenburg, N.S.
116,740	Hilda M. Horton	Halifax	"	1901	Beckerton, N.S.	49 4	15 5	7 3	29 Edward F. C. Horton, M.O., Becker- ton, N.S.
100,161	Hilda Maude	Port Hawkesbury	"	1891	La Have, N.S.	54 7	18 6	7 6	46 John Macon, <i>et al</i> , Port Malcoln, N.S.
103,708	Ullside	Yarmouth	Bktn—Bkgt	1897	Grangemouth, G. B.	158 0	33 1	13 1	439 Hillside Shipping Co., Ltd., Yar- mouth, N.S.
73,942	Hram	Ottawa	Barge—Chd	1876	Ottawa, Ont.	104 5	22 2	7 0	134 R. M. Easton, Merrickville, Ont.
59,991	Hram Benson	Toronto	"	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	1891	Caraquet, N.B.	32 6	12 0	4 8	11 T. Ahier, Shippegan, N.B.
	Hirondelle	Montreal	Barge—Chd	1873	St. Aimé, Que.	86 5	20 0	5 0	59 Mich. Laramie, St. Louis, Que.
69,620	Hirondelle	Quebec	"	1873	Ste. Eulalie, Que.	68 5	22 0	6 6	73 Alf. Arcand, Portneuf, Que.
74,253	Hirondelle	"	Schr—Glt	1876	Mille Vaches, Que.	47 8	16 8	6 6	32 Joseph Gagné, jr., Malbaie, Charle- voix Co., Que.
112,109	Hiscanida	Launenburg	"	1903	Launenburg, N.S.	90 4	24 3	9 3	91 Adam Knecke, Launenburg, N.S.
107,586	Homet	Lindsay	Barge—Chd	1898	Babaygeon, 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 Or- leans, Que.	80 5	22 0	9 2	90 Wm. Prung & Co., Ltd., Jersey.
59,868	Honble. David Price	"	"	1868	Quebec, Que.	69 0	20 2	8 9	63 Horace Demeule, Isle aux Condres, Que.
103,984	Honorable Mercier	"	"	1897	"	80 0	24 6	7 4	84 Nap Simard, St. Alexis, Co. Saguenay, Que.
90,879	Hope	Barrington	"	1887	Bear River, N.S.	46 0	15 9	6 0	22 M. Nickerson, Clarke's Harbour, N.S.
92,409	Hope	Chatham, N.B.	"	1888	Tracadie, N.B.	40 8	14 8	5 5	18 J. Alexander, St. Aubin's, Jersey.
100,903	Hope	"	"	1895	Caraquet, N.B.	36 7	12 5	5 0	12 Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
103,939	Hope	"	"	1896	Pokenouche, N.B.	34 0	12 0	5 0	11 Chas. Real, Shippegan, N.B.
36,569	Hope	Halifax	"	1859	County Harbour, N.S.	53 2	18 4	7 0	31 A. Hudson, Granville, N.S.
69,172	Hope	"	"	1873	Launenburg, 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.
77,565	Hope	Montreal	Barge—Chd	1878	Sorel, Que.	100 0	21 3	7 2	105 F. Bramley, Sorel, Que.
61,425	Hope	Paspébiac	Schr—Glt	1872	Shippegan, N.B.	36 5	11 8	4 2	13 C. Robin Collas & Co., Ltd., Paspébiac, Que.
97,957	Horace B.	Liverpool	"	1892	Port Le Bear, N.S.	38 0	13 6	5 8	14 G. H. Hiltz, Lockport, N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construction.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
75,800	Horace Donnelly	Ottawa	Barge—Chd	1879	Hull, Que.	110 0	10 0	7	158	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
85,506	Hornet	St. John, N.B.	Bktn—Bkgt	1882	Carleton, N.B.	140 0	30 0	13 0	407	Howard D. Troop, St. John, N.B.
112,061	Hornet	Windsor, N.S.	Schr—Glt	1903	Blomidon, N.S.	52 8	17 8	5 2	26	Willard Coffill, Canning, N.S.
103,119	Hortense	St. Andrews	Sloop	1895	Meteghan, N.S.	31 0	13 0	6 4	15	W. J. Morse, Campo Bello, N.B.
100,906	Hotspur	Chatham, N.B.	Schr—Glt	1891	Carquet, N.B.	37 0	12 7	4 6	10	P. Rive, Caraquet, N.B.
100,860	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.	88 4	25 0	10 3	119	Edmund Pettipas, D'Escoisse, N.S.
80,653	Howard	Ottawa	Barge—Chd	1880	Montreal, Que.	110 0	22 0	7 5	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,264	Howard D. Troop	St. John, N.B.	Schr—Glt	1896	Liverpool, N.S.	85 0	22 0	8 7	69	Wm. Quinn, St. John, N.B.
111,474	Howler	Ariehat	"	1893	Chester, N.S.	38 6	13 1	6 1	15	P. D. Dory, Janvrin's Harbour, N.S.
103,448	Hoyer	Ottawa	Barge—Chd	1889	Buckingham, Que.	71 0	17 5	5 0	32	Geo. Bothwell, Buckingham, Que.
111,416	Hugh John	Lunenburg	Schr—Glt	1906	Lockport, N.S.	104 1	24 9	10 1	119	Henry Ritcey, La Have, N.S.
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.

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107,935	Hume, No. 2	New Westminster	Scow—Chd	1900	New Westminster, B.C.	43 0	11 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.
80,873	Huron	Kingston	Barge—Chd	1881	Garden Island, Ont.	160 4	30 0	12 0	475	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
107,128	Huron	Lunenburg	Sehr—Glt	1899	La Have, N.S.	83 2	22 0	9 3	81	J. H. Wilson, Lunenburg, N.S.
107,759	Hustler	Charlottetown	"	1901	Murray Harbour South, P.E.I.	36 0	13 6	4 0	13	Laurelin McNeill, Murray Harbour South, P.E.I.
100,156	Hustler	St. John, N.B.	"	1891	La Have, N.S.	54 3	19 0	7 2	44	A. G. Thompson, Musquash, N.B.
103,052	Hustler	Yarmouth	"	1894	Eel Brook, N.S.	59 6	19 2	6 7	39	J. H. Spinney, Argyle, N.S.
80,664	Hyacinthe	Montreal	Barge—Chd	1881	Sorel, Que.	108 0	22 0	7 2	155	R. Pickerdike and R. Ironside, Montreal, Que.
72,574	Hyderabad	Kingston	Sehr—Glt	1876	Kingston, Ont.	124 1	26 2	11 7	290	L. E. Bonaventure, Lauzon, Que.
53,598	Hydra	Charlottetown	"	1866	Glyde River, N.S.	75 0	21 0	8 8	68	Geo. Jesty, North Sydney, N.S.
83,306	I. O. N. A.	Halifax	"	1883	East Port Medway, N.S.	47 4	16 4	6 5	26	Geo. F. McKay, Baddeck, N.S.
111,829	I. 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	I. R. C., No. 2	"	"	1901	"	145 8	30 5	4 6	177	"
111,976	I. R. C., No. 3	"	"	1901	"	152 0	31 0	5 4	204	"
82,194	I. B. Saint	Halifax	Sehr—Glt	1879	Bonavista, Nfld.	67 6	20 5	9 2	74	Mrs. Mary Kennedy, Lunenburg, N.S.
100,538	I. E. Collins	Digby	"	1894	Freeport, N.S.	52 2	18 2	7 0	36	E. H. Collins, et al., Westport, N.S.
107,080	I. N. Parker	St. John, N.B.	"	1895	Waterborough, N.B.	79 1	26 8	* 7 6	98	Wm. Lipssett, St. John, N.B.
80,966	I. R. Washington	Halifax	"	1880	Gabarusse, 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	Shippegan, N.B.	36 5	12 2	4 8	11	Donald McGregor, Dalhousie, N.B.
94,830	Iec	Windsor, Ont.	Scow—Chd	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Chas. Perault, Sandwich, Ont.
100,607	Iecda	Lunenburg	Sehr—Glt	1893	Sable River, N.S.	39 5	14 6	6 7	19	John S. Wolfe, et al., West Dublin, N.S.
107,658	Ich Diet	"	Bktn—Bkglt	1899	Lunenburg, N.S.	115 2	27 2	10 4	197	Zwieker & Co., Ltd., Lunenburg, N.S.
90,607	Iclia	Ottawa	Barge—Chd	1885	Rockland, Ont.	60 0	20 0	4 6	58	W. C. Edwards & Co., Ltd., Rockland, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,229	Ida.....	Quebec.....	Schr—Glt ..	1897	Château Richer, Quec....	81 10hs. 76 Ft.	22 10hs. 13 4	9 10hs. 9 Ft.	67	F. N. Martel, Château Richer, Quec.
88,513	Ida.....	Sydney.....	"	1885	St. Ann's, N.S.	30 5	13 4	5 7	10	Murdoch Smith, St. Ann's, N.S.
116,841	Ida A. Olson.....	Owen Sound.....	"	1888	Fort Howard, N. Y.,	122 0	27 0	9 2	201	Geo. T. Dunn and T. W. Thomson, Owen Sound, Ont.
71,251	Ida Bell.....	Windsor, Ont.....	"	1874	Kingsville, Ont ..	87 2	20 0	6 0	97	Jas. W. Wye, Kingsville, Ont.
96,761	Ida C. Spofford.....	Ariclat ..	"	1858	Essex, Mass., U.S.A....	66 0	20 1	6 7	54	Wm. Gerrior, West Ariclat, N.S.
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	Mrs. Margaret Olson, Port Hawkes- bury, 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 ..	St. John, N.B.....	"	1902	The Range, N.B.....	82 0	27 1	7 7	102	James A. Wasson, M.O., Cambridge, N.B.
103,470	Ida M. Burke.....	Ariclat ..	"	1900	St. Peter's N.S.....	37 5	14 0	5 4	16	Samuel P. Burke, St. Peter's, N.S.
111,687	Ida M. Clarke.....	Shelburne.....	"	1902	Sable River, N.S.....	99 3	24 2	9 6	99	Wm. McMillan, Lockport, N.S.
107,295	Ida M. Shafner ..	Annapolis Royal.....	"	1900	Bridgetown, N.S.....	101 0	29 7	10 3	189	F. W. Pickels, Annapolis Royal, N.S.
54,136	Ida May.....	Halifax ..	"	1867	Tusket, N.S.....	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.
111,508	Ida May.....	St. John, N.B.....	"	1900	Waterborough, N.B. ..	81 3	27 2	7 4	120	George E. Gale, Waterborough, N.B.

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75,867	Ida Peters.....	St. John, N.B.	"	1879	Meteghan River, N.S.	47 0	18 2	7 4	32 M. Trask, Sandy Cove, N.S.
90,745	Ida Vaughan.....	"	"	1877	St. Martin's, N.B.	39 8	13 2	6 0	15 Thomas Burns, St. John, N.B.
83,291	Idle Wild.....	Kingston.....	Sloop	1882	Kingston, Ont.	49 5	15 1	4 1	19 A. Roehfort, Kingston, Ont.
53,577	Ida.....	Port Hawkesbury.....	Schr—Glt	1865	Clam Harbour, N.S.	47 1	16 9	6 6	27 Jessie Hunsen, Port Mulgrave, N.S.
103,967	Ile aux Primes.....	Montreal.....	Barge—Chd	1898	Verchères, Que.	87 7	20 8	5 1	71 J. H. Dansereau, Verchères, Que.
103,965	Ile Bouchard.....	"	"	1898	"	79 3	19 8	4 4	53 " " "
103,966	Ile Marie.....	"	"	1898	"	87 8	19 8	5 0	71 " " "
112,317	Itha.....	St. Andrews.....	Sloop	1902	St. Patrick, N.B.	31 0	14 0	5 5	16 Ernest Fisher, St. George, N.B.
107,471	Ira Brooks.....	Digby.....	Schr—Glt	1899	Freeport, N.S.	15 0	16 5	6 3	22 Wm. H. Brooks, <i>et al.</i> , Freeport, N.S.
74,254	Indiana.....	Quebec.....	Barge—Chd	1876	St. Thomas de Pierreville, Que.	102 8	22 2	7 1	110 Lucien Peruse, Ste. Eudie, Que.
111,476	Indiana.....	Arichat.....	Schr—Glt	1901	Arichat, N.S.	30 3	9 2	4 2	11 Joseph Pettipas, Arichat, N.S.
103,123	Indicator.....	St. Andrews.....	Sloop	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.
83,131	Infant.....	Lunenburg.....	"	1880	Pleasantville, N.S.	38 0	13 6	5 7	15 W. J. Wagner, Summerside, 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.
116,275	Inverness B.I.....	Halifax.....	"	1875	Vestri Poussi, Italy	192 5	33 1	21 4	1181 Inverness Ry. & Coal Co., Toronto, Ont.
112,001	Invictus.....	Annapolis Royal.....	"	1901	Salmon River, N.S.	149 0	32 3	11 2	327 Nathaniel V. Munroe, Bridgetown, N.S.
111,429	Iola.....	Halifax.....	Sloop	1901	Dartmouth, N.S.	22 0	6 6	2 6	2 Ralph B. deBlois, Bedford, N.S.
85,447	Iolanthé.....	Windsor, N.S.	Schr—Glt	1883	Newport, N.S.	141 0	33 0	12 9	333 Wm. J. Card, Windsor, N.S.
103,914	Iona.....	Chatham, N.B.	Barge—Chd	1880 1887	Chatham, N.B.	100 0	20 0	8 0	102 J. B. Snowball Co., Ltd., Chatham, N.B.
103,171	Iona.....	Halifax.....	Schr—Glt	1894	Sable River, N.S.	10 1	13 6	6 0	15 Leander Hubby, Indian Harbour, N.S.
107,956	Iona.....	Lunenburg.....	"	1900	Shelburne, N.S.	93 0	24 4	9 5	98 Stannago Creaser, La Have, 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.
100,278	Iona.....	Windsor, N.S.	Bktn—Bkgt.	1892	Kempt, N.S.	99 9	29 1	11 4	196 W. F. Durant, Parrshoro', N.S.
112,089	Iona W.....	Lunenburg.....	Schr—Glt	1902	Malone Bay, N.S.	85 6	23 8	9 4	78 Abraham Ernst, Mahone Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
70,292	Iowa	Montreal	Barge—Chd	1874	Quebec, Que.	149 4 Ft.	26 0 Ft.	11 6 Ft.	336	Montreal Transportation Co., Montreal, Que.
92,424	Ireland	Prescott	"	1863	Brockville, 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	Mahone Bay, N.S.	67 6	21 3	8 4	66	Fred. Porrier, D'Esconsse, N.S.
103,868	Iris	Halifax	Sloop	1896	Port Hawkesbury, N.S.	35 5	7 8	5 6	5	R. T. McCreath, Halifax, N.S.
103,348	Iris	Montreal	Yacht	1893	Peterborough, Ont.	18 3	7 4	2 0	1	F. H. Barlow, Montreal, Que.
72,567	Iroquois	Kingston	Barge—Chd	1875	Garden Island, Ont.	151 0	26 1	11 1	361	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
59,741	Isabel	Charlottetown	Schr—Glt	1869	Wood Islands, P. E. I.	40 0	13 4	5 4	18	Neil McMillan, Wood Islands, P.E.I.
96,724	Isabel	Chatham, N. B.	"	1889	Shippegan, N. B.	35 0	11 8	4 5	11	Arsene Hebert, Caracquet, N.B.
40,386	Isabel	Victoria	Barge—Chd	1866	Victoria, B. C.	142 4	22 6	10 0	194	The Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
94,928	Isabel Reed	Pictou, Ont.	"	1881	Marine City, Wisconsin, U.S.A.	186 0	31 5	11 0	480	Arthur W. Hepburn, Pictou, Ont.
79,788	Isabella	Sydney	Schr—Glt	1879	Exploits River, Nfld	72 0	22 8	9 0	85	J. M. McKenzie, Plaster Mines, N.S.

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71,257	Isabella	Windsor, Ont.	Scow—Chd.	1875	River Puce, Ont.	57	5	16	7	3	1	33	A. Oneltte, Belle River, Ont.
103,350	Ishkoodah	Montreal	Sloop	1885	Lachine, Que.	28	2	10	0	2	2	4	R. R. Stevenson, Montreal, Que.
88,243	Isis	Deseronto	Barge—Chd	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. Doucette, Cape St. Mary's, N. S.
103,121	Island Girl	St. Andrews	Sloop	1895	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.
100,004	Isna	St. John, N. B.	"	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	1903	Welland, Ont.	101	0	35	0	9	0	446	Michael J. Hogan, Montreal, Que.
51,738	Ira	"	"	1865	Deer Island, N. B.	39	0	13	3	5	5	15	Robt. Newcombe, Larrish ro', N. S.
100,997	Ivanhoe	Chatham, N. B.	"	1892	Caracquet, N. B.	35	2	12	5	4	1	10	Xavier Poirier, New Bardon, N. B.
116,588	Ivanhoe	Liverpool	"	1904	Liverpool, N. S.	102	0	25	9	9	0	99	Geo. R. Monlton, Burgeo, Nfld.
111,638	Ivanhoe	Lunenburg	"	1901	La Have, N. S.	96	1	24	5	10	0	100	Thos. A. Wilson, Bridgewater, N. S.
74,292	Iviglut	Quebec	Bk—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	J. Ernst, La Have, 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.
116,297	J. W.	Charlottetown	Schr—Glt	1903	Montague, P. E. I.	82	3	22	6	8	8	78	Geo. Wightman, Montague, P. E. I.
116,234	J. W.	Digby	Sloop	1904	Shelburne, N. S.	38	0	12	5	5	3	14	Joseph W. Tidd, Whale Cove, N. S.
103,108	J. B. L.	Montreal	Barge—Chd	1894	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, Petit de Grat, N. S.
107,469	J. B. P. No. One	Lindsay	Barge—Chd	1891	Lindsay, Ont.	70	0	18	6	5	0	65	Jos. Briggs Parkin, Lindsay, Ont.
107,470	J. B. P. No. Two	"	"	1897	"	38	7	16	9	4	5	29	"
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	24	John A. Cates, Vancouver, B. C.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,982 J. E. B.		Quebec	Schr—Clt	1897	Château Richer, Que.	64 0	21	6 0	48	Geo. Becker, St. Siméon, Que.
57,145 J. H. S.		Chatham, N. B.	"	1891	Tracadie, N. B.	56 8	17 2	7 3	40	Henry Sanlier, M.O., Tracadie, N. B.
112,247 J. McD. No. 1 ..		Vancouver	Scow—Cld.	1899	Vancouver, B.C.	72 0	24 1	6 2	89	J. McDonald, Vancouver, B.C.
107,577 J. M. K. No. One ..		Lindsay	Barge—Cld	1897	Lindsay, Ont.	86 0	17 8	4 2	64	W. J. C. Boyd, M.O., Bobcaygeon, Ont.
107,578 J. M. K. No. Three.		"	"	1897	"	81 6	20 0	4 4	72	"
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	"
107,575 J. M. No. One ..		"	"	1890	Bobcaygeon, Ont.	75 0	22 7	5 0	73	Joseph Maunier, Lindsay, Ont.
107,576 J. M. No. Two.		"	"	1890	"	75 4	25 1	5 0	80	"
85,715 J. R. A. No. 1 ..		Prescott	Scow—Cld.	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	"

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96,830 J. A. Silver	Lunenburg	Schr—Glt	1889 Lunenburg, N.S.	75 4	23 5	8 8	91 Jas. A. Hirdle, Lunenburg, 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.
59,780 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.
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 J. B. King, New York, N.Y., U.S.A.
100,001 J. B. Martin	Annapolis Royal	Schr—Glt	1900 Margaretsville, N.S.	87 6	25 1	7 9	99 Augustus Bonoit, Arichat, N.S.
112,374 J. B. Saint	Arichat	"	1902 L'Ardoise, N.S.	42 0	13 3	6 0	18 Benj. Burritt, L'Ardoise, 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.
.....	Montreal	Barge—Chd	1879 Sorel, Que	92 6	18 8	5 4	126 D. Dauphousse, St. Timothy, Que.
61,592 J. C. Williams	Halifax	Schr—Glt	1876 Jordan River, N.S.	56 0	18 5	7 0	29 Chas. Garrison, Indian Harbour, N.S.
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.
116,961 J. E. Garland	St. Andrews	Schr—Glt	1882 Essex, Mass, U.S.A.	79 0	22 5	7 6	72 Simon Brown, Campobello, N.B.
83,204 J. E. Graham	Windsor, N.S.	Bk—Bq	1881 Newport, N.S.	206 0	40 5	23 9	1336 W. H. Mosher, Avondale, N.S.
116,511 J. F. Norton	Lunenburg	Schr Glt	1904 La Have, N.S.	74 4	20 7	8 0	61 Albert V. Conrad, M.O., La Have, N.S.
100,164 J. H. Ernst	"	"	1890 Lunenburg, N.S.	80 9	23 5	9 0	97 A. W. Peitzsch, Isaac's Harbour, 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., Jansage, N.B.
112,092 J. L. Nelson	Lunenburg	"	1902 Lunenburg, N.S.	124 2	29 4	11 0	219 J. M. Rudolph, Lunenburg, N.S.
73,950 J. M. T. Hammi	Ottawa	Barge—Chd	1876 Hull, Que	108 7	21 9	7 0	150 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,837 J. M. Young	Lunenburg	Schr—Glt	1894 Lunenburg, N.S.	86 8	24 5	9 3	99 J. W. Young, Lunenburg, N.S.
71,195 J. N. Oswald	Ottawa	Barge—Chd	1875 Crosby's Mills, Ont.	105 3	21 7	6 0	112 Richard Waters, Belleville, Ont.
96,820 J. S. Austin	Sault Ste. Marie	"	1893 Port Ryerse, Ont.	136 0	26 0	12 2	323 Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.
100,128 J. T. Mott	Wallaceburg	Schr—Glt	1869 Oswego, N.Y., U.S.A.	137 0	26 0	11 0	309 J. McAnlay, Warton, Ont.
59,994 J. W. Duncomb	Montreal	"	1871 Quebec, Que	90 0	24 8	8 6	98 Government of Canada, Ottawa, Ont.
94,668 J. W. Hill	Halifax	"	1889 Parrsboro', N.S.	74 0	26 0	6 9	78 Geo. Irving, et al., Rexton, N.B.
111,694 J. W. Hutt	Liverpool	"	1901 Liverpool, N.S.	140 5	32 0	12 3	349 D. C. Mulhall, et al., Liverpool, N.S.
80,977 J. W. Ingraham	Sydney	"	1882 Aspy Bay, N.S.	36 3	13 6	5 0	14 Elias Dickson, Mira Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
107,960	J. W. Mills.....	Lunenburg.....	Schr—Glt	1900	Madame Bay, N.S.	53 Ft. 16 m.	17 7	6 10ths 1.8 m.	76	John W. Mills, Madame Bay, N.S.
90,547	J. W. McRae....	Montreal.....	Barge—Chd	1880	Winchall, N.Y., U.S.A.	97 5	21 0	8 2	119	Edmond Comptois, Sorel, Que.
111,485	J. W. Parry.....	Quebec.....	Schr—Glt	1899	Sto. Enelle, Que.	80 4	21 0	6 1	70	Joseph S. Beaudet, Ste. Enelle, Que.
80,603	J. W. Raymond....	Liverpool.....	"	1880	Green Cove, N.S.	54 0	17 7	6 0	35	Everett Payzant and Edw. Payzant, Port Mouton, N.S.
61,587	J. & L. Irving.....	Varmouth.....	"	1875	Shelburne, N.S.	78 1	22 5	9 1	80	J. D. Irving, Buctouche, N.B.
103,771	J. Amy.....	Chatham, N.B.	"	1895	Tignish, P.E.I.	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
80,892	J. Bustall.....	Ottawa.....	Barge—Chd	1880	Hull, Que.	110 7	21 7	7 2	132	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 Médis, Que.	69 0	21 8	7 0	62	Joseph Levesque, Grand Médis, Que.
85,566	J. Lyons.....	Barrington.....	"	1863	Port Clyde, N.S.	48 0	13 6	4 5	17	W. H. Nickerson, Cape Negro, N.S.
107,286	J. Ponder, jr.	Liverpool.....	Schr—Glt	1857	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.
83,326	J. Jackson.....	"	"	1881	"	110 7	21 3	7 8	157	"
85,560	Jacques.....	Varmouth.....	Schr—Glt	1884	Edl Brook, N.S.	66 5	20 3	7 7	58	Fred Poirier, D'Esconsse, N.S.

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100,610	Janboree.....	Shelburne	Yawl—Yole.....	1863	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. McFadyen, Fignish, P.E.I.
92,306	James Barber.....	St. John, N.B.....	"	1887	Waterborough, N.B.....	79 0	26 0	6 6	80 Robert Conely, St. Martins, N.B.
85,717	James Buckley.....	Prescott.....	Barge—Chd.....	1884	Quebec, Que.....	160 0	31 9	10 6	42 Jas. Buckley, Prescott, Ont.
75,433	James Cunningham.....	Ottawa	"	1877	Hull, Que.....	110 3	22 7	8 0	176 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,310	James Daly.....	Vancouver.....	Pigtn—Bkglt.....	1900	McGellan, N.S.....	98 2	26 8	10 0	462 Urban Doucette, McGehean, N.S.
81,824	James Davis.....	Halifax.....	Schr—Glt.....	1882	Humber Sound, Nfld.....	59 0	18 0	7 3	47 Inkerman Allen, Botsford, N.B.
83,067	James Gordon.....	Ottawa.....	Barge—Chd.....	1881	Hull, Que.....	108 0	22 6	7 0	117 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
71,639	James Henry.....	Sydney.....	Schr—Glt.....	1876	Little Bras d'Or, N.S.....	12 5	14 5	6 1	18 Peter Deveau, Bras d'Or, N.S.
75,799	James McLaren.....	Ottawa.....	Barge—Chd.....	1879	Hull, Que.....	110 0	22 7	7 9	169 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,212	James R.....	Halifax.....	Schr—Glt.....	1891	Jeddore, N.S.....	56 5	19 6	7 8	51 Phœbe E. LeBlanc, Cheticamp, N.S.
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 Sempie.....	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 In H. Syla, et al., Digby, N.S.
85,351	James Williamson.....	Ottawa.....	Barge—Chd.....	1882	Hull, Que.....	110 0	22 0	7 4	155 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
59,903	James.....	Quebec.....	"	1869	Quebec, Que.....	118 0	23 0	8 0	158 Montreal Transportation Co., Ltd., Montreal, Que.
116,284	Janet R.....	Halifax.....	Schr—Glt.....	1903	Port Dufferin, N.S.....	58 4	18 0	6 6	37 John D. Verge, Port Dufferin, N.S.
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. Blekhorn, Spring Hill, N.S.
107,768	Janie F.....	Charlottetown.....	"	1902	Montague, P.E.I.....	56 9	18 5	7 4	46 John Fraser, Harbour au Bouche, N.S.
75,773	Janie R.....	Shelburne.....	"	1878	Brooklynn, N.S.....	61 0	20 2	7 7	45 Samuel J. Balcom, Sheet Harbour, N.S.
107,831	Japan.....	Victoria, B.C.....	Ek—Eq.....			132 0	26 6	15 0	332 James Dunsuir, Victoria, B.C.
100,146	Jay.....	Winnipeg.....	Barge—Chd.....	1894	Rat Portage, Ont.....	59 0	13 2	5 2	32 Charles E. Laverdière, Rat Portage, Ont.
100,294	Jean.....	Clatham, N.B.....	Schr—Glt.....	1891	Caraquet, N.B.....	38 8	12 8	4 4	13 Thos. DesBrissay, Bathurst, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,812	Jean.....	Vancouver.....	Scow—Chd.....	1901	Vancouver, B.C.....	18 5 Pft.	36 7 Pft.	6 1 Pft.	622	Thomas W. O'Brien, Dawson City, Yukon Territory.
103,414	Jeanie Myrtle	Lunenburg.....	Schr—Glt.....	1895	Lunenburg, N.S.....	85 3	24 2	9 3	98	Wm. Main, Halifax, N.S.
100,858	Jeannette	Quebec.....	"	1892	Malbaie, Que.....	40 0	13 9	5 6	18 R.	Asselin, St. Michel de Bellechasse, Que.
116,822	Jennet	Barrington	Sloop	1902	Clark's Harbour, N.S.....	29 0	12 2	5 7	11	Thomas A. Kenney, Clark's Harbour, N.S.
88,579	Jennie.....	Kingston.....	Schr—Glt.....	1871	Garden Island, Ont.....	168 0	26 6	11 8	438	The Montreal Transportation Co., Ltd., Montreal, Que.
83,691	Jennie	Port Hawkesbury	"	1879	Pirate Harbour, N.S.....	30 1	10 2	5 3	11	Peter C. Bosdet, West Arichat, N.S.
96,925	Jennie Armstrong	Charlottetown.....	"	1867	Wiscasset, Me., U.S.A.....	67 0	21 8	7 5	66	P. T. Clements, Channel, Nfld.
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 1899	Chipmuan, N.B. Rebuilt	86 2	26 8	7 0	98	Wm. F. Currie, Cambridge, N.B.
80,604	Jennie G.	Yarmouth	"	1880	Green Cove, N.S.....	44 5	15 0	5 5	16	Benj. Carter, Seeley's Cove, N.B.
112,312	Jennie L.	St. Andrews.....	Sloop	1899	Maclias, Me., U.S.A.....	40 0	11 2	6 4	21	Thos. H. Lord, West Isles, N.B.
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	Malone Bay, N.S.....	77 1	22 2	9 1	88	M. B. Westhaver, Lunenburg, N.S.
79,919	Jennie Palmer	Dorchester	"	1889	Dorchester, N.B.....	75 2	24 2	7 2	78	P. J. Palmer, Dorchester, N.B.

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116,963 Jennie and Julia	St. Andrews	"	1880 Gloucester, Mass., U.S.A.	33 0	14 0	4 9	13 John Carter, St. George, N.B.
90,532 Jenny Lind	Montreal	Sloop	1885 St. Thomas de Pierreville,	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, Yamaska, Que.
103,280 Jersey Lily	Chatham, N.B.	Schr—Glt	1895 Caraquet, N.B.	37 2	12 8	4 8	12 T. Abior, Shippagan, N.B.
85,723 Jesse A. Loye	Lunenburg	"	1883 Lunenburg, N.S.	81 4	23 9	9 5	99 T. H. Giffin, Isaac's Harbour, N.S.
59,475 Jessen	"	"	1871 " "	66 0	21 0	8 4	69 Joseph A. Riley, Whitney Pier, N.S.
80,950 Jessie	Chatham, N.B.	"	1882 Charlo, N.B.	36 4	13 7	5 0	14 S. McGregor, Charlo, N.B.
100,542 Jessie	Digby	"	1895 Freeport, N.S.	41 0	15 3	6 0	17 A. E. Spicer, Harbourville, N.S.
88,563 Jessie	Kingston	Sloop	1869 Chayton, N.Y., U.S.A.	63 6	13 6	5 0	29 R. Kimberley, Portland, Ont.
111,661 Jessie	Montreal	Barge—Chd	1902 Charlevoque, Que.	97 5	26 4	5 1	93 The Charlevoque & Lac Charvau Lumber Co., Ltd., Montreal, Que.
66,073 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	1868 Rexton, N.B.	78 2	25 0	6 4	72 H. V. Brewster, Albert, N.B.
111,787 Jessie	Victoria	"	1890 Penecia, U.S.A.	76 0	24 5	7 0	48 Herbert G. Wilson, Victoria, B.C.
85,568 Jessie B.	Halifax	"	1884 Shag Harbour, N.S.	55 0	17 4	6 5	36 H. I. Mathers, Halifax, N.S.
107,478 Jessie C.	Digby	Sloop	1890 Grand Manan, N.B.	28 5	11 5	5 0	10 Lewis Sabean, Port Lorne, N.S.
112,316 Jessie C.	St. Andrews	Schr—Glt	1903 Belliveau's Cove, N.S.	34 0	13 6	8 0	18 John M. Calder, Campo Bello, N.B.
90,507 Jessie D.	Parishore	"	1886 Parrshore, N.S.	83 2	22 6	8 6	86 Hugh Gillespie, et al., Parrshore, 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.	Amapolis Royal	Schr—Glt	1903 Parker's Cove, N.S.	36 5	11 0	4 8	11 W. H. Anderson, Parker's Cove, N.S.
107,646 Jessie L. Smith	Lunenburg	"	1899 La Have, N.S.	98 6	25 7	10 0	100 John C. Cresbie, et al., St. John's Nfld.
64,006 Jessie Lent	St. John, N.B.	"	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	Barrington	"	1857 Essex, Mass., U.S.A.	70 4	19 7	8 0	63 David Montgomery, Summerside, P.E.I.
116,823 Jessie Roy	"	Sloop	1902 Clark's Harbour, N.S.	33 3	12 0	6 3	12 Job. A. Crowell, Clark's Harbour, N.S.
61,151 Jessie Stuart	Montreal	Schr—Glt	1870 Alpina, Mich., U.S.A.	64	1	5 0	54 J. Adamson, Toronto, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,593	Jessie & Ada	Charlottetown	Schr—Glt	1896	Crapaud P.E.I.	36 4	13 0	5 10	14	Geo. Heather, Pugwash, N.S.
64,994	Jet	Montreal	Barge—Chd	1871	Quebec, Que.	137 8	29 6	9 5	312	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
74,619	Jewel	Lunenburg	Schr—Glt	1876	Shelburne, N.S.	68 0	21 2	7 8	52	J. A. Hird, Lunenburg, N.S.
94,904	Joan	New Westminster	Sloop	1890	New Westminster, B.C.	36 0	11 0	5 0	16	Mrs. Grace Crinkshank, New Westminster, B.C.
112,398	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	1897	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	Shippegan, N.B.	34 5	12 2	5 0	11	W. S. Loggie, Co., Ltd., Chatham, N.B.
54,494	John Boyd	Halifax	Bgtu—Bght	1867	Port Elgin, N.B.	105 0	26 8	12 0	193	John Francis Norris, Baltimore, Md., U.S.A.
.....	John Bright	Ottawa	Barge—Chd	1870	Ottawa, Ont.	97 6	17 0	5 9	96	John Taylor, Montreal, Que.
100,963	John Bull	Chatham, N.B.	Schr—Glt	1892	Caraguet, N.B.	34 3	11 6	4 8	10	James Anderson, Church Point, N.B.
80,718	John Bull	Paspébiac	Cutter	1892	Paspébiac, Que.	43 3	12 5	5 4	20	C. Robin, Callas & Co., Ltd., Jersey.
100,419	John Cuzner	Ottawa	Barge—Chd	1893	Ottawa, Ont.	82 9	20 7	5 0	46	Radovick McLeod, Ottawa, Ont.
66,026	John Day	Quebec	Sloop	1870	St. Aimé, Que.	106 3	22 8	8 0	136	Flavien Morin, Champlain, Que.
88,502	John E.	Sydney	Schr—Glt	1883	River Dennis, N.S.	37 1	4	5	12	Donald Kennedy, River Dennis, N.S.

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51,965	John E. Dennis	St. Andrews	1865	Beaver River, N.S.	35 0	14 0	5 1	18	Alfred Stanley, sr., Grand Manan, N.B.	
54,132	John Franklin	Halifax	1867	Chezacook, N.S.	41 0	11 0	5 9	18	Robert Firth, Jordan Bay, N.S.	
71,071	John G. Kofage	Amherstburg	1869 1883	Amherstburg, Ont.	79 3	22 2	7 3	93	Peter McEwen, Goderich, Ont.	
116,325	John G. Walter	Parrsboro'	1903	Parrsboro', N.S.	114 5	31 3	10 2	299	John G. Walter, River Robert, N.S.	
78,032	John Gales	Chatham, Ont.	Schr	Glt 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	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
61,572	John Halifax	Shelburne	Schr	Glt 1889	Danvers, U.S.A.	75 8	21 2	7 5	63	A. F. Cameron, Sherbrooke, N.S.
96,704	John Heney	Ottawa	Barge	Chd 1889	Ottawa, Ont.	111 0	22 6	6 9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,490	John J. Barham	Sault Ste. Marie	Schr	Glt 1890	Toledo, Ohio, U.S.A.	234 0	40 8	16 0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
100,936	John Loughrin	Ottawa	Barge	Chd 1889	Kippewa, Que.	97 5	12 4	4 4	36	A. Lumsden, Ottawa, Ont.
71,135	John McBride	Belleville	Schr	Glt 1877	Port Dover, Ont.	58 8	15 6	5 1	42	Edward Quinn, Belleville, Ont.
75,779	John Millard	Charlottetown	"	1881	Liverpool, N.S.	72 5	22 2	8 5	69	David Small, Charlottetown, P.E.I.
85,714	John R. Arnold	Prescott	Dredge	Drague 1884	Tonawanda, N.Y., U.S.A.	72 0	23 0	5 4	68	Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett	Liverpool	Bktn	Bkgt 1900	Liverpool, N.S.	130 6	31 2	11 1	299	Abraham W. Hendry, Liverpool, N.S.
83,330	John Wilson	Ottawa	Barge	Chd 1881	Hull, Que.	110 4	22 0	7 9	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,148	John & Frank	St. John, N.B.	Schr	Glt 1883	Salisbury, Me., U.S.A.	66 8	21 2	6 6	56	Danue C. Teare, Alma, N.B.
103,134	Johnny	Quebec	"	1894	Riviere du Loup, Que.	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnny M.	Chatham, N.B.	"	1902	Alberton, P.E.I.	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, P.E.I.
72,275	Joliette	St. John, N.B.	"	1875	Cambridge, N.B.	72 4	25 0	6 7	66	Jos. Gordon, Petitcodiac, N.B.
83,097	Joseph Ann	Port Hawkesbury	"	1863	Margaree, N.S.	45 7	15 5	6 4	22	Alexander Cormier, Margaree, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lamoraie, 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.	Lamaburg	"	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	A. Williams, Musquodoboit, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
103,871	Joseph Souillière...	Montreal	Sloop	1896	Sorel, Que.	102 0 Ft.	45 3 1 Ft.	9 2 Ft.	100hs.	116	J. Souillière, Sorel, Que.
83,267	Josephine	Annapolis Royal	Schr—Glt	1889	Marquesville, N.S.	90 0	25 3	8 1	100hs.	92	W. A. Chute, Bear River, N.S.
100,965	Josephine	Chatham, N.B.	"	1893	Caracquet, N.B.	36 5	12 6	4 8	100hs.	11	P. Rive, Caracquet, N.B.
69,612	Josephine	Quebec	"	1861	Grondines, Que.	82 1	22 5	8 6	100hs.	106	Joseph Lavoie, St. Luce, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54 5	18 0	8 1	100hs.	46	Joseph Desgagné, Anse St. Jean, Chicoutimi, Que.
77,892	Josephine	Sackville	"	1879	Baie Verte, N.B.	33 6	12 4	4 7	100hs.	12	L. Burke, Rotsford, N.B.
103,837	Josephine Swanton.	Halifax	"	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	100hs.	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	100hs.	16	Albert Coates, Hillsboro', N.S.
(a)112,382	Josie M. Calderwood	Sydney	"	"	U. S. A.	81 6	22 6	8 2	100hs.	79	Jas. Wallace, Dalhousie, N.B.
111,726	Juanita	Lunenburg	"	1902	Lunenburg, N.S.	94 0	24 8	10 0	100hs.	100	Wm. C. Smith, Lunenburg, N.S.
116,673	Juanita	St. Andrews	Sloop	1900	West Isles, N.B.	36 0	13 0	6 0	100hs.	14	Henry H. Bancroft, Grand Manan, N.B.
88,454	Jubilee	Arichat	Schr—Glt	1887	Port Royal, N.S.	15 1	17 6	7 5	100hs.	34	Arthur Porrier, D'Esconsse, N.S.
92,438	Jubilee	Charlottetown	"	1887	Georgetown, P.E.I.	78 0	24 0	8 5	100hs.	76	E. H. Wright, Summerside, P.E.I.
73,681	Jubilee	Montreal	Barge—Chd	1875	St. Marcel, Que.	90 0	21 5	5 0	100hs.	71	D. Chausse, Lanoraie, Que.

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107,532	Julia	St. John, N.B.	Sloop	1887	Rothsay, N.B.	25 2	10 0	3 1	5 H. A. Allison, St. John, N.B.
100,352	Julia	Quebec	Schr—Glt	1891	Ste. Lucie, Que.	59 0	18 0	6 6	13 Francois Giamont, St. Michel de Bellechase, Que.
75,566	Julia A.	Charlottetown	"	1877	La Have, N.S.	11 0	14 0	5 6	15 Gabriel Billard, Murray Harbour South, P.E.I.
90,613	Julia Ann	Moncton	"	1886	Cocagne, N.B.	45 8	16 4	5 8	27 Simon Park, Cocagne, N.B.
116,363	Julia Larson	Goderich	"	1877	Sand Beach, Mich., U.S.A.	71 8	18 3	6 5	61 Thomas Strong, Port Elgin, Ont.
75,481	Julia Ward	Charlottetown	"	1877	Murray Harbour, P.E.I.	52 8	18 1	7 2	39 F. J. Clement, Charnof, Nfld.
(a) 111,681	Julian H. Archer	Shelburne	"	1901	Sable River, N.S.	84 6	23 0	9 3	99 Churchill Locke, Lockport, N.S.
103,616	Julie	Quebec	Sloop	1894	Les Escoumains, Que.	63 0	19 3	5 5	53 Maurice Girard, Grand Bay, Que.
75,990	Julie Ann	Charlham, N.B.	Schr—Glt	1878	Richibucto, N.B.	35 8	13 2	4 4	9 Anthony Arsenau, Richibucto, N.B.
112,098	Julie Plante	Lanenburg	Scow—Chd	1902	Mahone Bay, N.S.	64 5	20 0	5 6	62 Mackenzie & Mann, Toronto, Ont.
59,981	Julien Bismark	Quebec	Barge—Chd	1870	Lotbinière, Que.	98 0	23 0	6 4	93 André Laroche, St. Jean des Chaillons, Que.
107,663	Juliette	"	Schr—Glt	1899	Bay St. Paul, Que.	63 0	20 6	7 8	62 Arthur Poucher, Ste. Lucie, 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	Junbo	Ottawa	Barge—Chd	1883	Smith's Falls, Ont.	106 0	22 6	7 2	159 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439	Junbo	"	"	1890	Buckingham, Que.	68 4	14 9	3 4	30 O. M. Harris, Montreal, Que.
85,713	Junbo	Prescott	Scow—Chd	1880	Sorel, Que.	136 0	20 0	6 0	150 Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
85,463	Junbo	Quebec	Barge—Chd	1883	Quebec, Que.	92 0	26 5	7 8	146 Wm. Price, Quebec, Que.
100,207	June	Vancouver	Scow—Chd	1888	Vancouver, B.C.	72 0	21 0	6 0	79 Gordon T. Legg, Vancouver, B.C.
111,988	K. 1.	Vancouver	Scow—Chd	1899	Blaine, Wash., U.S.A.	44 0	12 0	4 0	16 J. Lockie and T. F. Kinnell, J. O., Vancouver, B.C.
111,980	K. 2.	"	"	1899	"	44 0	12 0	4 0	16 " "
107,713	K. & G. No. 1.	"	"	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	Barge—Chd	1895	Kaslo, B.C.	75 8	26 0	6 0	101 The Kaslo & Slocan Ry. Co., New Westminster, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
117,005	K. & W. No. 4.	Vancouver	Sloop—Chd.	1901	New Westminster, B.C.	92 Ft. 27 m.	32 Ft. 9 m.	9 Ft. 2 m.	262 Leonard Wilson, New Westminster, B.C. and George C. McKeen, Vancouver, B.C.
103,458	K. McKenzie.	Arichat.	Schr—Glt.	1898	L'Ardoise, N.S.	42 2	13 5	6 2	17 Wm. P. Brown, St. Peters, N.S.
92,676	Kalevala.	Pictou, N.S.	"	1888	River John, N.S.	82 2	24 0	9 4	99 Roderick R. Morrison, Gabarosse, N.S.
85,432	Kambira.	Windsor, N.S.	Ship—3 m.	1882	Kingsport, N.S.	257 0	44 0	26 7	1885 The Ship Kambira Co., Ltd., Wolfville, N.S.
107,969	Kandahar.	Lunenburg.	Schr—Glt.	1900	Lunenburg, N.S.	95 6	25 0	9 6	100 Wm. Shupe, Lunenburg, N.S.
107,672	Karen.	Quebec.	Sloop.	1897	Yarmouth, N.S.	40 0	12 0	4 4	10 John Foreman, Montreal, Que.
107,970	Karuce.	Lunenburg.	Schr—Glt.	1900	Lunenburg, N.S.	95 6	24 6	9 1	97 Samuel Ritey, jr., Ritey's Cove, N.S.
116,509	Kasaga.	"	"	1901	LaHave, N.S.	63 2	20 4	7 6	59 James Bell, M.O., Dublin Shore, N.S.
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.
64,229	Kate.	Paspébiac.	Schr—Glt.	1871	Green Bay, Nfld.	70 0	18 0	8 9	68 Le Boutillier Bros. & Co., Ltd., Paspébiac, Que.
38,515	Kate B.	Arichat.	"	1872	River Bourgeois, N.S.	54 9	18 0	7 6	35 John McMullin, Bridgeport, N.S.
59,369	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.	Ek—Bq.	1881	Tynemouth, N.E.	187 0	37 5	22 1	1097 H. D. Troop, St. John, N.B.

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94,849	Kate Grant	Windsor, Ont.	Schr—Glt	1880	Convent, U.S.A.	60	4	17	8	4	0	47	Denis Parent, Tecumseh, Ont.
112,169	Kathleen	Chatham, N.B.	"	1903	Shippegan, N.B.	38	0	12	9	5	9	15	Wm. Fruing & Co., Ltd., Jersey.
	Kathleen	Ottawa	Barge—Chd	1873	Ottawa, Ont.	87	0	18	0	6	0	94	J. B. A. Mongenais, Montreal, Que.
107,543	Kathleen	St. John, N.B.	Schr—Glt	1891	Rothsay, N.B.	23	2	9	0	3	6	4	Albert McArthur, St. John, N.B.
88,467	Katie	Arichat	"	1889	French Cove, N.S.	32	8	14	7	5	3	11	J. P. LeBlanc, West Arichat, N.S.
73,967	Katie	Liverpool	"	1876	Liverpool, N.S.	36	5	13	3	6	0	14	D. Cronan, <i>et al.</i> , Lockeport, N.S.
94,670	Katie A. Burns	Halifax	"	1889	St. Mary's, N.S.	53	5	17	0	6	8	36	Jos. White, Murray Harbour South, P.E.I.
103,469	Katie B.	Arichat	"	1900	River Longeaise, N.S.	41	5	13	9	5	9	16	John Burke, River Bourgoise, N.S.
100,381	Katie B.	Sydney	"	1893	Little Lorraine, N.S.	48	0	14	5	6	6	24	John H. Burke, Lorraine, N.S.
83,105	Katie Bell	Richibucto	"	1888	Richibucto, N.B.	32	9	11	6	4	9	11	John L. Murphy, Campbellton, P.E.I.
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 Royal ty, P.E.I.	43	9	14	7	6	3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Eccles	Napance	"	1877	Deseronto, Ont.	95	0	24	0	8	0	122	Chas. J. McCallum Colborne, Ont.
100,216	Katie M.	Halifax	"	1890	Little Harbour, N.S.	35	6	13	3	4	8	11	T. Brophy, Prospect, N.S.
96,036	Katie & Ella	Charlottetown	Sloop	1880	Five Mile River, Conn., U.S.A.	47	5	15	8	4	8	20	Chas. Trenholm, Bay 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.
80,573	Keepsake	Windsor, Ont.	Schr—Glt	1880	River Puce, Ont.	72	6	19	9	3	7	45	Horace Fleury, Belle River, Ont.
94,034	Keewatin	Port Hope	"	1888	Lakeport, Ont.	120	0	25	0	10	0	199	A. Campbell, Lakeport, Ont.
94,853	Keewaydin	Parrsboro'	"	1889	Port Greville, N.S.	108	0	28	4	10	1	187	Hugh Gillespie, Parrsboro, N.S.
107,077	Kelpie	St. John, N.B.	Sloop	1883	Yarmouth, N.S.	21	1	10	0	2	3	5	R. C. E. Kaye, St. John, N.B.
107,981	Kestrel	Shelburne	Schr—Glt	1900	Shelburne, N.S.	89	0	25	0	9	6	99	Gec. 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.
100,649	Kilmeny	Victoria	Schr—Glt	1893	Victoria, B.C.	46	8	14	0	5	8	18	Swan Goranson, Victoria, B.C.
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	Malbone Bay, N.S.	91	8	24	5	9	5	92	Charles U. Mader, Malbone Bay, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
92,507	Kinetics....	St. Andrews.....	Sloop.....	1884	Back Bay, N.B.....	29 6 Ft.	11 Ft.	6 Ft.	10	Frank Pondleton, West Isles, N.B.
111,466	King Edward.....	Clatham, N.B.....	Schr—Glt.....	1901	Carapuet, N.B.....	38 5	13 0	5 3	11	C. Robin, Collas & Co., Ltd., Jersey.
103,949	King Fisher.....	".....	".....	1899	Shippogan, N.B.....	38 0	12 7	5 0	13	Wm. Frung & Co., Ltd., Jersey.
116,408	King George.....	Victoria.....	".....	1903	Massett, B.C.....	45 0	12 5	4 8	16	Thos. Natkman, Massett, B.C.
96,978	Kingfisher.....	Ottawa.....	".....	1892	Shelburne, N.S.....	100 0	23 7	10 0	107	The Minister of Marine and Fisheries, Ottawa, Ont.
88,516	Kingfisher.....	Sydney.....	".....	1886	Ingonish, N.S.....	33 9	13 2	5 4	10	S. Vixon, North Sydney, N.S.
88,581	Kingfisher.....	Yarmouth.....	".....	1884	Eel Brook, N.S.....	59 8	19 4	7 3	47	Mrs. Mary Jane Daley, Commercial Cross, Lot 38, P.E.I.
.....	Kinghorn.....	Montreal.....	Barge.....	1871	Montreal, Que.....	131 0	24 8	9 1	303	Montreal Transportation Co., Ltd., Montreal, Que.
112,064	King of Avon.....	Windsor.....	Schr—Glt.....	1901	Horton, N.S.....	156 0	35 2	12 8	417	Schooner King of Avon Co., Ltd., Hantsport, N.S.
94,740	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.
103,958	Kingston.....	Montreal.....	Barge—Chd.....	1898	Kingston, Ont.....	181 0	35 0	12 0	578	Montreal Transportation Co., Ltd., Montreal, Que.
76,548	Kinross.....	Victoria.....	Ship.....	1877	Liverpool, G.B.....	242 5	37 0	22 5	1399	Ship Kinross Co., Ltd., Victoria, B.C.
111,632	Kipling.....	Lanenburg.....	Schr—Glt.....	1900	La Have, N.S.....	105 0	27 0	10 3	142	Thos. A. Wilson, et al., Bridgewater, N.S.
116,869	Kippewa.....	Ottawa.....	Barge—Chd.....	1903	Turtle Portage, Que.....	83 0	16 4	10 3	57	Patrick Kelly, Turtle Portage, Que.

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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 Caraquet, N.B.	36 0	12 1	5 1	11 C. Robin, Collas & Co., Ltd., Jersey.
103,288 Kite	"	"	1895 Shippegan, N.B.	34 7	12 0	4 8	10 T. Abier, Shippegan, N.B.
116,019 Klondike	Victoria	Barge—Chd	1904 Whitehorse, Y.T.	100 0	31 5	6 0	178 The British Yukon Navigation Co., Ltd., Victoria, B.C.
107,774 Klondyke	Chatham, N.B.	Schr—Glt	1900 Caraquet, N.B.	37 6	13 0	5 5	14 C. Robin, Collas & Co., Ltd., Jersey.
103,969 Klondyke	Montreal	Sloop	1898 Pierreville, Que.	125 9	27 2	10 8	275 Adolphe Lapierre, Pierreville, Que.
103,792 Klondyke	Parrishoro	Schr—Glt	1897 Port Greville, N.S.	74 8	24 6	7 7	78 E. Willigan, Parrishoro, 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 Kohinoor	Chatham, N.B.	"	1895 Caraquet, N.B.	37 0	12 8	5 2	13 P. Rive, Caraquet, N.B.
90,642 Konaroff	Yarmouth	"	1883 Shelburne, N.S.	33 5	12 7	1 7	10 John Brew, Harbour au Bonche, N.S.
112,271 Korali	Montreal	Sloop	1898 Dorval, Que.	34 3	8 9	1 7	100 S. Arnold Finly, Montreal, Que.
112,331 Kulota	Collingwood	"	1904 Collingwood, Ont.	26 0	7 5	3 7	3 Howard Turnbull and Kenneth Turnbull, J.C., Montreal, Que.
100,349 L. M. B.	Maitland	Schr—Glt	1902 Lower Schmah, N.S.	85 7	26 7	7 9	99 Jude Ellis, Lower Schmah, N.S.
78,633 L. C. Larned	Chatham, Ont.	"	1875 Port Huron, Mich., U.S.A.	72 0	19 0	5 3	43 D. W. Crowe, Chatham, Ont.
94,631 L. C. Tough	Shelburne	"	1888 Malone Bay, N.S.	33 9	12 2	5 4	12 A. Swaine, Black Point, N.S.
96,833 L. E. Young	Lunenburg	"	1890 Lunenburg, N.S.	76 5	22 3	8 5	89 A. F. Cameron, Sherbrooke, N.S.
96,968 L. G. Crosby	Yarmouth	Bght—Bght	1890 Shelburne, N.S.	126 0	29 0	12 4	298 George H. Perry, Yarmouth, N.S.
85,685 L. M. Ellis	Digby	Schr—Glt	1883 Digby, N.S.	55 0	18 4	5 8	35 George Lent, et al., Freeport, N.S.
61,578 L. P. Churchill	Shelburne	"	1874 Lewis Head, N.S.	84 0	24 0	9 6	99 Wm. Trenholm, East Wallace, N.S.
77,267 L. Edna	St. John, N.B.	"	1876 St. Martin's, N.B.	74 0	24 7	6 5	68 Joshua Prescott, St. Martin's, N.B.
116,228 L'Aiglon	Quebec	Sloop	1903 Bic, Que.	49 8	14 4	5 8	24 J. Napoléon Gôré, Bic, Que.
74,226 L'Ami du Peuple	Montreal	"	1874 St. Marcel, Que.	86 6	22 0	6 1	78 Ignace Caron, jr., St. Aimé, Que.
103,623 L'Ange	Quebec	"	1895 Isle Verte, Que.	30 6	11 9	4 6	10 L. Michaud, Isle Verte, Que.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,763	L'Audacieuse.	Quebec.	Schr—Glt.	1889	Chicoutimi, Que.	55 8 Ft.	20 0 Ft.	7 5 Ft.	48 1/2	Tremblay, St. Fidèle, Que.
80,655	L'Aurét.	"	"	1879	Cap Santé, Que.	57 6	5 2	6 4	39	Malcolm Hovington, Bon Désir, Que.
77,595	L'Aurore.	Montreal.	Barge—Chd.	1878	St. Aimé, Que.	87 5	15 7	6 4	73	Edmond Comptois, Sorel, 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-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	Caracquet, N.B.	37 0	13 8	5 6	15	Prudent Gallien, Caracquet, N.B.
90,887	L'Étoile.	Yarmouth.	Sloop.	1888	Fusket Wedge, N.S.	60 6	19 2	6 9	48	Collins Titus, Westport, 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 1/2	F. Savard, St. Siméon, 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.	"	"	1897	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 Boulianne, 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	Yamaska, Que.	132 0	26 9	11 0	304	A. Lamer, Montreal, Que.

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111, 490	La Bellay.....	Quebec.....	Schr—Glt.....	1900 St. Siméon, Que.....	63 2	23 0	8 0	80 Aimé Bellay, St. Siméon, Que.
103, 025	La Bienvenue.....	".....	".....	1896 Baie St. Paul, Que.....	53 1	18 2	7 2	38 Thos. Simard, St. Alphonse, Que.
88, 316	La Canadienne.....	".....	".....	1885 Ste. Lucie, Que.....	64 8	19 3	7 4	54 J. Simard, St. Alexis, Chicoutimi, Que.
103, 355	La Clerina.....	".....	".....	1894 Green Island, Que.....	42 2	13 6	5 8	20 N. Levesque, Green Island, Que.
96, 838	La France.....	Lunenburg.....	".....	1890 Lunenburg, N.S.....	76 4	22 2	8 5	89 S. R. Bacon, Bay of Islands, Nfld.
72, 939	La Gabotte.....	Quebec.....	".....	1875 Malbaie, Que.....	40 8	15 0	6 6	18 A. Rivérin, jr., St. Etienne de la Malbaie, Que.
75, 760	La Jeune Perdreux.....	".....	".....	1878 St. Jean, Island of Orleans.....	39 5	13 0	5 6	18 Théodore Cloutier, Moisie, Que.
112, 045	La Marie Reine.....	".....	".....	1902 Rivière Claude, Que.....	88 2	26 2	10 0	126 Joseph Rionx, Rivière Claude, Que.
80, 755	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 Thomas Simard, St. Alphonse, Saguenay Co., Que.
74, 355	La Mode.....	Pictou, N.S.....	".....	1877 Merigomish, N.S.....	48 7	15 1	6 2	26 John Forrestall, Auld's Cove, N.S.
75, 496	La Monette.....	Quebec.....	".....	1877 Quebec, Que.....	73 5	29 8	8 5	65 Corporation of Pilots, Quebec, Que.
71, 024	La Providence.....	Montreal.....	Barge—Clid.....	1875 Yanaskau, 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, 329	La Rose.....	Yamonth.....	Schr—Glt.....	1894 Eol Brook, N.S.....	38 0	13 2	4 1	13 M. N. Aniro, Eel Brook, N.S.
59, 892	La Sorcière.....	Quebec.....	Barge—Clid.....	1863 Ste. Jean des Chaillons, Que.....	68 5	22 0	5 5	14 P. C. Lavasseur, Ste. Jean des Chaillons, Que.
77, 597	Luc St. Pierre.....	Montreal.....	Sloop.....	1879 St. Thomas de Porreville, 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	Laekawana.....	Ottawa.....	Barge—Clid.....	1884 Champlain, Que.....	106 0	22 7	7 0	154 The Ottawa Transportation Co., Ltd. Ottawa, Ont.
77, 766	Laconic.....	Shelburne.....	Schr—Glt.....	1880 McNat's Island, N.S.....	29 5	14 3	5 8	15 John Welch, Deer Island, N.B.
107, 901	Lady Aberdeen.....	St. Andrews.....	Sloop.....	1895 Quaco, N.B.....	32 6	14 7	6 0	18 Alva B. Small, Grand Manan, N.B.
103, 856	Lady Bird.....	Halifax.....	".....	1897 Dartmouth, N.S.....	23 6	6 6	4 0	2 Lt.-Col. A. W. A. Durcan, Naughton, Eng.
103, 659	Lady Bourque.....	Yamonth.....	Schr—Glt.....	1886 Tusket, N.S.....	38 5	13 2	4 0	11 M. Bonquet, Tusket, N.S.
72, 072	Lady Fongère.....	Arichat.....	".....	1883 River Bourgeois, N.S.....	40 7	13 7	5 1	15 Docté Fongère, 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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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
71,924	Lady Hill	Pictou, N.S.	Schr—Glt	1875	Exploits Bay, Nfld	79 Ft. 24 lbs.	19 Ft. 5 lbs.	5 Ft. 10 lbs.	64 A. M. Banks, Halifax, N.S.
111,489	Lady Laurier	Arichat	"	1901	Petit de Grat, N.S.	32 6	11 0	5 3	12 S. A. Bondrot, Petit 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. McDougal, Belle River, P.E.I.
96,784	Lady May	Halifax	"	1890	Chesterbrook, N.S.	15 3	16 6	6 4	25 Prosper A. Garcia, Rose-Blanche, Nfld.
107,765	Lady Napier	Charlottetown	Bgrm—Bkgd	1902	Georgetown, P.E.I.	113 8	27 0	11 7	210 D. Gordon, Georgetown, P.E.I.
111,581	Lady Smith	Peterborough	Bargo—Chd	1900	Lakefield, Ont.	86 0	20 0	5 2	76 Wm. H. White, Lakefield, Ont.
112,059	Lady of Avon. ...	Windsor, N.S.	Schr—Glt	1902	Horton, N.S.	124 0	32 6	11 0	249 The schr. Lady of Avon Co., Ltd., Horton, N.S.
38,516	Lady of the Lake....	Arichat	"	1872	Bras d'Or Lake, N.S.	49 4	17 2	7 0	26 S. W. Johnston and F. Mason, Georgetown, P.E.I.
63,105	Lady of the Lake....	Halifax	"	1873	Porter's Lake, N.S.	42 1	15 7	6 0	20 Jos. Kennedy, Montague, P.E.I.
111,461	Ladysmith	Chatham, N.B.	"	1900	Shippegan, N.B.	37 6	13 6	6 1	17 Thibault-Richard, Shippegan, N.B.
112,324	Ladysmith	Parrsboro'	Bktn—Bkgd	1902	Lower Economy, N.S.	176 2	35 9	17 8	698 R. P. Sobey, Lower Economy, N.S.
107,809	Ladysmith	St. John, N.B.	Schr—Glt	1900	Cambridge, N.B.	51 7	20 2	5 3	30 Arch. Farnjoy, Cambridge, N.B.
73,089	Lafreniere et St. Onge	Montreal	Sloop	1874	Yamaska, Que	103 2	22 5	8 0	131 James Williamson, Grenville, Que.
116,735	Lake Queen	Halifax	Schr—Glt	1904	Port Hurford, N.S.	49 6	16 0	6 8	29 Edward Furlong, M.O., Port Hurford, N.S.

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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	"
96,883	Lake St. Louis, No. 3	"	"	.....	58 2	16 8	7 6	"
96,884	Lake St. Peter, No. 1	"	"	.....	56 4	15 6	7 2	"
96,885	Lake St. Peter, No. 2	"	"	.....	56 4	15 6	7 2	"
96,886	Lake St. Peter, No. 3	"	"	.....	56 4	15 6	7 2	"
107,336	Lakeside	Yarmouth.	Bktn—Bkgt.	1906 Grangemouth, G.B.	181 6	35 1	14 4	726 The Lakeside Shipping Co., Ltd., Yar- mouth, N.S.
74,233	Liberté.	Quebec.	Sloop.	1875 St. Jean des Chaillons, Que.	110 0	24 0	8 0	135 N. E. Angers, Ste. Anne de la Pêrade, Que.
71,603	Launcester	Montreal.	Barge—Chd.	1873 Launcester, Que.	125 1	22 8	9 5	220 Pierre Paul, Sorel, Que.
88,399	Landskrona.	Windsor, N.S.	Bk Bq.	1886 Gardner's Creek, N.B.	206 8	39 7	23 5	1330 C. H. Bass and Chas. Crayos, Car- diff, Wales.
96,918	Lapwing.	Kingston.	Schr—Glt	1892 Garden Island, Ont.	175 7	31 2	12 1	516 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
90,438	Lark.	Barrington.	Sloop.	1892 Barrington, N.S.	33 7	12 2	6 3	13 Samuel Atwood, Barrington, N.S.
103,003	Lark	Chatham, N.B.	Schr—Glt	1892 Shippegan, N.B.	34 0	12 3	4 5	10 Thomas Ahier, Shippegan, N.B.
	Lark.	Montreal.	Barge—Chd	1871 Kingston, Ont.	136 1	27 5	9 4	303 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ontario.
100,138	Lark	Winnipeg	"	1893 St. Boniface, Man.	100 0	14 5	4 0	39 Francis Paterson, Winnipeg, Man.
103,232	Lassie.	Montreal.	Sloop.	1894 Roslyn, U.S.A.	20 4	6 2	1 1	1 H. M. Molson, Montreal, Que.
111,625	Latooka.	Lambertburg.	Schr—Glt	1901 La Have, N.S.	91 3	24 3	9 3	99 Rufus Conrad, La Have, N.S.
61,837	Laughing Waters.	Yarmouth.	"	1871 Port Mouton, N.S.	51 7	18 6	6 8	32 J. Goodwin, jr., Argyle, N.S.
100,335	Lamberg.	Maitland.	Bk—Bq.	1893 Maitland, N.S.	203 3	39 1	23 0	1215 F. McDougall, Sackville, N.B.
103,540	Laura.	Halifax.	Schr—Glt	1896 Chetcook, N.S.	49 8	16 9	6 8	31 Herbert Greenough, Petpeswick, N.S.
51,782	Laura.	"	"	U.S.A.	65 6	19 3	7 2	53 Geo. E. M. Lewis, Lewiston, N.S.
107,290	Laura.	Liverpool.	"	1901 Liverpool, N.S.	129 6	31 0	12 4	299 John Harlow, et al., Milton, N.S.
103,333	Laura.	Montreal.	Barge—Chd	1895 Yamaska, Que.	141 7	29 4	11 2	339 Canadian Forwarding & Export Co., Ltd., Montreal, Que.
96,772	Laura	Port Hawkesbury.	Schr—Glt	1894 Margaree, N.S.	52 0	17 2	6 7	27 John C. Munro, Margaree, N.S.
103,312	Laura.	"	"	1895 Cheticamp, N.S.	42 5	13 4	4 9	13 John Doucette, Cheticamp, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,316	Laura...	Port Hawkesbury...	Sehr—Glt...	1894	Châteaup, N.B.	53 Ft. 16.1 m.	13 Ft. 4.0 m.	5 Ft. 1.5 m.	10	Urbid Bourgois, Eastern Harbour, N.S.
107,501	Laura...	Quebec...	Sloop...	1897	Tadousac, Que.	57 2	13 8	4 9	16	B. Caron, Tadousac, Que.
107,662	Laura...	"	Sehr—Glt...	1898	Rimonski, Que.	28 0	10 5	4 2	8	The Minister of Lands, Mines & Fisheries for Prov. Quebec, Quebec, Que.
96,956	Laura...	St. John, N.B.	Sehr—Glt...	1890	Chipman, N.B.	59 0	23 0	5 0	40	Alex. Gale, Waterborough, N.H.
88,473	Laura...	Winnipeg...	Range—Chd...	1890	Icelandic River, Man.	66 0	14 9	4 5	35	Lake Winnipeg Transportation, Lumber & Trading Co., Winnipeg, Man.
89,980	Laura B...	Sydney...	Sehr—Glt...	1883	St. Ann's, N.S.	74 2	23 6	8 7	90	Solomon Bunnell, North Sydney, N.S.
111,908	Laura B. G.	Arichat...	"	1898	Country Harbour, N.S.	31 0	11 6	4 6	10	Benj. Gerrior, Tor Bay, N.S.
112,096	Laura C...	Lunenburg...	"	1902	La Have, N.S.	122 6	30 5	11 0	249	John M. Gilson, La Have, N.S.
103,738	Laura C. Hall	Parrsboro'	"	1898	Parrsboro', N.S.	81 0	25 6	8 1	100	C. W. Rockwell, River Herbert, N.S.
94,788	Laura C. Zwickler...	Lunenburg...	"	1889	Mahone Bay, N.S.	71 3	23 5	9 2	85	Daniel McDonald, St. Ann's, N.S.
61,615	Laura Cox...	Guyssboro'	"	1875	Country Harbour, N.S.	58 7	20 4	7 1	49	John McKinnon, D'Escoisse, N.S.
88,565	Laura D...	Kingston...	Sloop...	1884	Kingston, Ont.	64 6	16 2	5 0	36	Richard La Rush, <i>et al.</i> , Kingston, Ont.
74,054	Laura E. Douglas...	Barrington...	Sehr—Glt...	1876	Port Clyde, N.S.	58 8	18 8	1	39	John T. Dicks, Georgetown, P.E.I.
101,246	Laura E. Franklin...	Halifax...	"	1892	St. George's Bay, Nfld.	54 5	2 0 0	7 9	46	James Irwin, Wine Harbour, N.S.

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69,184	Laura May	Lunenburg	"	"	1873	La Have, N.S.	61	0	19	0	7	6	45	Joseph Benning, St. Pierre, Miquelon.
96,797	Laura Pheobe	Halifax	"	"	1890	Musquodoboit, N.S.	41	5	14	6	6	0	12	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichal	"	"	1888	St. Peter's, N.S.	58	4	17	7	7	1	39	John J. Hemphill, Georgetown, P.E.I.
116,203	Laurel	Halifax	"	"	1903	Pubenico, N.S.	40	0	14	0	6	6	19	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	Jeremiah Slaunwhite, Terence Bay, N.S.
116,201	Laurie J.	Yarmouth	"	"	1903	Meteghan, N.S.	69	0	21	5	8	0	65	Julien D'Entremont, Pubenico, N.S.
103,025	Laval	Ottawa	Dredge	Dragnue	1893	Ottawa, Ont.	152	6	31	0	12	6	296	The Minister of Public Works, Ottawa, Ont.
111,838	Lavina D.	Digby	"	"	1902	Maxville, N.S.	41	0	12	7	6	0	21	Jas. Boucotte, Maxville, N.S.
103,702	Lavinie	Yarmouth	"	"	1896	Pinkney's Point, N.S.	61	0	21	5	7	1	59	D. Surette, Yarmouth, N.S.
116,326	Lavonia	Parsonsboro'	"	"	1903	Greville, N.S.	129	2	32	0	10	7	266	H. W. Elderkin, Port Greville, N.S.
91,780	Lawrence	Lunenburg	"	"	1888	Lunenburg, N.S.	76	4	23	5	9	2	87	S. F. Griffin, Goldboro', N.S.
103,619	Le Canadien	Quebec	Sloop	"	1895	Tadoussac, Que.	54	0	16	8	5	8	31	H. Caron, Tadoussac, Que.
107,509	Le Celine	"	"	"	1898	St. Siméon, Que.	33	9	11	8	4	5	10	Auguste Desbiens, St. Siméon, Que.
111,659	Le Maria	Montreal	"	"	1901	St. Thomas de Pierreville, Que.	99	6	23	0	6	6	117	Eduard Sauvageau, Champlain, Que.
100,156	Le Marquis de Lorne	Quebec	"	"	1880	Tadoussac, Que.	38	0	14	6	4	9	17	A. Talbot, Cap St. Ignace, Que.
85,152	Le Petrel	"	Sloop	"	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 Pierreville, Que.	102	6	22	6	6	6	123	Pierre Paul, St. Joseph de Sorel, Que.
107,535	Leader	St. John, N.B.	Schr—Glt	"	1898	Canning, N.B.	63	8	23	4	6	2	55	A. McM. Tharrott, Canning, N.B.
91,917	Leader	Shelbourne	Schr—Glt	"	1889	Shelburne, N.S.	88	0	24	0	10	6	128	George A. Cox, Shelburne, N.S.
35,551	Leading Star	Halifax	"	"	1854	Lunenburg, N.S.	56	3	17	8	7	4	39	Leahy Bond, et al., Chester, N.S.
112,347	Leah A. Whidden	Liverpool	"	"	1903	Liverpool, N.S.	117	0	31	0	10	8	199	C. Edgar Whidden, Amigonish, N.S.
100,077	Leah D.	St. John, N.B.	"	"	1891	Waterborough, N.B.	64	9	23	6	5	5	48	Charles E. Springer, Jemseg, N.B.
107,371	Leah Hardy	Sydney	Schr—Glt	"	1901	Gabarouse, N.S.	45	1	14	5	6	0	20	Wm. H. Davidson, et al., Isaac's Harbour, N.S.
116,420	Lebarge	Victoria	Barge—Chd	"	1904	Whitehorse, Y.T.	77	0	24	0	4	0	63	The British Yukon Navigation Co., Ltd., Victoria, B.C.

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74,206	Leda.....	Montreal.....	Barge—Chd.....	1873.....	Sorel, Que.....	104 6 Ft.	10 10ths.	4 7 Ft.	122 F. N. Croteau, Leclercville, Que.
92,769	Leda.....	Quebec.....	Barge—Chd.....	1890.....	Yamaska, Que.....	105 0	22 1	8 2	148 Arsene B. Champagne, Lamontie, Que.
73,022	Lédée Adèle.....	Amherst, M.I.....	Schr—Glt.....	1877.....	Pointe-aux-Éclipses, Que.....	65 3	20 1	7 6	50 Nazaire-Jonphe, House Harbourn, Magdalen Islands, Que.
100,296	Leigh J.....	Chatham, N.B.....	".....	1892.....	Chatham, N.B.....	52 0	17 3	6 8	34 W. S. Leggie & Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood.....	Arichat.....	".....	1870.....	Salisbury, Mass., U.S.A.....	75 5	21 5	7 9	67 Robert Nutter, Port Caledonia, 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.....	Matland.....	".....	1901.....	Noel, N.S.....	62 2	20 5	7 2	51 E. A. O'Brien, Noel, N.S.
83,996	Lena.....	St. John, N.B.....	".....	1882.....	Carlton, N.B.....	33 0	12 0	4 7	8 John Shannon, Musquash, N.B.
90,840	Lena A.....	Port Medway.....	".....	1899.....	Liverpool, N.S.....	32 0	10 0	5 2	11 C. A. Bowley, Port Medway, N.S.
107,126	Lena F. Oxner.....	Lamenburg.....	".....	1899.....	Lamenburg, N.S.....	88 0	21 0	9 6	99 James Geldert, Lamenburg, N.S.
111,905	Lena Jane.....	Arichat.....	".....	1901.....	Petit-de-Croix, N.S.....	31 0	10 6	5 6	11 Dominique Boudrot, Petit-de-Croix, N.S.
116,732	Lena M.....	Halifax.....	".....	1901.....	Port Hillford, N.S.....	48 6	16 8	7 1	28 Alex. W. Reid, M.O., Port Hillford, N.S.
100,876	Lena Maud.....	St. John, N.B.....	".....	1893.....	Whitehead, N.B.....	78 1	27 2	7 0	98 W. J. Giggsey, Rexton, N.B.
90,729	Lemore.....	Halifax.....	Sloop.....	1887.....	Treuro, N.S.....	30 2	7 6	4 2	5 Henry C. McLeod, Halifax, N.S.

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100,951	Leo.....	Chatham, N. B.....	Schr—Glt	1893	Caracquet, N. B.	37 5	12 4	5 2	15 W. S. Legg & Co., Ltd., Chatham, N. B.
85,342	Leo.....	Lunenburg.....	Bgtn—Bkgt.....	1882	Malone Bay, N. S.....	97 2	24 6	10 8	165 James Eisenhauer & Co., Lunenburg, N. S.
100,075	Leo.....	St. John, N. B.....	Schr—Glt	1891	Waterborough, N. B.	80 2	26 5	6 9	93 E. M. Durant, <i>et al.</i> , Pictou, N. S.
77,808	Léodore.....	Quebec.....	"	1878	Natashquan, Que.	56 5	18 5	7 3	59 Alphonse Letellier, Quebec, Que.
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, Yarmouk, Que.
107,045	Leonard Parker.....	St. John, N. B.....	Schr—Glt	1897	Tynemouth, N. B.....	127 9	29 8	10 1	246 R. C. Elkin, St. John, 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.
72,098	Leonora.....	Chatham, N. B.....	"	1876	Kidnucto, N. B.....	56 8	18 3	6 9	36 C. E. Myers, Chatham, P. E. I.
96,827	Leopold.....	Gaspe.....	"	1889	Lunenburg, N. S.....	79 6	24 0	9 3	93 James Vibert, cor. of Beach, Gaspe, Que.
100,177	Leopold.....	Montreal.....	Sloop	1891	St. François, Que.	107 5	22 2	7 3	144 P. Desmarais, St. François, Que.
100,459	Les Eaux-noirs.....	Quebec.....	Schr—Glt	1892	Les Eaux-noirs, Que.	65 2	18 6	6 9	57 Joseph Lajoie, St. Fulgence, Que.
111,439	Leslie L.....	Halifax.....	"	1902	Shelburne, N. S.....	88 0	24 0	9 4	100 The Halifax Sealing Co., Ltd., Halifax, N. S.
59,388	Letitia.....	St. Andrews.....	"	1877	Deer Island, N. B.....	30 9	13 5	5 6	10 H. C. Guptill, Grand Manan, N. B.
83,473	Letter B.....	St. Andrews.....	"	1875	Beier Island, N. B.....	29 0	12 1	5 6	12 Mrs. Sophia Cook, St. George, N. B.
72,093	Lettie Dame.....	Chatham, N. B.....	"	1876	P. E. I.	30 5	12 1	0 0	11 J. W. Hiebert, Lot 9, P. E. I.
85,362	Levi Crumell.....	Ottawa.....	Barge—Ghd	1884	Hull, Que.	111 0	22 8	7 2	157 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
37,363	Levi Hart.....	Halifax.....	Schr., Glt	1853	Crow Harbour, N. S.....	60 3	17 1	7 8	54 Wm. Dicks and Seth Dicks, Jeddore, N. S.
88,670	Levinia.....	Chatham, N. B.....	"	1886	Tignish, P. E. I.	40 0	13 9	7 2	18 John McCarthy, Tignish, P. E. I.
83,251	Leyose.....	Weymouth.....	"	1881	Cranville, N. S.....	76 0	21 9	8 0	86 Joseph H. Potter, Plympton, N. S.
100,519	Leyuka.....	Parishboro.....	"	1893	Port Groville, N. S.....	69 0	24 5	7 1	76 N. M. Ogilvie, Parishboro, N. S.
117,021	Lewis.....	Sydney.....	"	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	1 3	21 James Fuchs, Belleville, Ont.
94,639	Lizzie.....	Victoria.....	Schr—Glt	1889	Shelburne, N. S.....	81 0	21 9	9 2	93 Victoria Sealing Co., Ltd., Victoria, B. C.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
77,848	Labbie T.....	Halifax.....	Schr—Glt	1880	Economy, N.S.....	69 Ft.	61 Ft.	8 Ft.	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	Yanaska, 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.....	31 1	12 3	4 0	8	George H. Foster, Grand Manan, N.B.
12,217	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., N.B.
107,447	Lighthouse No. 2.....	"	"	1896	"	30 0	12 0	2 5	7	"
107,711	Lighthouse No. 3.....	"	"	1898	"	36 0	14 0	3 7	14	"
42,681	Lightning.....	St. John, N.B.....	Schr Glt	1892	St. John, N.B.....	69 3	18 4	7 4	38	Wm. Lahey, St. John, N.B.
107,660	Lila D. Young.....	Lunenburg.....	"	1899	Lunenburg, N.S.....	99 0	25 0	9 8	100	John B. Young, Lunenburg, N.S.
103,068	Lilia & Mand.....	Arichat.....	"	1900	Arichat, N.S.....	56 3	17 0	8 0	38	Constant P. Terrio, et al., Arichat, N.S.
61,528	Lilian.....	Guysboro'.....	"	1871	Malone Bay, N.S.....	60 0	19 7	7 4	41	P. Blamphie, Arichat, N.S.
107,129	Lilla B. Hirtle.....	Lunenburg.....	"	1899	Lunenburg, N.S.....	99 0	25 0	9 8	99	Benjamin Anderson, Lunenburg, N.S.
112,152	Lillian.....	Chatham, N.B.....	"	1902	Caracquet, N.B.....	39 0	13 0	5 6	15	Peter Fiotti, Caracquet, N.B.

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103,760	Lillian.	Lamburg.	"	1898	LaHave, N.S.	80	2	22	2	9	2	84	D. Gatson, <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	Jas. Blowers, Toronto, Ont.
111,878	Lillian Blauvelt	Yarmouth.	"	1902	Meteghan River, N.S.	106	0	28	0	10	1	195	J. B. Blauvelt, Tusket, N.S.
88,273	Lillian E.	St. Andrews.	"	1884	St. George, N.B.	31	2	11	8	5	9	13	Joseph McGee, St. George, N.B.
111,901	Lillian Louise.	Arichat.	"	1901	Guyshoro, N.S.	33	0	10	9	5	6	12	Chas. P. Poudrot, Petit de Grat, N.S.
100,358	Lillie.	Maitland.	"	1894	Maitland, N.S.	130	9	31	5	11	7	311	M. J. Davis, Clifton, N.S.
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	1	89	Geo. W. Ebb, St. John, N.B.
107,794	Lillie E.	"	"	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.	Scw—Chd.	1888	Sambro, N.S.	35	2	11	8	6	5	12	W. Mc-C. Beak, 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.	Scw—Chd.	1872	Port Credit, Ont.	44	5	12	0	3	5	14	Lionel Yorke, Toronto, Ont.
111,377	Lilly May.	Arichat.	"	1902	West Arichat, N.S.	41	9	14	0	5	9	18	Thos. Kehoe, Arichat, N.S.
103,280	Lily.	Chatham, N.B.	"	1894	Caracquet, N.B.	35	0	12	0	6	0	11	Prudent Gallien, Caracquet, N.B.
42,089	Lily.	St. Andrews.	"	1802	Hillsboro, N.B.	34	0	10	5	5	6	10	Francis Campbell, Dipper Harbour, N.B.
.....	Lina.	Montreal.	Barge—Chd.	1869	Sorel, Que.	98	0	22	5	6	9	108	Ant. Lavellee, Sorel, Que.
83,472	Lindon.	St. Andrews.	Scw—Chd.	1881	St. George, N.B.	29	0	11	5	6	0	12	Benjamin Parker, West Isles, N.B.
83,407	Linnel.	Digby.	"	1881	Liverpool, N.S.	38	5	13	3	5	7	15	Jos. H. Moorehouse, Sandy Cove, N.S.
100,745	Linet.	Windsor N.S.	"	1896	Blomidon, N.S.	41	4	14	0	4	8	14	A. H. Gibson, Margaretsville, N.S.
100,540	Linnie & Edna.	Digby.	"	1894	Tiverton, N.S.	52	2	17	6	6	5	30	R. J. Deveau, Mavillette, N.S.
111,717	Linus A.	Lancenburg.	"	1901	Mahone Bay, N.S.	76	3	22	6	8	5	70	Aniel Corkum, LaHave, N.S.
53,644	Lion.	Amherst, M.I.	"	1873	Houze Harbour, M.I.	58	0	19	3	7	6	42	C. Richard, Magdalen Islands, Que.
57,258	Lion.	Lancenburg.	"	1807	Mahone Bay, N.S.	61	5	19	3	7	6	40	John W. Kenney, Barrington, N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions.			Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
103,292	Lion	New Westminster	Scow—Clad ..	1894	New Westminster, B.C.	25 0	52 0	5 5	124 A. Ewen, New Westminster, B.C.
103,546	Lis	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3 F. H. Bell, Halifax, N.S.
80,598	Lithophone	Toronto	Schr—Glt ..	1881	Bronté, Ont	55 0	15 6	3 5	14 Walter G. Naish, Port Credit, Ont.
83,464	Little Annie	Digby	"	1868	Essex, Mass., U.S.A.	41 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 Dennis Sullivan, Meteghan, N.S.
94,823	Little Eddie	"	"	1889	Church Point, N.S.	28 6	11 2	4 8	7 G. A. Mallett, Gilbert Cove, N.S.
104,090	Little Gracie	St. Andrews	"	1894	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, Pabuco, N.S.
59,395	Little Minnie	St. Andrews	"	1872	Lubec, Me., U.S.A.	36 9	11 4	4 9	14 Joseph McGee, 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, Qué.	107 8	22 8	8 2	167 Prospère Laplante, Lachine, Qué.

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60,520 Lizzie	Barrington	Schr	Gilt	1870 Ragged Islands, N.S.	55 0	17 0	7 0	25 William Tracy, East Ship Harbour, N.S.
100,563 Lizzie	Sydney	"	"	1892 Malone Bay, N.S.	120 7	25 8	12 9	215 Dominion Coal Co., Ltd., Glace Bay, N.S.
100,900 Lizzie	Weymouth	"	"	1875 Bath, N.S.	76 5	21 8	7 8	68 A. H. Concan, McLaughlin River, N.S.
69,961 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.
64,552 Lizzie B	"	"	"	(1879) Westfield, N.B.	76 5	27 5	7 0	81 John J. Shields, Alma, N.B.
71,012 Lizzie Burrill	Windsor	Ship	3 m	1875 Little Brook, N.S.	190 0	37 1	22 2	1187 Daniel Munro, Windsor, N.S.
79,979 Lizzie C	Charlottetown	Schr	Gilt	1878 St. Martin's, N.B.	75 0	22 4	7 9	79 R. H. Cann, Louisburg, N.S.
103,406 Lizzie Catherine	Arichat	"	"	1899 Red Island, N.S.	92 0	23 8	9 8	99 Henry G. Bauld, Halifax, N.S.
88,664 Lizzie D	Chatham, N.B.	"	"	1884 Tracadie, N.B.	40 7	14 1	5 6	17 Wm. Ferguson, Tracadie, N.B.
100,972 Lizzie D	"	"	"	1893 Caraquet, N.B.	35 2	12 6	5 2	11 Mrs. Sarah and F. T. B. Young, J.O., Caraquet, N.B.
103,709 Lizzie E	Yarmouth	"	"	1897 Port Maitland, N.S.	42 0	12 8	5 4	14 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.
75,448 Lizzie Lindsay	Gaspé	"	"	1884 Douglastown, Que.	74 1	22 3	9 9	91 Arthur Nadeau, Cascadia, Que.
103,467 Lizzie May	Arichat	"	"	1900 River Bourgoise, N.S.	40 1	12 4	6 3	12 Alfred Bondroit and Daniel Bondroit, Petit du Grat, N.S.
116,549 Lizzie Metzner	Kingston	"	"	1888 Manitowac, Wis., U.S.A.	82 8	21 8	6 6	91 Chauncy Daryan, Wolfe, Island, 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. Mettee	St. Andrews	"	"	1868 St. George, N.B.	35 0	13 0	5 9	14 Joseph Mettee, St. George, N.B.
92,365 Lizzie W	St. John, N.B.	"	"	1887 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.
85,531 Lloyd	Yarmouth	"	"	1883 Maitland, N.S.	45 4	16 3	6 0	31 W. H. Anderson, Hillsburn, N.S.
61,523 Lechiel	Arichat	"	"	1870 Shelburne, N.S.	87 3	22 0	9 3	99 Ronald Macmillan, Charlottetown, P.E.I.
75,495 Lechiel	Charlottetown	"	"	1877 Murray River, P.E.I.	56 0	19 0	7 6	41 Chas. M. Smith, Point du Chêne, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
61,833	Lockwood	St. John, N.B.	Bk—Bq	1872	Port Gilbert, N.S.	175 0 Ft.	35 5 Ft.	12 6 Ft.	950	C. A. Palmer, St. John, N.B.
66,948	Lois	Charlottetown.	Schr—Glt	1858	Marblehead, Mass., U.S.A.	73 0	20 4	7 4	67	Lucy Dunn, Summerside, P.E.I.
54,114	Lone Star	Halifax	"	1866	Marie Joseph, N.S.	48 4	16 6	6 6	29	F. Ingersoll, st., Grand Manan, N.B.
.....	Longueil	Montreal	Barge—Chd	1868	Montreal, Que.	171 1	21 1	9 1	275	F. Haynemann, Lanoraie, Que.
83,465	Look Out	St. Andrews.	Schr—Glt	1857	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, Freeport, N.S.
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	Achille Tremblay, Baie-St. Paul, Que.
74,256	Lord Dufferin	"	Barge—Chd	1873	Yanaska, Que.	103 0	22 0	7 0	110	Alfred Charland, Yanaska, Que.
100,992	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 Templeton	Victoria.	Bk—Bq	1886	Belfast, Ireland	282 9	40 1	24 0	2048	The Ship Lord Templeton Co., Ltd., Victoria, B.C.
86,540	Lord Wolsely.	"	Barge—Chd	1883	Belfast, Ireland	308 2	42 9	25 1	2454	The Victoria & Vancouver Stevedoring Co., Ltd., Victoria, B.C.
107,310	Lord of Avon.	Windsor, N.S.	Schr—Glt	1901	Horton, N.S.	132 0	32 5	11 9	325	D. T. Faulkner, Hantsport, N.S.
90,640	Lorena	Charlottetown.	"	1886	Bay Fortune, P.E.I.	32 8	12 4	1 5	11	D. J. R. McMillan, Wood Islands, P.E.I.

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92,499 Lorena Jane.....	Windsor, N.S.	"	1888	Cornwallis, N.S.	34 0	14 0	5 1	11 Willard Coffill, Cornwallis, N.S.
.....	Loretta Rooney.....	"	1866	Storrington, Ont	91 7	23 7	8 3	156 F. H. Barnhardt, Deseronto, Ont.
116,349 Lorina.....	Arichat.....	"	1904	River Bourgeoise, N.S.	44 5	15 6	6 0	18 Wm. J. Levisconte, River Bourgeoise, N.S.
75,907 Lorne.....	Chatham, N.B.	"	1879	Bathurst, N.B.	43 0	14 4	5 6	19 W. S. Loggie Co., Ltd., Chatham, N.B.
80,998 Lorne.....	Guysboro'.....	"	1886	Isaac's Harbour, N.S.	63 6	20 6	7 3	51 Stephen McMillan, Isaac's Harbour, N.S.
83,290 Lorraine.....	Kingston.....	Sloop	1882	Kingston, Ont	81 0	18 6	5 7	63 John S. Phillips, Wolfe Island, Ont.
77,733 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 Lettie.....	New Westminster.....	"	1881	New Westminster, B.C.	42 0	12 0	4 3	19 James Hart, Mud Bay, B.C.
83,316 Lettie.....	Port Medway.....	"	1885	Vogler's Cove, N.S.	76 6	23 5	9 0	76 S. E. Teel, Vogler's Cove, N.S.
75,741 Lettie.....	Yarmouth.....	"	1875	Eel Brook, N.S.	38 0	12 5	4 9	12 H. McGrath, Granville, N.S.
100,835 Lettie B.....	Lunenburg.....	"	1894	Lunenburg, N.S.	34 8	12 8	5 5	12 D. Boudrot, Dover, N.S.
80,884 Lettie M.....	St. Andrews.....	"	1881	St. Patrick, N.B.	37 7	14 6	5 7	16 Thomas Carter, Penfield, N.B.
96,966 Lettie S.....	Shelburne.....	"	1890	Shelburne, N.S.	51 0	18 0	7 3	42 John E. Shatford, Hubbard's Cove, N.S.
107,072 Lettie W.....	St. John, N.B.	"	1898	Wistfield, N.B.	69 3	23 3	6 2	60 W. A. Waters, St. John, N.B.
107,819 Lotus.....	Peterborough.....	Barge—Chd	1889	Cobourg, Ont.	15 0	20 0	3 0	56 R. B. Rogers, Peterborough, Ont.
107,865 Lotus.....	St. John, N.B.	Schr—Glt	1899	Newcastle, N.B.	80 0	27 2	7 5	98 James R. Granville, St. John, N.B.
91,949 Leoil.....	Yarmouth.....	Barge—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	Chezetcook, N.S.	59 8	19 0	7 6	41 John A. Neville and T. R. Wagner, Port Mouton, N.S.
59,925 Louis Lunnia.....	Quebec.....	Barge—Chd	1869	Batiscau, Que.	98 3	23 0	5 7	82 A. A. Larocque, Sorel, Que.
83,426 Lotosa.....	St. John, N.B.	Schr—Glt	1883	Port Gilbert, N.S.	40 0	13 5	5 6	16 B. Hargrove, Chance Harbour, N.B.
80,777 Louisa.....	Sarnia.....	"	1866	Swan Creek, Mich., U.S.A.	54 0	15 5	4 0	30 Amos Little, Wallaceburg, Ont.
116,583 Louisa A.....	Liverpool.....	"	1900	Sable River, N.S.	36 0	10 9	5 2	10 Reuben J. Cott, et al., Port Mouton, N.S.
88,351 Louisa J. Selig.....	Quebec.....	"	1884	Lunenburg, N.S.	80 0	23 6	9 3	99 Joseph Blais, Berthier, Que.
83,402 Louisa Maud.....	Halifax.....	"	1882	Indian Harbour, N.S.	43 8	15 3	6 3	21 Wesley Crooks, Peggy's Cove, N.S.
96,775 Louise.....	Port Hawkesbury.....	"	1894	Cheticamp, N.S.	38 0	11 5	5 3	11 P. Boudrot, Cheticamp, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.	Registered tonnage. Tonnage enregistré.
92,338	Louise	Quebec	Schr—Glt	1886	Stc. Luce, Que.	40 0	13 4	4 6	11 A. Letellier, Quebec, Que.
111,550	Louise	Vancouver	Scow—Chd. . . .	1901	Vancouver, B.C.	128 0	36 7	6 1	552 Mrs. A. J. O'Brien and Mrs. L. E. J. Davis, Dawson, Y.T.
80,614	Louise	Yarmouth	Schr—Glt	1881	Tusket Wedge, N.S.	79 0	23 0	8 8	85 A. O. Porter, <i>et al.</i> , Tusket Wedge, N.S.
43,451	Louise Anna	Quebec	"	1862	St. Thomas, Montagny, Que.	66 6	19 8	8 2	59 Pierre Galarneau, Percé, Que.
112,134	Louise T. Churchill .	Shedburne	"	1903	Sable River, N.S.	65 4	21 0	8 2	50 Eus Churchill, Lockport, N.S.
92,319	Louisa	Quebec	"	1888	Les Eboulements, Que	69 2	21 7	8 0	76 Francis Gagnon, Cap Chatte, Que.
69,619	Louisiana	"	"	1874	Grandines, Que.	84 3	23 5	9 5	106 J. B. R. Thibault, Portneuf, Que.
112,227	Louisa	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. . . .	"	1891	Horton, N.S.	180 5	37 2	18 5	880 Chas. DeW. Smith, M.O., Windsor, N.S.
72,335	Low Wood	St. John, N.B. . . .	Bk—Bq	1878	Portland, N.B.	186 6	37 6	22 4	1091 H. D. Troop, St. John, N.B.
96,889	Lower Traverse . . .	Ottawa	Barge—Chd			92 6	21 8	11 6	142 The Minister of Marine and Fisheries, Ottawa, Ont.
111,634	Loyal	Lunenburg	Schr—Glt	1900	Malbone Bay, N.S.	94 5	25 0	9 6	99 Abraham Ernst, Mahone Bay, N.S.
100,206	Lucara	Windsor, N.S. . . .	Lktn—Bkgt	1891	Horton, N.S.	163 8	34 4	16 0	632 Chas. DeW. Smith, Windsor, N.S.
111,735	Lucania	Lunenburg	Schr—Glt	1902	La Have, N.S.	92 0	24 5	9 4	99 Reuben Romkey, La Have, N.S.

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100,351 Lucia.....	Quebec.....	"	1888 Ste. Enedie, Que.....	61 2	18 8	5 7	37 Alexander Trepanier, Chateau Richer, Que.
71,077 Lucinda Lezen....	Amherstburg.....	"	1869 New Baltimore, U.S.A.....	56 6	16 7	5 0	33 John McCormick, Pelee Island, Ont.
103,872 Lucy.....	Montreal.....	Sloop.....	1897 Pierreville, Que.....	141 9	29 0	11 1	362 The Canadian Forwarding & Export Co., Ltd., Montreal Que.
103,330 Lucy.....	Port Hawkesbury....	Schr Glt.....	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.....	Yarmouth.....	"	1903 Meteghan, N.S.....	55 0	15 2	8 4	32 John T. Therio, Meteghan River, N.S.
92,473 Lucy Louise.....	Charlottetown.....	"	1888 Egnont Bay, P.E.I.....	37 7	11 3	6 5	19 J. Roach, Malapque, P.E.I.
103,563 Luc.....	Montreal.....	Sloop.....	1896 St. Thomas, Que.....	86 5	21 5	5 1	58 P. Gill, St. Thomas, Que.
103,420 Luetta.....	Lamereburg.....	Schr Glt.....	1895 Lunenburg, N.S.....	86 2	21 0	9 5	98 Isaac Mason, Lunenburg, N.S.
92,552 Lulu.....	Montreal.....	Sloop.....	1881 Harlem, N.Y., U.S.A.....	21 5	10 1	1 8	2 J. Morris, St. Lambert, Que.
92,779 Lulu.....	New Westminster....	Schr Glt.....	1888 Seattle, Wash., U.S.A.....	34 0	12 1	4 0	16 Harry Carter, Ladner, B.C.
100,110 Lulu.....	Winnipeg.....	Barge Gld.....	1892 Rat Portage, Ont.....	45 5	15 0	1 5	23 Jacob H. Henesy, Rat Portage, Ont.
103,435 Lumber.....	Ottawa.....	"	1894 Rockland, Ont.....	71 1	18 1	1 1	47 Alex. McLaren, Buckingham, Que.
80,632 Lumen.....	Yarmouth.....	Schr Glt.....	1882 Tusket Wedge, N.S.....	50 0	17 8	6 6	30 A. O. Porter, Tusket Wedge, N.S.
73,071 Lumen Diei.....	Arichat.....	"	1883 River Bourgoise, N.S.....	44 4	15 3	6 0	20 Urbain Samson, River Bourgoise, N.S.
65,041 Lumina.....	Quebec.....	"	1872 Cap. St. Ignace, Que.....	58 6	21 5	6 1	44 Alfred Pournier, St. Jean Port Joli, Que.
72,945 Lumina.....	"	"	1875 Mal Baie, Que.....	51 0	18 1	7 4	37 Adelard Warren, Mal Baie, Que.
85,963 Luta Price.....	St. John, N.B.....	"	1882 Portland, N.B.....	85 0	27 2	7 9	121 Alex. Cole, Dorchester, N.B.
100,256 Latetia.....	Halifax.....	Sloop.....	1894 Dartmouth, N.S.....	29 2	7 3	5 1	4 John J. Jenney, Halifax, N.S.
90,789 Lydia A. Mason.....	Halifax.....	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	1 5	10 W. McC. Beak, Halifax, N.S.
100,980 Lynx.....	Chatham, N.B.....	"	1888 Caraquet, N.B.....	35 6	12 1	5 0	11 C. Robin, Collas & Co., Ltd., Jersey.
88,265 Lyra.....	St. John, N.B.....	"	1883 Cambridge, N.B.....	83 1	27 3	7 0	99 George E. Evans, St. John, N.B.
85,296 Lys.....	Montreal.....	Sloop.....	1879 St. Thomas de Pierreville, Que.....	82 0	20 0	3 6	36 A. Gervais, St. Louis, Que.

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						Dimensions.			Depth. Profondeur.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
111,609	M. B., No. 2	New Westminster	Barge—Chd	1896	Vancouver, B.C.	59 Ft.	26 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.	
107,306	M. D. S.	Windsor, N.S.	Schr—Glt	1900	Falmouth, N.S.	111 0	28 8	10 0	190	John Douglas, Windsor, N.S.	
111,947	M. & P.	New Westminster	Barge—Chd	1902	New Westminster, B.C.	85 0	26 0	7 6	135	Joseph Myers, M.O., New Westminster, B.C.	
83,408	M. A. Franklin	Halifax	Schr—Glt	1882	Clam Harbour, N.S.	36 7	14 3	5 8	22	D. Gerrard, Tor Bay, N.S.	
111,440	M. A. Josey	Halifax	"	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	A. F. Stoneman, Yarmouth, N.S.	
107,571	M. B. & Co. No. One	Lindsay	Barge—Chd	1892	Bobcaygeon, Ont.	86 6	20 0	5 0	87	Mosson M. Boyd, Bobcaygeon, 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—Chd	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	"	
75,809	M. E. Dooks	Halifax	Schr—Glt	1877	Jeddore, N.S.	53 3	18 7	8 0	44	Alex. Rontledge, Sheet Harbour, N.S.	
116,710	M. Elvina C.	Quebec	"	1904	St. Fabien, Que.	52 8	19 3	7 3	47	Charles Conblombe, St. Fabien, Que.	

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111,676	M. J. Taylor	Parrishore	1901 Spencer's Island, N.S.	150 5	33 6	12 7	377 John S. Ragnall, Charlottetown, P.E.I.
97,022	M. & L. Chase	Digby	1866 Kennebank, Me., U.S.A.	69 9	19 7	6 6	46 Edwin Hooper, Hamilton, Bermuda, B.W.I.
61,428	Mabel	Chatham, N.B.	1873 Shippegan, N.B.	36 0	12 2	4 1	13 H. O'Leary, Richibucto, N.B.
85,687	Mabel	Digby	1883 Digby, N.S.	59 4	17 7	6 7	38 Sidney Blenkins, Westport, N.S.
83,293	Mabel	Kingston	1843 Dog Lake, Ont.	87 8	19 0	5 3	59 Wm. Jones, Belleville, Ont.
103,173	Mabel	Shelburne	1894 Lockport, N.S.	53 3	15 4	7 2	21 Geo. Savoy, Chatham, N.B.
100,561	Mabel	Sydney	1892 Mahone Bay, N.S.	120 7	25 8	12 9	247 Dominion Coal Co., Ltd., Glace Bay, N.S.
116,658	Mabel A	Yarmouth	1904 Pubnico, N.S.	40 0	12 6	6 6	15 Peter A. Amro, Pubnico, N.S.
100,487	Mabel B.	Digby	1892 Lunenburg, N.S.	58 3	21 0	8 6	57 Charles E. Finnegan, <i>et al.</i> , Freeport, N.S.
107,914	Mabel B.	St. Andrews	1890 Grand Manan, N.B.	29 0	10 5	4 6	9 Webster Cosseboom, Grand Manan, N.B.
103,797	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	1899 Penetanguishene, Ont.	50 0	20 6	3 0	82 W. M. Thompson, Penetanguishene, Ont.
85,458	Mabel M	Quebec	1883 Iberville, Que.	103 0	23 5	7 6	129 Jos. Mochon, Iberville, Que.
107,605	Mabel M.	Weymouth	1900 Mavilleto, N.S.	39 0	12 8	6 0	20 Edison Ellis, M.O., Port Matland, N.S.
90,641	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.
112,154	Mae	Chatham, N.B.	1902 Miscon, N.B.	31 0	12 0	4 8	11 John M. Ward, Miscou Centre, N.B.
107,581	McD. & C., No. One	Lindsay	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'l McWilliam, West Ham Islands, B.C.
"	McCarthy	Montreal	1871 Sorel, Que.	124 9	23 1	10 0	254 Montreal Transportation Co., Ltd., Montreal, Que.
100,701	McClure	Pictou, N.S.	1900 Tatanagouche, N.S.	104 4	27 1	10 8	191 David McClure, Montague, P.E.I.
100,991	McMahon	Chatham, N.B.	1888 Caraquet, N.B.	35 0	12 6	4 8	11 P. Rive, Caraquet, N.B.
72,340	Macedon	St. John, N.B.	1878 St. John, N.B.	210 9	39 2	24 4	1453 S. C. Corey, M.O., Cardiff, Wales.
88,297	Maclap	Brookville	1888 Rockport, Ont.	52 6	15 5	3 5	20 Jos. Dewsberry, Belleville, Ont.

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107,120	Madiera	Lunenburg	Schr—Glt	1898	Lunenburg, N.S.	98 Ft.	45 Ft.	9 Ft.	9 10ths.	99 T. Creaser, <i>et al.</i> , La Have, N.S.
83,384	Madeline	Toronto	"	1882	Branté, Ont.	69 0	18 5	5 1		39 Geo. Parker, M.O., Dunbarton, Ont.
96,866	Madge	Prescott	Barge—Clad	1897	Toronto, Ont.	130 0	27 0	11 0		335 The St Lawrence Terminal Co., Ltd., Montreal, Que.
107,410	Madona	Montreal	Sloop	1899	Sorel, Que.	120 2	25 1	10 7		258 Charles Mongeau, Ste. Anne de Sorel, Quebec, Que.
64,917	Magenta	Liverpool	Schr—Glt	1873	Pouquet, N.S.	41 5	14 9	6 4		29 Samuel Dexter, <i>et al.</i> , Brooklyn, N.S.
116,480	Maggie	Clatham, N.B.	"	1902	Carquet, N.B.	34 0	12 0	4 6		10 James Nixon, Carquet, N.B.
88,570	Maggie	Kingston	Barge—Clad	1869	Garden Island, Ont.	166 1	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		31 Charles N. Hines, Noel, N.S.
107,379	Maggie	Sydney	"	1902	Ingonish, N.S.	37 5	11 5	5 5		11 John C. Williams, Ingonish, N.S.
107,064	Maggie Alice	St. John, N.B.	"	1897	Range, N.B.	65 0	23 2	5 7		54 M. McKill, Greenwiel, N.B.
107,316	Maggie B.	Halifax	Schr—Glt	1899	West Chezzetcook, N.S.	46 5	16 2	5 9		25 John Pallfontain, West Chezzetcook, 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	Halifax	"	1881	George River, N.S.	59 3	20 5	8 0		46 P. Dauphine, French Village, N.S.
90,874	Maggie Bell	Yarmouth	"	1886	Melbourne, N.S.	41 0	11 0	4 8		10 D. Surette, Melbourne, N.S.

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116,516	Maggie Belle	Lunenburg	Bgtn—Bkgt.	1904	Malone Bay, N.S.	99	5	25	8	13	0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
100,580	Maggie E. C.	Lunenburg	Schr—Glt	1893	Malone Bay, N.S.	41	8	15	5	6	1	20	Walter Mitchell, Halifax, N.S.
107,377	Maggie Ella	Sydney	"	1901	Cape North, N.S.	38	3	42	2	5	3	11	Timothy Donovan, Cape North, N.S.
116,350	Maggie F.	Arichat	"	1904	River Bourgeois, N.S.	37	7	13	9	6	0	15	Wm. J. Levisconte, River Bourgeois, N.S.
103,620	Maggie H.	Quebec	"	"	"	70	4	18	6	6	2	48	A. Gagnon, Quebec, Que.
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	Rack Bay, N.B.	29	4	10	5	5	0	10	Alex. McNichol, St. George, N.B.
88,277	Maggie Jane	St. John, N.B.	"	1883	Beaver Harbour, N.B.	37	4	13	2	5	2	18	Thos. Bright, Pemmfield, N.B.
85,539	Maggie Jane	Yarmouth	"	1883	Maxillette, N.S.	40	2	12	3	5	1	12	Wm. Robbins, Port Matland, N.S.
96,902	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.
116,281	Maggie M.	Digby	Sloop	1904	Margaretsville, N.S.	32	5	12	0	5	2	11	R. A. McGarranahan, Margaretsville, N.S.
111,124	Maggie M.	Halifax	Schr—Glt	1902	Malone Bay, N.S.	40	8	10	7	5	6	13	Jas. Maryatt, Pemmant, N.S.
107,495	Maggie M. F.	Canso	"	1900	Queensport, N.S.	11	0	12	4	6	9	15	James Fitzgerald, Queensport, N.S.
97,106	Maggie M. W.	Lunenburg	"	1891	Lunenburg, N.S.	77	5	23	5	8	8	89	Wm. H. Bonnet, Bay St. George, Nfld.
74,155	Maggie Melba	Charlottetown	"	1876	Pictouche, N.B.	48	6	15	6	6	2	26	Jas. P. Thompson, Campbellton, P.E.I.
61,406	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	Chezetook, N.S.	62	6	21	0	9	0	62	Jeremiah Phillis, Chezetook, N.S.
116,733	Maggie May	Halifax	"	1904	Malone Bay, N.S.	39	8	14	3	6	5	17	Francis J. Fleming, M.O., Ketch Harbour, N.S.
83,488	Maggie Millard	Sydney	"	1883	Liverpool, N.S.	86	6	23	8	10	0	112	Robert J. Ormiston, M.O., Gabarouse, 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	Stillman Crowell, Clark's Harbour, N.S.
77,754	Maggie Page	Shelbourne	Bgtn—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.
72,253	Maggie S.	St. John, N.B.	"	1876	St. Martin's N.B.	79	0	26	0	7	5	83	Calob Reed, Rockport, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
88,216	Maggie Smith.....	Halifax.....	Schr—Glt.....	1882	Chezetcook, N.S.....	40 2 Ft.	14 6 Ft.	4 7 Ft.	150ths.	151	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.	
111,435	Maggie Wilson.....	Halifax.....	".....	1902	Shelburne, N.S.....	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.	
77,739	Magie.....	Digby.....	".....	1879	Westport, N.S.....	49 3	16 3	6 1	27	B. Hovey, <i>et al.</i> , Westport, N.S.	
85,401	Magno.....	Amherst, M.I.....	".....	1902	Pointe Basse, Que.....	55 7	17 4	6 8	52	Alex. C. Arsenau, Alright Island, M.I., Que.	
103,552	Magnus.....	Montreal.....	Sloop.....	1845	Pierreville, Que.....	86 8	21 7	5 4	76	Severe Larose, St. Thomas de Pierreville, Que.	
116,922	Magog.....	Victoria.....	Barge—Chd.....	1901	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	Maimie Dell.....	Lunenburg.....	".....	1903	Malbone Bay, N.S.....	92 0	24 8	9 6	98	Chas. U. Mader, Malbone Bay, N.S.	
74,339	Matland.....	Parrsboro'.....	".....	1877	Green Cove, N.S.....	62 0	19 0	7 2	45	Lloyd Bentley, 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	Caruquet, N.B.....	36 0	12 9	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.	
(c)103,425	Majestic.....	Lunenburg.....	".....	1895	La Have, N.S.....	85 6	21 0	9 4	99	John H. Young, St. Jacques, Nfld.	
96,779	Majestic.....	Port Hawkesbury.....	".....	1891	Cheticamp, N.S.....	35 0	11 8	5 3	12	A. W. DeGruchy, Cheticamp, N.S.	

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11,558	Majestic.....	St. Andrews.....	Sloop.....	1902 Grand Maun, N.B.....	28 6	12 4	5 0	12 Wm. Flewelling, Grand Maun, N.B.
94,775	Malabar.....	Charlottetown.....	Schr—Glt.....	1888 Lunenburg, N.S.....	77 8	23 4	8 8	98 Jas. Grady, Summerside, P.E.I.
75,650	Malta.....	St. Catharines.....	".....	1868 St. Catharines, Ont.....	137 5	23 5	8 2	198 Mrs. Mary M. Blodgett, Windsor, Ont.
103,558	Malvina.....	Montreal.....	Barge—Chd.....	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.....	165 2	35 0	13 3	540 John M. Smith, Windsor, N.S.
96,867	Manie.....	Prescott.....	Barge—Chd.....	1897 Montreal, Que.....	129 4	28 0	11 2	370 The St. Lawrence Terminal Co., Ltd., Quebec, Que.
112,095	Manhattan.....	Lunenburg.....	".....	1902 Lunenburg, N.S.....	96 8	25 0	9 8	100 Benj. Cook, La Have, N.S.
96,887	Manicougan.....	Ottawa.....	".....	".....	92 6	21 8	12 0	143 The Minister of Marine and Fisheries, Ottawa, Ont.
83,286	Manitoba.....	Kingston.....	Barge—Chd.....	1882 Bedford Mills, Ont.....	103 0	17 2	5 6	75 Benjamin Tett, Bedford Mills, Ont.
75,435	Manitoba.....	Ottawa.....	".....	1872 Fort Ann, U.S.A.....	87 5	14 8	6 8	80 Adam Foster, Smith's Falls, Ont.
61,510	Manimato.....	Shelburne.....	Schr—Glt.....	1869 Pubnico, N.S.....	67 0	29 0	7 8	50 Albert Pride, Sonora, N.S.
.....	Maple Leaf.....	Amherstburg.....	".....	1871 } 1890 } Toledo, Ohio, U.S.A.....	47 7	14 0	5 0	28 Wm. Berry, Port Stanley, Ont.
116,829	Maple Leaf.....	Barrington.....	Sloop.....	1902 Cape Island, N.S.....	30 5	11 9	6 2	11 Charles E. Atkinson, Cape Island, N.S.
112,158	Maple Leaf.....	Chatham, N.B.....	Schr—Glt.....	1903 Shippegan, N.B.....	38 0	13 0	5 5	13 Wm. Fring & Co., Ltd., Jersey.
103,511	Maple Leaf.....	Gaspé.....	".....	1903 Malbaie, Que.....	37 3	12 4	5 2	13 William Chicoine, Mal Baie, Que.
111,721	Maple Leaf.....	Lunenburg.....	".....	1901 Chester Basin, N.S.....	120 1	30 0	11 0	199 S. W. Oxner, <i>et al.</i> , Lunenburg, N.S.
107,567	Maple Leaf.....	Parrsboro',.....	".....	1900 Spencer's Island, N.S.....	91 8	25 1	7 8	98 Harvey Randall, Parrsboro', 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 S. Mitchell, Campo Bello, N.B.
112,136	Maple Leaf.....	Shelburne.....	Schr—Glt.....	1903 Sable River, N.S.....	65 0	20 5	8 4	48 Hugh McAlpine, Lockport, N.S.
92,436	Maple Leaf.....	Toronto.....	".....	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, Rat Portage, Ont.
111,421	Maple Leaf.....	Halifax.....	Schr—Glt.....	1901 Bickerton, N.S.....	48 2	15 4	7 5	25 John W. Smith, Halifax, N.S.
75,841	Marcella.....	Halifax.....	".....	1878 Bay St. George, Nfld.....	48 5	17 9	6 9	32 Wm. Hulan, Bay St. George, Nfld.
69,169	Marcella Butler.....	Halifax.....	Schr—Glt.....	1874 River Bourgoise, N.S.....	56 4	18 2	7 6	38 Christopher McDonald, jun., Boylston, 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 matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
100,718	Marchioness.	Montreal.	Catboat.	1891	Fairhaven, U.S.A.	15 3 Ft.	8 2 Ft.	5 9 Ft.	2 R. Campbell Nelles, Montreal, Que.
112,017	Marconi.	Canso.	Schr—Glt.	1902	Port Clyde, N.S.	70 0	20 2	8 2	55 Chas. Holmes, Canso, N.S.
112,344	Marconi.	Liverpool.	Bgtn—Bkglt.	1902	Liverpool, N.S.	115 6	29 8	11 1	199 J. C. Levesque, <i>et al.</i> , Paspobiac, Que.
103,117	Margaret.	St. Andrews.	Schr—Glt.	1866	Gloucester, Mass., U.S.A.	59 0	18 2	7 0	49 J. S. Clark, St. George, N.B.
111,811	Margaret.	Vancouver.	Scow—Chd.	1901	Vancouver, B.C.	129 6	36 7	6 1	556 James A. Williams, Dawson, Y.T.
112,163	Margaret Ann.	Chatham, N.B.	Schr—Glt.	1903	Lenegue, N.B.	37 0	13 3	5 3	13 John Jones, Little Laneque, N.B.
112,322	Margaret G.	Parrsboro.	"	1902	Port Greville, N.S.	138 9	32 2	11 1	299 Hugh Gillespie, Parrsboro, N.S.
38,506	Margaret Jane.	Arielat.	"	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 Clid.	1879	Merriton, Ont.	113 8	24 9	7 1	148 Robt. F. Lattimore, Dunnville, Ont.
88,514	Margaret L.	Sydney.	Schr—Glt.	1885	Big Harbour, N.S.	93 0	25 0	11 8	169 Mardock McLeod, Baddeck, N.S.
111,909	Margaret May.	Arielat.	"	1899	Canso, N.S.	36 4	10 1	5 1	12 J. J. McDonald, Canso, N.S.
107,296	Margaret May Riley.	Annapolis Royal.	"	1900	Granville, N.S.	123 5	30 5	11 2	241 F. W. Pickels and A. D. Mills, Annapolis, N.S.
107,479	Marguerite.	Digby.	"	1900	Digby, N.S.	40 0	15 3	6 5	21 F. A. Macdonald and H. J. Thorpe, Scott's Bay, N.S.
100,728	Marguerite.	Montreal.	Sloop.	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3 Fred. L. Barlow, Montreal, Que.

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111,894	Marguerite.....	Weymouth.....	Schr—Glt.....	1904 Grosses Coques, N.S.	97 0	24 8	8 0	48 Theophilus Le Blanc, Grosses Coques, N.S.
107,337	Marguerite.....	Yamouth.....	".....	1900 Meteghan River, N.S.....	70 2	20 1	8 1	57 H. T. D'Entremont, Pubnico, N.S.
103,712	Marguerite.....	".....	Sloop.....	1897 Pubnico, N.S.....	35 0	11 9	5 4	40 F. Brannen, Woods Harbour, N.S.
88,463	Maria.....	Arichat.....	Schr—Glt.....	1892 Petit de Grat, N.S.....	37 9	14 0	5 7	14 H. McDonald, Glace Bay, N.S.
61,373	Maria.....	Chatham, N.B.....	".....	1870 Escomiac, N.B.....	50 0	17 0	7 2	28 W. S. Loggie Co. Ltd., Chatham, N.B.
75,899	Maria.....	".....	".....	1878 Richibucto, N.B.....	36 0	13 8	5 2	16 H. O'Leary, Richibucto, 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 Grues, Que.....	56 0	17 6	6 5	40 J. Boudreault, Moïse River, Que.
112,033	Maria.....	".....	".....	1902 Manicouagan, Que.....	44 4	16 4	5 4	23 Louis Pagé, Manicouagan, Que.
116,702	Maria.....	Quebec.....	Sloop.....	1903 St. Jean Dechaillons Que.	56 3	17 9	4 8	27 Ernest Hanel, St. Jean Dechaillons, Que.
103,532	Maria A.....	Halifax.....	Schr—Glt.....	1895 Smith's Cove, N.S.....	42 2	13 3	5 9	22 John Walker, Basin River Inhabitants, N.S.
55,863	Maria Alehuina.....	Quebec.....	".....	1866 Bie, Que.....	37 6	14 0	5 0	13 Jos. Harvey, Isle aux Condres, Que.
55,893	Maria Annette.....	Port Hope.....	".....	1867 Quebec, Que.....	125 0	25 3	9 5	196 R. Henning, Port Hope, Ont.
61,392	Maria Catharina.....	Chatham, N.B.....	".....	1872 Tracadie, N.B.....	77 5	23 3	8 9	88 A. B. Crosby, Halifax, N.S.
92,339	Maria Decora.....	Quebec.....	".....	1887 St. Jean de Chicomini, Que.	54 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. Demiss, Kegaska, Que.
111,615	Maria Stella.....	".....	".....	1901 St. Fulgence, Que.....	68 8	21 5	7 0	61 Gédéon Lajoie, St. Fulgence, Que.
85,742	Maria Stella.....	".....	Sloop.....	1883 St. Jean, Isle d'Orléans, Que.	40 2	15 2	5 4	19 J. Tremblay, Tadoussac, Que.
107,779	Marie.....	Chatham, N.B.....	Schr—Glt.....	1900 Shippegan, N.B.....	40 4	13 2	5 6	15 Caspard Savoy, Shippegan, N.B.
72,100	Marie.....	".....	".....	1876 ".....	33 0	11 2	4 6	11 O. Chiasson, Shippegan, 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 N. Roach, Cheticamp, N.S.
100,853	Marie.....	Quebec.....	Sloop.....	1892 Tadoussac, Que.....	62 0	19 9	5 6	42 P. Guérin, Mille 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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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,752	Marie Adela.....	Quebec.....	Schr—Glt.....	1888 Les Escoumins, Que.....	51 2 510 lbs.	13 5 130 lbs.	9 9 90 lbs.	55	Lazare Michaud, Trois Pistoles, Que.
66,024	Marie Adelaide.....	".....	".....	1872 Pointe aux Trembles, Que.....	51 2	11 9	5 5	29	F. C. Boulianne, Bon Desir, Que.
63,630	Marie Adèle.....	".....	".....	1871 Grandines, Que.....	108 0	23 0	9 9	149	Olivier Rivard, Grandines, Que.
75,877	Marie Alice.....	Pictou, N.S.....	".....	1879 Shediac, N.B.....	36 7	13 5	4 6	13	P. Poirier, Shediac, N.B.
103,983	Marie Alice.....	Quebec.....	".....	1897 Ste. Croix, Que.....	70 0	21 4	5 9	53	Louis Delisle, Ste. Croix, Que.
116,229	Marie Aluanda.....	".....	".....	1903 Ile aux Coudres, Que.....	64 2	18 0	6 9	44	Narcisse Dégagné, Isle aux Coudres, 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	19	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange.....	".....	".....	1899 St. Fulgence, Que.....	73 6	22 2	8 2	87	Charles Lajoie, St. Fulgence, Que.
112,034	Marie Ange.....	".....	".....	1902 Ste. Croix, Que.....	76 2	23 0	7 2	75	F. X. Martel, Ste. Croix, Que.
112,035	Marie Anna.....	".....	Bargo—Cnd.....	1901 Ste. Eudèle, Que.....	83 4	22 8	7 4	106	Alfred Patry, Ste. Eudèle, Que.
111,621	Marie Anna.....	".....	Schr—Glt.....	1901 Isle aux Coudres, Que.....	49 6	16 7	5 8	27	Joseph Tremblay, Isle aux Coudres, Que.
111,624	Marie Anna.....	".....	".....	1901 Natashquan, Que.....	51 0	16 4	6 4	31	Paul Landry, Natashquan, Que.
66,034	Marie Anna.....	".....	".....	1872 St. Pierre, Que.....	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.

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103,135	Marie Anna.....	"	1886	La Romaine, Que.....	33 6	11 6	4 8	11 H. Bilodeau, St. Thomas de Mont- magny, Que.
69,380	Marie Anne.....	"	.....	1875	Esquimaux Point, Que.....	51 2	17 0	6 8	36 A. Leducier, Quebec, Que.
69,622	Marie Anne.....	"	.....	1874	Malbaie, Que.....	48 8	17 2	6 8	31 Horace Duchaine, St. Irénée, Que.
69,633	Marie Anne.....	"	.....	1874	Cap Chatte, Que.....	49 8	17 0	6 5	26 Henry Bailey, St. Siméon, Que.
77,871	Marie Anne.....	"	.....	1878	Baie St. Paul, Que.....	65 7	21 0	8 9	77 J. T. Holliday, Quebec, Que.
107,227	Marie Anne.....	"	.....	1897	Château Richer, Que.....	80 0	21 0	7 0	75 W. Patry, Château Richer, Que.
107,230	Marie Anne.....	"	.....	1894	Caribou Islands, Que.....	32 4	11 7	4 8	12 L. T. Concan, Caribou Islands, Que.
103,627	Marie Anne.....	"	.....	1895	Les Ecouenils, Que.....	43 6	13 2	3 8	14 Isidore Godin, Les Ecouenils, Que.
80,766	Marie Anne.....	"	.....	1881	St. Irénée, Que.....	38 5	14 0	5 1	17 Thos. Minville, St. Thomas de Mont- magny, Que.
83,350	Marie Anne.....	"	.....	1881	Mille Vaches, Que.....	60 9	18 9	7 3	54 Souverain Talon, St. Siméon, Que.
92,340	Marie Anne.....	"	.....	1887	Cap Chatte, Que.....	58 8	19 8	8 6	61 L. A. Boivin, Cap Chatte, Que.
97,130	Marie Anne.....	"	.....	1891	Ste. Croix, Que.....	90 0	22 1	7 9	108 X. Boisvert, Ste. Croix, Que.
97,125	Marie Anne.....	"	.....	1890	Notre-Dame-de-l'Assom- ption de Macanider, Que.	48 8	16 2	6 4	30 W. H. Whiteley, Bonne Esperance, Que.
103,365	Marie Anne.....	"	.....	1894	Murray Bay, Que.....	64 4	19 0	7 1	59 F. Tremblay, St. Siméon, Que.
111,616	Marie Antoinette.....	"	.....	1901	St. Fulgence, Que.....	61 2	20 8	6 4	46 Alex. Tremblay, St. Fulgence, Que.
80,760	Marie Apoline.....	"	.....	1881	Baie St. Paul, Que.....	51 2	18 4	7 0	43 Mrs. Sophronie Poudiot, Fraserville, Que.
66,053	Marie Arthémise.....	"	.....	1870	Rivière du Loup, Que.....	46 6	12 8	5 6	22 Onésime Bélanger, Kamouraska, Que.
83,312	Marie Arthémise.....	"	.....	1881	Baie St. Paul, Que.....	35 9	13 5	5 2	18 Jude Harvey, Isle aux Coudres, Que.
92,761	Marie Bertha.....	"	.....	1887	Cacoma, Que.....	41 0	14 8	6 0	22 Firmin Paradis, Cacoma, Que.
116,218	Marie Blanche.....	"	.....	1903	Les Eboulements, Que.....	47 6	16 9	5 2	21 Antoine Fournier, St. Roch des An- nales.
116,230	Marie Blanche.....	"	.....	1901	Ste. Croix, Que.....	69 3	20 9	5 9	53 Jean B. Dussault, Les Pénureils, Que.
88,320	Marie Blanche.....	"	.....	1885	St. Siméon, Que.....	54 0	17 2	6 8	40 A. Roy dit Desjardins, St. Germain, Que.
72,082	Marie C. Josephine.....	Chatham, N.B.....	.....	1875	Madisco, N.B.....	34 0	12 3	4 3	13 E. Goodin, Madisco, N.B.
80,724	Marie Caroline, Fille de Mer.	Quebec.....	.....	1879	Ste. Anne-de-la Poutatière, Que.	46 7	15 1	6 6	26 Anguste Lafrance, Ste. Anne de la Poutatière, Que.
103,278	Marie Célia.....	Chatham, N.B.....	1891	Badhurst, N.B.....	37 0	12 5	5 2	13 Pst. D. Blanchard, Caraquet, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
(a) 100,861	Marie Celina.....	Quebec	Schr—Glt.....	1863	Black River, Que.....	50 4 Ft.	17 6 Ft.	8 10ths. Ft.	34 J. M. Mather, Tadoussac, Que.	
53,850	Marie Celina.....	"	"	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 Cyrille Levesque, Isle Verte, Que.	
103,136	Marie Claude.....	"	"	1894	Sandy Bay, Que.....	43 4	14 7	5 1	21 Alphonse Dagenais, Isle aux Coudres, Que.	
103,369	Marie Clodia.....	"	"	1894	Les Escoumains, Que....	61 2	20 2	6 5	52 C. Bélanger, Les Escoumains, Que.	
71,635	Marie D'Alvina.....	Montreal	Barge Chd.....	1873	Lanoraie, Que.....	101 0	22 8	7 0	109 B. Desrosiers, Lanoraie, Que.	
69,382	Marie du Sacré Cœur	Quebec	Schr—Glt.....	1876	Esquimaux Point, Que..	57 6	18 0	8 0	46 Elie Pelletier, Cap Chatte, 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	Malbaie, Que.....	47 0	14 8	6 6	27 John Savard, St. Siméon, Que.	
100,366	Marie Elizabeth.....	"	"	1891	St. Fidèle, Que.....	16 8	16 2	5 6	23 Joseph Boily, Baie St. Paul, Que.	
64,974	Marie Emélie.....	"	"	1871	Baie St. Paul, Que.....	56 0	17 0	6 9	36 Benjamin Lapointe, St. Siméon, Que.	
88,315	Marie Emelje.....	"	"	1884	" " " " " " " "	60 0	21 7	8 0	56 B. Boudreault, Anse St. Jean, Que.	
69,654	Marie Emma.....	"	"	1874	Les Ecloulements, Que...	38 5	12 9	5 8	16 Joseph Bouchard, Baie St. Paul, Que.	
73,011	Marie Emma.....	"	"	1875	Baie St. Paul, Que.....	50 4	17 5	6 2	31 F. T. Stockwell, Quebec, Que.	

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107,223	Mario Euma.	"	1897	Bie, Que.	64 0	20 2	7 0	56 P. Pincault, Rimouski, Que.
73,021	Marie Euesie.	Chatham, N.B.	1877	Pointe Basse, M.I., Que.	61 7	20 2	7 4	47 Robert R. McLean, Hardwicke, N.B.
69,585	Mario Georgiana.	Quebec. ....	.....	1873	Champlain, Que.	106 0	24 5	9 2	158 Ladger Sauvageau, Champlain, Que.
116,222	Mario Hutaisse. ....	"	.....	1903	Isle aux Coudres, Que.	44 4	18 8	5 2	20 Joseph Harvey, Isle aux Coudres, Que.
89,761	Mario Isabelle. ....	"	.....	1881	Les Eboulements, Que.	48 5	18 2	7 8	38 Henry Dinning, Quebec, Que.
66,079	Mario Jeanne. ....	"	.....	1873	Grondines, Que.	92 0	23 5	8 4	128 J. Tremblay, Murray Bay, Que.
103,985	Mario Jeanne. ....	"	.....	1895	Quebec, Que.	49 4	15 7	6 0	23 B. Bergeron, Les Eboulements, Que.
73,193	Mario Joseph.	Amherst, M.I.	.....	1892	Amherst, M.I., Que.	68 0	19 6	8 1	56 Cléophas Arsenault, Hons Harbour, Magdalen Islands, Que.
100,292	Mario Joseph.	Chatham, N.B.	.....	1891	Shippegan, N.B.	36 1	12 3	4 6	12 Lazare Gauvin, Shippegan, N.B.
96,777	Mario Joseph.	Port Hawkesbury. ....	.....	1894	Cheticamp, N.S.	32 2	11 1	5 4	11 V. Rouch, Cheticamp, N.S.
100,452	Mario Joseph.	Quebec. ....	.....	1892	St. Fulgence, Que.	60 6	20 6	6 0	47 Charles Lajoie, St. Fulgence, Que.
74,282	Mario Joseph. ....	"	.....	1876	St. Roch des Anhaies, Que.	58 3	19 5	6 2	43 Elzéar Tremblay, Mal Baie, Que.
107,495	Mario Joseph. ....	"	.....	1898	Natashquan, Que.	45 0	13 3	6 0	22 P. Vézina, St. Michel de Bellechasse, Que.
85,757	Mario Josephine. ....	"	.....	1876	St. Michel, Que.	31 0	13 5	1 6	11 Narcisse Lévesque, Isle Verte, Que.
107,505	Mario L'Espérance. ....	"	.....	1898	Isle aux Coudres, Que.	38 4	12 3	1 8	15 Louis Harvey, Isle aux Coudres, Que.
83,346	Mario Lauro. ....	"	.....	1881	Les Eboulements, Que.	49 7	16 8	6 8	33 Anable Létourneau, St. Thomas, Que.
89,741	Mario Léda. ....	"	.....	1889	Paie des Millo Vaches, Que.	50 2	16 8	6 4	34 Luc Tremblay, Portneuf, Que.
100,295	Mario Louisa.	Chatham, N.B.	.....	1892	Caracquet, N.B.	38 0	13 3	6 4	18 Joseph A. Paulin, Caracquet, N.B.
116,471	Mario Louise. ....	"	.....	1903	"	33 0	11 7	5 0	10 Gustave Chiasson, Caracquet, N.B.
75,449	Mario Louise.	Gaspé. ....	.....	1886	Anticosti, Que.	40 0	11 1	4 3	11 Chas. G. Le Bas, Puvé, Que.
59,985	Mario Louise.	Quebec.	Barge—Chld	1870	Ste. Anne de Champlain, Que.	92 5	22 5	6 6	93 S. Baudet, Gentilly, Que.
64,975	Mario Louise.	"	Schr—Glt	1870	Champlain, Que.	84 6	22 3	7 7	91 Ewan John Price, Quebec, Que.
69,584	Mario Louise. ....	"	.....	1873	Natashquan, Que.	45 6	15 5	6 3	23 Mrs. Z. Castonguay, Menidier, Que.
69,586	Mario Louise. ....	"	.....	1872	Baie St. Paul, Que.	48 0	15 5	7 6	31 Alfred Tremblay, La Petite Rivière, St. Francois-Xavier, Que.
72,940	Mario Louise.	"	1875	St. Fidèle, Que.	42 5	14 0	5 7	22 Dennis Gauthier, St. Fidèle, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
73,920	Marie Louise.....	Quebec.....	Schr—Clb.....	1874.....	Isle aux Coudres, Que....	52 Ft. 16 m.	14 6 4 m.	5 6 1 m.	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise.....	".....	".....	1875.....	Champlain, Que.....	77 1	21 4	7 7	90	F. Thibault, Port-au-Fort, Que.
100,365	Marie Louise.....	".....	".....	1880.....	Isle aux Grues, Que.....	35 0	12 8	4 8	13	F. Germain, sr., Quebec, Que.
100,457	Marie Louise.....	".....	".....	1892.....	G. ran des Bergeronnes, Que.	52 4	18 6	6 4	38	Alfred Tremblay, Grandes 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.....	Bic, Que.....	50 6	18 6	6 4	39	J. E. Hapell, Bic, 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	Joseph Simard, St. Luc, Que.
80,734	Marie Louisiana.....	".....	".....	1890.....	Isle aux Coudres, Que....	49 9	15 5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nelida.....	".....	".....	1896.....	Tadousac, Que.....	39 0	12 6	5 6	19	I. Boulanc, Petites Bergeronnes, Que.
88,328	Marie Oliva.....	".....	".....	1886.....	Les Etchements, Que....	48 0	17 0	6 7	33	L. A. Vaillancourt, Tadousac, Que.
100,464	Marie Oliva.....	".....	".....	1893.....	Isle aux Coudres, Que....	32 1	12 4	4 8	12	Alex. Blais, Berthier, Que.
74,289	Marie Philomène.....	".....	".....	1877.....	Les Etchements, Que....	60 5	19 0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.
111,497	Marie Posa.....	".....	Sloop.....	1900.....	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 1	35	Milasse Simard, La Petite Rivière, St. François-Xavier, Que.

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111,626 Marie Roseanna	"	Schr—Glt	1901 Baie St. Paul, Que.	48 0	15 1	6 0	26 Léon Elie, Baie St. Paul, Que.
51,549 Marie-Sie. Geneviève	"	Barge—Clud	1874 Batiscan, Que.	79 5	22 5	7 3	81 Pierre Chevalier, Notre-Dame du Port-neuf, Que.
103,092 Marie Stella	Montreal	Sloop	1893 Pierreville, Que.	107 7	23 0	8 2	143 J. Donnelly, jr., Kingston, Ont.
100,469 Marie Victoire	Quebec	Schr—Glt	1892 Isle aux Coudres, Que.	40 2	13 9	5 7	20 Ernest Lavoie, Chicomini, Que.
72,931 Marie Victoria	"	"	1874 " "	41 4	13 5	6 2	18 Joseph Boily, Baie St. Paul, Que.
77,877 Marie Vigilante	"	"	1879 Baie St. Paul, Que.	76 2	23 0	9 9	114 Hon. Sir C. A. P. Pelletier, K. C. M. C., Quebec, Que.
74,281 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 Encher Laclance, Goose Island, Que.
103,986 Marie Vigilante	"	"	1897 Baie St. Paul, Que.	56 0	18 5	7 0	41 Nap. Arthur, St. Pierre le Beccuette, Que.
100,354 Marie Zoé	"	"	1886 Isle aux Coudres, Que.	32 0	11 8	4 4	10 P. Perron, St. Thomas, Montmagny, Que.
46,498 Marner	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.
112,123 Marion	Lunenburg	"	1903 LaHave, N.S.	73 0	21 7	8 8	72 Isaiab Lohnes, et al., La Have, N.S.
72,157 Marient	Windsor, N.S.	"	1875 Walten, N.S.	48 2	15 8	6 1	26 Sam. Best, Parrsboro', N.S.
100,696 Marion Emerson	Pictou, N.S.	"	1895 Murray Harbour, P. E. I.	51 5	16 0	6 5	30 Redben Caloon, Murray Harbour, P. E. I.
88,662 Marion F.	Chatham, N. B.	"	1885 Tracadie, N. B.	48 1	15 3	6 3	24 Edward Gillis, Tignish, P. E. I.
..... Marion L. Brock	Kingston	"	1893 Garden Island, Ont.	127 1	23 5	11 9	298 John McGibbon, Sarnia, Ont.
111,893 Marion T.	Weymouth	"	1904 Belliveau's Cove, N.S.	46 0	18 7	6 5	30 Manning Trask, Little River, N.S.
103,831 Mariposa	Quebec	"	1896 St. Antoine, Que.	98 6	23 4	7 0	115 Z. Gosselin, St. Antoine du Lotbinière, Que.
100,710 Maritana	Pictou	"	1903 River John, N.S.	145 6	35 0	14 0	490 Chas. H. McLeman, River John, N.S.
103,346 Marjorie	Montreal	Sloop	1895 Dorval, Que.	27 2	9 3	2 6	3 W. G. Ross, Montreal, Que.
100,348 Marjorie J. Sumner	Matland	Schr—Glt	1902 Matland, N.S.	136 3	31 0	13 0	355 F. W. Sumner, Moncton, N. B.
112,110 Maskland	Lunenburg	"	1903 Mahone Bay, N.S.	93 5	24 9	9 7	99 John W. McLean, et al., Mahone Bay, N.S.
94,875 Marquis of Lorne	Montreal	Barge—Clud	1879 Whitehall, N. Y., U. S. A.	104 4	21 8	8 1	163 Norbert Leclaire, Contrecoeur, Que.
100,455 Martean	Quebec	Schr—Glt	1888 Les Escuminis, Que.	71 2	22 4	6 1	54 Joseph Dufour, St. Fidèle, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
103,413	Martello.....	Lunenburg.....	Schr—Glt.....	1894	Mahone Bay, N.S.....	65 0 Pts.	12 7 Pts.	8 4 Fts.	65 G. Borgae, Pleasant Harbour, N.S.
92,313	Martha.....	Liverpool.....	".....	1886	Brooklyn, N.Y., U.S.A.....	33 2	12 7	5 0	11 John Arsenau, Margaree, N.S.
83,284	Martha Ann.....	Kingston.....	Sloop.....	1876	Dog Lake, Ont.....	83 0	17 3	4 1	38 P. M. Frederick, Belleville, Ont.
107,769	Martha B.....	Charlottetown.....	Schr—Glt.....	1902	Montague, P.E.I.....	37 3	14 6	6 6	19 Colin E. Mathison, Grand River, 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.....	Arichat.....	".....	1874	French Village, N.S.....	49 5	16 3	6 4	23 John Landry, French Village, N.S.
38,400	Mary.....	".....	".....	1860	Poulinand, N.S.....	59 2	18 0	7 7	24 John McKay, Marble Mountain, N.S.
(a) 46,082	Mary.....	".....	".....	1862	Shelburne, N.S.....	59 5	18 2	7 2	43 Edward Doyle, Poulinand, N.S.
72,077	Mary.....	Chatham, N.B.....	".....	1876	Shippegan, N.B.....	35 3	11 7	4 3	12 P. Robichaud, Shippegan, 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	Caracquet, N.B.....	31 0	12 8	4 7	11 J. Gionet, Caracquet, N.B.
111,847	Mary.....	".....	".....	1902	".....	38 7	13 2	5 4	14 D. Albert, Caracquet, N.B.
103,314	Mary.....	Port Hawkesbury.....	".....	1893	Cheticamp, N.S.....	34 0	10 6	5 0	19 John Poudrot, Eastern Harbour, N.S.
66,066	Mary.....	Quebec.....	".....	1873	Malbaie, Que.....	59 5	18 0	8 0	54 Emile Potvin, St. Alexis, Que.

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74,378	Mary.	St. Catharines.	1877	Merriton, Ont.	84	0	20	3	7	0	87	Andrew Baird, Toronto, Ont.
112,371	Mary A.	Arielat	1900	Canso, N.S.	34	0	10	0	5	9	11	Thomas Pembroke, Canso, N.S.
112,387	Mary A. Dunphy.	Sydney.	1903	Ingonish, N.S.	45	5	14	1	5	5	18	J. W. Farquhar, 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.
97,929	Mary A. Law.	Vernmouth.	1890	Meteghan River, N.S.	185	4	35	6	19	3	891	William Law (Estate) Yarmouth, N.S.
103,159	Mary Alice.	Arielat.	1898	West Arielat, N.S.	60	8	17	9	7	6	47	Abraham Terrio, West Arielat, N.S.
116,345	Mary Alice.	Arielat.	1903	L'Ardoise, N.S.	36	4	10	0	4	9	10	Patrick E. Sampson, L'Ardoise, N.S.
36,314	Mary Alice.	Halifax.	1881	Barrington, N.S.	69	5	22	3	7	6	58	J. M. Shand, Barrington, N.S.
85,388	Mary Alice.	"	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.	Dunville.	1867	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.
69,440	Mary Ann.	Pictou, N.S.	1875	Antigonish, N.S.	45	6	15	9	6	0	22	George A. C. McIntosh, Murray River, P.E.I.
50,716	Mary Ann.	Quebec.	1866	Les Eboulements, Que.	51	0	15	5	7	0	29	Louis Sylvester, Rivière du Loup, Que.
80,974	Mary Ann.	Sydney.	1882	Little Glace Bay, N.S.	43	2	13	4	5	6	19	Thomas Hart, Main-a-Pien, N.S.
75,577	Mary Ann-Bell.	Lunenburg.	1877	West Dublin, N.S.	53	0	17	5	7	0	33	Chas. Ritecy, Musquodoboit Harbour, N.S.
71,162	Mary Ann Lydon.	Port Hope.	1874	Port Burwell, Ont.	121	0	26	0	9	7	222	T. F. Jones, Port Hope, Ont.
111,479	Mary Atalanta.	Arielat.	1901	River Bourgeoise, N.S.	37	6	13	4	5	6	15	Peter Bouchard, River Bourgeoise, 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	Treadie, N.B.	34	0	12	3	4	3	10	Julien Branson, Chatham, N.B.
92,385	Mary Bedford.	Kingston.	1888	Bedford Mills, Ont.	101	0	17	5	4	6	61	Benjamin Tett, Bedford Mills, Ont.
100,238	Mary Bell.	Halifax.	1893	Harrigan Cove, N.S.	32	8	11	9	5	7	10	J. A. McDonald, Harrigan Cove, N.S.
83,493	Mary C.	Liverpool.	1884	Liverpool, N.S.	77	4	23	5	8	9	84	W. E. Hardy, Osborne, N.S.
54,151	Mary Covell.	Halifax.	1867	Jeddore River, N.S.	61	5	19	3	6	9	48	Mrs. Margart Belleisle, Buctouche, N.B.
88,114	Mary Culmer.	"	1884	Harbour Island, Bahamas B. W. I.	110	4	27	6	10	4	207	G. C. Hart, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,380	Mary D	Sydney	Schr—Glt	1893	Little Bras d'Or, N.S.	46 8	16 7	6 2	10ths.	27	Siméon Deveau, Bras d'Or, N.S.
88,461	Mary E.	Arichat	"	1882	Sandy Cove, N.S.	33 1	11 2	5 2		10	C. W. Rankin, Grindstone, Magdalen Islands, Que.
85,661	Mary E.	Halifax	"	1881	Malone Bay, N.S.	41 6	12 6	5 6		14	Frederick Longard, Tantalon, 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	Carlton, N.B.	46 6	11 6	5 7		21	Frederick Buchanan, St. John, N.B.
107,355	Mary E.	Sydney	"	1891	Ingonish, N.S.	33 2	12 4	5 2		10	Allan McIntyre, Ingonish, N.S.
57,485	Mary E. Lent.	Annapolis Royal	Bght	1872	Freeport, N.S.	86 8	22 2	9 3		96	Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall.	Arichat	Schr—Glt	1878	Malone Bay, N.S.	87 5	24 9	9 7		98	P. H. Wilcox, Louisburg, N.S.
112,119	Mary E. Smith	Lunenburg	"	1903	La Have, N.S.	93 2	25 2	10 0		99	G. Abraham Smith, <i>et al.</i> , Lunenburg, N.S.
116,342	Mary Elda.	Arichat	"	1903	River Bourgeois, N.S.	32 6	11 9	5 0		10	Alex. Landry and W. J. LeVesconte, River Bourgeois, N.S.
38,393	Mary Elizabeth	Digby	"	1879 1874	West Arichat, N.S.	75 8	23 5	10 2		88	John E. Melançon, Plympton, N.S.
107,056	Mary Ellen	Barrington	"	1855	U.S.A.	65 5	19 5	7 1		56	M. W. Cook, Isaac's Harbour, N.S.
85,695	Mary Ellen	Chatham, N.B.	"	1882	Bellefleur, N.B.	36 1	13 0	1 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.

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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	Caraquet, N.B.	36 0	12 7	4 8	11	Wm. Fruing & Co., Ltd., Jersey.
83,156	Mary Everett	Belleville	1897 1897	Shannonville, Ont. Oakville	120 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. Eakins, Yarmouth, N.S.
83,087	Mary Florence	Port Hawkesbury	1883	Mosher's River, N.S.	59 6	19 6	7 8	53	Geo. Harris, C.B., N.S.
111,478	Mary Hawes	Arichat	1846	Newburyport, U.S.A.	61 0	17 8	7 0	11	W. J. Garrett, New Carlisle, Que.
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	John Meagher, Port Felix, N.S.
92,413	Mary Jane	Chatham, N.B.	1888	Tracadie, N.B.	37 5	13 0	5 4	14	P. C. Dorion, Caraquet, N.B.
80,917	Mary Jane	Halifax	1880	Cape Wolfe, P.E.I.	69 0	19 0	7 3	55	Thos. Dunlap, Ankerst, N.S.
92,509	Mary Jane	St. Andrews	1870	Black's Harbour, N.B.	33 0	11 4	6 0	13	Mark Shannon, Black's Harbour, N.B.
77,851	Mary Jane	Sydney	1879	Cape North, N.S.	13 5	15 0	5 1	17	Wm. Gwyn, Cape North, N.S.
80,819	Mary Jane	Windsor, N.S.	1881	Cornwallis, N.S.	32 0	11 0	5 3	9	Wm. C. Bell, 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.
92,563	Mary Kate	Shelburne	1887	Sheet Harbour, N.S.	35 4	12 6	6 0	13	Letchford Burgess, Port Monton, N.S.
72,066	Mary L.	Arichat	1881	St. Peter's, N.S.	45 0	15 9	6 3	19	R. Lejeune, West Arichat, N.S.
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	Pokenouche, 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	1902	Portland, Ont.	77 2	18 6	4 2	46	Wesley Brooker, Newboro, Ont.
116,883	Mary M.	Arichat	1904	L'Ardoise, N.S.	44 5	15 0	6 0	21	David Martell, M.O., L'Ardoise, N.S.
111,437	Mary M. Ronkey	Halifax	1902	Smith's Cove, N.S.	70 5	21 0	9 0	77	John T. Ronkey, Smith's Cove, N.S.
83,095	Mary Margaret	Port Hawkesbury	1876	South River, P.E.I.	37 1	11 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	Maurice Burke, St. Peter's, N.S.
103,859	Mary May	Halifax	1898	Port Felix, N.S.	45 6	11 4	7 8	23	B. David, Port Felix, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
83,434	Mary May	Shelburne	Schr—Glt	1886	Gilberts Cove, N.S.	44 0 Ft.	10 5 Ft.	2 10 Ft.	20	A. J. Firth, Shelburne, N.S.
116,478	Mary O.	Chatham, N.B.	"	1904	Pt. Misonette, N.B.	34 0	11 4	4 6	11	Joseph O. Cormier, Point Misonette, N.B.
85,653	Mary O'Dell	Halifax	"	1875	St. Margaret's Bay, N.S.	34 8	12 5	5 0	10	Jas. L. Richardson, St. Margaret's Bay, N.S.
88,583	Mary Odell	Yarmouth	"	1884	Argyle, N.S.	40 5	13 5	5 0	14	T. Terrio, Meteghan, N.S.
83,226	Mary Queen	Charlottetown	"	1881	Fifteen Point, P.E.I.	48 4	14 4	5 9	22	Samuel White, Cape Egmont, P.E.I.
100,357	Mary R.	Chatham, N.B.	"	1893	Caraque, N.B.	38 1	13 1	5 0	12	W. S. Leggie Co., Ltd, Chatham, N.B.
116,475	Mary Rose	"	"	1904	Caraque, N.B.	42 1	13 0	5 3	17	Wm. Cormier, Caraque, N.B.
112,379	Mary S.	Arichat	"	1903	L'Ardoise, N.S.	41 3	13 1	5 8	18	James Sampson, L'Ardoise, N.S.
77,780	Mary S. Gordon	Goderich	"	1882	Kincardine, Ont.	56 0	17 0	4 9	28	John D. Corstau, Owen Sound, Ont.
112,161	Mary Star	Chatham, N.B.	"	1903	Caraque, N.B.	39 0	13 9	5 6	15	Hyacinthe Le Bonhellier, Caraque, N.B.
112,150	Mary Star of the Sea	"	"	1902	"	38 8	13 9	5 6	15	L. Friolet, Caraque, 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	Xavier G. Paulin, Caraque, 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.

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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.
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.
59,247	Marysville.	St. John, N.B.	Schr—Glt	1869	Westfield, N.B.	75	2	25	5	6	6	78 Freeman White, Harvey Bank, N.B.
72,675	Mascot.	Victoria	"	1875	Seattle, Wash., U.S.A.	68	7	19	2	4	6	40 Victoria Sealing Co., Ltd., Victoria, B.C.
	Matilda	Montreal	Barge—Chd	1873	Yamaska, Que.	104	0	22	0	7	6	139 J. Courteau, Nicolet, Que.
77,895	Matilda	Sackville.	Schr—Glt	1882	Shediac, N.B.	59	0	18	8	6	7	47 Thomas Haines, Richibucto, N.B.
100,816	Mattie Morrissey.	Canso.	"	1894	"	52	0	16	6	6	2	24 James Meagher, Canso, N.S.
103,462	Maud	Arlchat.	"	1902	Gaysboro', N.S.	43	0	17	0	5	6	20 Henry Duong, Arichat, N.S.
71,436	Maud	St. John, N.B.	"	1876	Yarmouth, N.S.	52	0	16	5	6	2	34 Chas. S. Smith, St. Martin's, N.B.
90,299	Maud Carter.	Halifax.	"	1900	St. John, N.B.	74	9	21	9	9	0	92 D. H. Webber, Jeddore, N.S.
83,092	Maud F.	Port Hawkesbury.	"	1885	Humber Sound, Nfld	23	6	11	0	5	6	11 W. Critchette, Steep Creek, N.S.
91,679	Maud Gillam.	Halifax.	"	1878	Steep Creek, N.S.	76	0	22	0	8	6	79 Michael Gillam, Channel, Nfld.
107,999	Maud S.	Canso	"	1889	Shelburne, N.S.	36	6	11	0	6	9	12 John W. Sproutle, Canso, N.S.
77,982	Maud S.	Port Rowan	"	1901	Canso, N.S.	52	0	15	0	6	5	21 R. Crooker (address not known).
94,749	Maud S.	St. John, N.B.	"	1880	Georgian Bay, Ont	65	5	20	5	5	4	63 Isaac H. Carle, Canning, N.B.
100,376	Maud S.	Sydney.	"	1888	Macquapit Lake, N.B.	36	6	12	4	6	3	13 G. P. Leslie, Spry Bay, N.S.
85,518	Maud S.	Toronto	"	1892	Cow Bay, N.S.	52	3	16	4	3	6	25 A. Walker, Port Credit, Ont.
92,604	M urdie.	Digby	"	1884	Port Credit, Ont	46	3	15	5	6	4	26 Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen.	"	SLoop.	1889	Louisburg, N.S.	29	5	12	8	5	5	14 Leander Hudson, Parker's Cove, N.S.
111,714	Mama Lou.	Lunenburg	Schr—Glt	1900	Parker's Cove, N.S.	95	8	24	8	9	6	99 Wm. C. Smith, M.O., Lunenburg, N.S.
111,592	Mavis	St. John, N.B.	Sloop.	1900	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. Cornier, Caracquet, N.B.
92,703	Max.	Winnipeg	Barge—Chd	1889	Rat Portage, Ont.	57	5	13	7	4	8	26 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
100,227	May.	Halifax.	Schr—Glt	1893	Sandbro', N.S.	37	8	11	4	5	0	10 T. E. Little, Terence Bay, N.S.
103,022	May.	Parishboro'	"	1895	Spencer's Island, N.S.	38	0	12	0	5	4	12 W. H. Llewellyn, Parrsboro', N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
80,654	May	Ottawa	Barge—Chd	1880	Montreal, Que.	110 0 Ft.	22 6 Ft.	7 10ths.	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 A. Vincent, Montrose, P.E.I.
66,981	May Bell	St. John, N.B.	"	1874	Joueg, N.B.	76 0	25 0	6 6	76 C. A. Canon, Harvey, N.B.
94,793	May English	Richibucto	"	1890	Rexton, N.B.	38 0	13 0	5 4	10 Daniel English, Rexton, N.B.
107,777	May Flower	Clatham, N.B.	"	1900	Shippegan, N.B.	39 0	12 8	4 8	11 Octave Benoit, Shippegan, N.B.
69,125	May Flower	Halifax	"	1875	Harbour au Bouche, N.S.	41 0	14 0	6 8	20 Hyacinthe Chiasson, Cheticamp, N.S.
96,840	May Flower	Launenburg	"	1890	Summerside, N.S.	61 5	21 6	8 0	60 Howard Harding, Spanish Ship Bay, 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.
69,213	May Fly	Launenburg	"	1875	LaHave, N.S.	36 0	13 5	5 0	12 Thos. Forhan, Halifax, N.S.
57,236	May Lily	"	"	1866	"	47 0	16 8	6 4	* 24 A. Young, Port Peteswick, N.S.
107,967	May Myree	"	"	1900	"	86 0	23 2	9 3	89 Elias Richard, sr., 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.
107,757	Mayflower	Charlottetown	"	1901	Casampec, P.E.I.	45 1	13 4	6 2	18 Frank Young, Musquodoboit Har- bour, N.S.

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111,462 Mayflower.....	Chatham, N.B.....	"	1900 Miscou Harbour, N.B.....	33 0	11 6	5 0	10 John A. Eizan, Miscou Harbour, N.B.
103,768 Mayflower.....	"	"	1896 Caraquet, N.B.....	34 3	12 6	5 0	13 C. Robin, Collas & Co., Ltd., Jersey.
103,181 Mayflower.....	Digby.....	"	1895 Shelburne, N.S.....	46 0	15 5	6 5	26 John W. Snow, Granville, N.S.
88,431 Mayflower.....	Halifax.....	"	1884 Cheatecook, 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.
61,861 Mayflower.....	"	"	1871 Barrington, N.S.....	35 9	12 8	5 2	11 S. M. Malone, Barrington, 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.
103,657 Mayflower.....	Yarmouth.....	"	1894 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 1	23 0	6 6	107 Nap. St. Denis, St. Anne de Bellevue, 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 Media.....	New Westminster.....	Sloop.	1888 Burrard Inlet, B.C.....	31 5	11 4	4 9	10 O. Thomas, M.O., Victoria, B.C.
69,593 Medora.....	Quebec.....	Barge—Chd	1873 St. Eudé, Que.....	98 0	23 5	8 2	124 Damase Beaudette, Ste. Eudé, 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	11 6	1 0	23 Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
112,086 Melba.....	Lunenburg.....	Schr—Glt	1902 Mahone Bay, N.S.....	65 6	20 1	8 0	61 John D. Sperry, Petite Rivière, N.S.
107,303 Melba.....	Windsor, N.S.....	"	1899 Gardiner's Creek, N.B.....	112 4	32 4	12 4	119 J. M. Smith, Windsor, N.S.
85,773 Melinda.....	Montreal.....	Sloop.	1883 Pierreville, Que.....	94 0	22 1	6 7	102 Alfred Boucher, Sorel, Que.
100,574 Melrose.....	Lunenburg.....	Schr—Glt	1893 LaHave, N.S.....	63 2	21 9	9 0	71 A. R. Morash, Lunenburg, 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. Stredinger, Halifax, N.S.
100,897 Mercedes.....	Weymouth.....	Schr—Glt	1896 Belliveau's Cove, N.S.....	95 5	27 2	9 7	149 Benj. Belliveau, M.O., Belliveau's Cove, N.S.
61,447 Merida.....	Chatham, N.B.....	"	1874 Shippegan, N.B.....	36 6	12 2	4 6	13 A. Ache, Shippegan, N.B.
59,474 Merit.....	Halifax.....	"	1871 LaHave, N.S.....	57 0	18 7	7 2	11 C. Garnier, St. George's Bay, Nfld.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,600	Meriv.....	Sydney.....	Schr—Glt	1887	Little Bras d'Or, N.S....	13 Ft.	14 Ft.	4 Ft.	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.
80,656	Merlin	Montreal	Barge—Ghd	1881	Montreal, Que.	106 2	22 3	6 8	116	Dickson Anderson, Montreal, Que.
100,779	Mermaid.....	Chatham, N.B....	Schr—Glt	1891	Canaquet, N.B.	34 7	13 1	4 5	11	W. S. Laggie Co., Ltd., Chatham, N.B.
111,423	Mermaid.. ..	"	"	1900	Petit Rocher, N.B.	35 8	12 3	4 5	12	Sydney DesBrisay, Petit Rocher, N.B.
97,012	Mermaid.....	St. Catharines	Sloop—Ghd	1885	Chippewa, Ont.	36 0	7 5	5 1	9	Robt. Sutor, Cayuga, Ont.
100,496	Mermaid.....	Victoria	Schr—Glt	1853	"	93 7	20 3	10 0	73	Victoria Sealing Co., Ltd., Victoria, B.C.
92,697	Mermaid.....	Winnipeg.....	Barge—Ghd	1889	Fort Frances, Ont. . .	58 9	13 7	4 8	19	Robert Mosher, Fort Frances, Ont.
112,464	Merry Christmas.....	Chatham, N.B....	Schr—Glt	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	Gro. McKay, Rustico, P.E.I.
103,671	Merrythought.....	Toronto	Sloop	1885	Oakville, Ont.	56 0	12 2	9 0	39	Gro. H. Gooderham, Toronto, Ont.
92,347	Mersey	Quebec	Barge—Ghd	1888	Point Lévis, Que	100 0	23 4	5 8	96	John Barstall, Quebec, Que.
100,468	Messagère.....	Quebec	Schr—Glt	1893	St. Alexis, Que.....	53 2	16 2	7 4	42	N. Drouin, Quebec, Que.
38,417	Messenger.....	Arichat	"	1861	Chedoke, N.S.	56 8	15 8	6 3	29	Cyprien Burke, River Bourgeois, N.S.

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78,030	Messenger.	Collingwood.	Barge—Chd	1882 Collingwood, Ont.	84 9	21 6	6 8	94 Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger	St. Andrews.	Sloop	1899 Grand Manan, N.B.	29 8	12 8	5 1	12 Turner Rogersoll, Grand Manan, N.B.
73,012	Metapensho	Quebec.	Schr—Glt	1873 Murray Bay, Que.	36 0	12 5	5 3	12 Chas. Boulet, Cap St. Ignace, Que.
97,970	Meteor	Charlottetown	Bktn—Bkgt.	1892 Bideford, P.E.I.	150 0	30 2	15 0	394 William Richards, Bideford, P.E.I.
112,100	Meteor	Lunenburg.	Schr—Glt	1902 Lunenburg, N.S.	97 0	25 0	9 8	99 Theophile Creaser, LaHave, N.S.
64,949	Meteor.	Quebec.	Barge—Chd	1871 Ste. Emélie, 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 Wm. Moffett, Mayfield, 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.
103,190	Mic Mac.	Shelburne	"	1896 Shelburne, N.S.	69 0	18 4	8 1	50 A. Hood, Shelburne, N.S.
64,948	Michigan.	Quebec.	Barge—Chd	1871 Quebec, Que.	122 3	24 5	9 2	206 Dickson Anderson, Montreal, Que.
103,541	Midge.	Halifax.	Sloop.	1896 Dartmouth, N.S.	23 5	6 4	3 6	3 W. J. Stairs, jr., Halifax, N.S.
88,461	Midnight.	Gaspé.	Schr—Glt	1865 Essex, Mass., U.S.A.	71 2	21 4	8 0	66 Isaac A. Thompson, Halifax, N.S.
92,332	Migomette.	Quebec.	"	1886 St. Etienne, Saguenay, Que.	96 5	25 5	11 0	139 Enseche Menard, Quebec, Que.
100,300	Mikado.	Chatham, N.B.	"	1892 Caraquet, N.B.	35 4	12 5	5 0	13 C. Robin, Collas & Co., Ltd., Jersey.
111,831	Mildred K.	Digby	"	1901 Granville, N.S.	45 5	16 8	6 5	35 Edward Keans, et al., Granville, N.S.
72,976	Mildred M.	"	"	U.S.A.	63 8	19 5	7 0	52 Maurice D. Peters, et al., Westport, N.S.
111,523	Mildred P.	"	"	1895 Port Maitland, N.S.	32 3	11 5	6 0	11 Jas. W. Haskill, Port Maitland, N.S.
90,823	Miletus.	Lunenburg.	"	1888 Port Medway, N.S.	76 0	24 0	9 0	96 R. Harrington, Sydney, N.S.
107,111	Millie Mae.	Lunenburg.	Schr—Glt	1898 LaHave, N.S.	89 0	24 6	9 5	99 George Creaser, LaHave, N.S.
116,291	Millie Washburn.	Charlottetown.	"	1867 Dennisport, U.S.A.	76 8	21 2	7 5	76 Michael P. Hogan, Charlottetown, P.E.I.
104,153	Milo.	Halifax.	"	1891 Lunenburg, N.S.	81 1	24 4	9 3	99 James Hemlow, jr., Liscomb, N.S.
116,736	Milo.	Halifax.	"	1904 Beckerton, N.S.	46 4	15 0	8 0	23 James W. Gorman and Francis Gorman, Herring Cove, N.S.
116,584	Milton	Liverpool.	Bktn—Bkgt.	1903 Liverpool, N.S.	134 6	32 5	12 3	348 John H. Harlaw, et al., Liverpool, N.S.
61,593	Mina Belle.	Halifax.	Schr—Glt	1876 Sable River, N.S.	60 0	20 0	7 0	42 Placide 1 ^{er} Blanc, Cheticamp, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
111,408	Mindoro.....	Lanenburg.....	Schr—Glt.....	1900	La Have, N.S.....	91 Ft.	24 0 Ft.	9 Ft.	80 James Butt and J. R. Parsons, Bay of Islands, Nfld.
112,320	Mineda.....	Parrsboro'.....	".....	1902	Port Greenville, N.S.....	127 2	32 0	10 7	270 J. Willard Smith, St. John, N.B.
83,380	Mink.....	Toronto.....	".....	1880	Gravenhurst, Ont.....	52 0	16 0	4 0	19 The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
94,881	Mimodosa.....	Montreal.....	".....	1890	Kingston, Ont.....	245 0	36 3	15 1	1011 Montreal Transportation Co., Ltd., Montreal, Que.
83,119	Mimobaba.....	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.....	Halifax.....	Schr—Glt.....	1892	Sheet Harbour, N.S.....	85 6	24 2	10 6	96 J. E. Grant, Gabarouse, N.S.
77,628	Minnie.....	Kingston.....	Sloop.....	1878	Hove 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., Becker's Landing, Ont.
83,144	Minnie.....	St. Catharines.....	Schr—Glt.....	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	1 1	63 James Playfair, Midland, Ont.
111,907	Minnie A.....	Arichat.....	".....	1902	River Bourgeoise, N.S.....	66 0	18 4	7 4	46 A. Sampson, River Bourgeoise, N.S.
75,576	Minnie A.....	Pictou, N.S.....	".....	1877	La Have, N.S.....	61 8	20 0	7 7	42 Wm. Reid, Wallace, N.S.
103,412	Minnie B.....	Lanenburg.....	".....	1894	".....	42 4	17 0	6 5	25 W. L. Matthews, et al., Liverpool, N.S.
107,375	Minnie B.....	Sydney.....	".....	1900	Ingonish, N.S.....	38 7	11 6	5 1	10 James H. Brewer, Ingonish, N.S.

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96,935	Minnie Bell	Charlottetown	Schr—Glt	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	"	1888 Barachois, Gaspé, Que.	74 5	22 0	9 7	93 Henri Bellet, St. Siméon, Que.
85,533	Minnie C.	Yarmouth	"	1883 Maitland, N.S.	39 0	12 4	5 0	12 Milton Haines, Freeport, 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	21 7	8 9	112 Jos. M. Jervis, Sydney, C.B.
107,438	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	Barge—Chd	1885 Kingston, Ont.	101 0	22 8	5 0	89 C. B. Magee, Merrickville, Ont.
107,434	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.	Parishboro'	Schr—Glt	1894 Canada Creek, N.S.	37 1	12 7	5 5	12 J. A. Bowser, Sackville, N.B.
88,465	Minnie J.	Arichat	"	1893 Sonora, N.S.	30 3	11 2	4 7	10 P. Munro, White Head, N.S.
112,022	Minnie J.	Canso	"	1903 Tanook, N.S.	40 0	12 4	6 9	14 James W. Felmate, Whitehaven, N.S.
103,757	Minnie J. Heckman	Lunenburg	"	1897 La Have, N.S.	94 1	25 0	10 0	100 Samuel Piewy, Grand Banks, Nfld.
103,416	Minnie J. Smith	"	"	1895 Shelburne, N.S.	94 0	23 8	9 5	99 John Panny, sr., Halifax, N.S.
111,904	Minnie L.	Arichat	"	1901 Cape George, N.S.	39 2	11 3	5 9	15 Elias Bois, Petit de Grt, N.S.
107,751	Minnie Laura	Charlottetown	"	1900 Murray Harbour, P.E.I.	50 0	15 9	6 6	31 George Dunn, Murray Harbour South, P.E.I.
77,631	Minnie Liqedin	Kingston	Barge—Chd	1878 Seely's Bay, Ont.	94 0	17 7	4 8	64 C. F. Gildesleeve, Kingston, Ont.
83,104	Minnie Long	Richibucto	Schr—Glt	1887 Richibucto, N.B.	43 1	14 3	5 8	19 Geo. Allen, North Sydney, N.S.
85,400	Minnie M.	Ansest, M.I.	"	1901 Old Harry, Que.	39 5	11 5	6 3	13 John J. Bushey, Grand Entry, Magdalen Island, Que.
100,249	Minnie M.	Halifax	"	1894 Ship Harbour, N.S.	34 8	12 0	5 2	10 J. P. Martin, Ship Harbour, N.S.
107,952	Minnie M. Cook	Lunenburg	"	1899 La Have, N.S.	87 0	24 0	9 3	84 Abraham Cook, Lunenburg, N.S.
116,739	Minnie M. Dora	Halifax	"	1904 Spray Bay, N.S.	36 4	11 8	6 4	14 John Beaver, Spray Bay, N.S.
83,302	Minnie Mac	"	"	1882 Port Medway, N.S.	71 0	22 1	8 6	76 Nathaniel Smith, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
30,206	Minnie Mack.....	Charlottetown.....	Schr—Glt.....	1881	Bay St. George, Nfld.....	36 Fc. 12 10ths.	24 Fc. 9 10ths.	5 Fc. 2 10ths.	15 John McKegan, Bay View, Pictou, N.S.
97,052	Minnie Mand.....	Gaspé.....	".....	1891	Liverpool, N.S.....	31 0	23 7	8 6	85 Thos. Robert, Cap Ozo, Que.
82,399	Minnie May.....	Amherst, M.I.....	".....	1897	Spry Bay, N.S.....	35 2	12 5	5 6	10 Charles Cormier, Amherst, Magdalen Island, Que.
100,416	Minnie May.....	Canso.....	".....	1896	Somora, N.S.....	33 7	12 1	5 2	12 Wm. L. Fort, Sandy Cove, N.S.
116,563	Minnie Pearl.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	38 6	24 8	9 6	97 Thomas Hamm, M.O., Lunenburg, N.S.
107,702	Minnichala.....	Toronto.....	House-boat.....	1898	Penetanguishene, Ont.....	42 0	23 0	3 0	133 David Davidson, Penetanguishene, Ont.
61,999	Mimnow.....	Lunenburg.....	Schr—Glt.....	1871	Petite Rivière, N.S.....	58 3	19 6	1 1	35 Hiram Chapman, Northport, N.S.
111,574	Minota.....	Toronto.....	Sloop.....	1899	Oakville, Ont.....	40 0	9 0	5 3	13 C. H. Atkin, 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	Minota.....	St. John, N.B.....	".....	1899	Westville, N.B.....	63 0	20 0	5 0	49 Thomas J. Buckley, Westfield, N.B.
100,873	Miranda B.....	St. John, N.B.....	".....	1893	Long Reach, N.B.....	73 5	27 0	6 3	79 J. E. Moore, St. John, N.B.
111,700	Miriam F.....	Liverpool.....	Schr—Glt.....	1902	Port Monton, N.S.....	36 1	11 6	5 7	11 Smith C. Craig, Sable River, N.S.
80,775	Mitie.....	Sarnia.....	".....	1881	Sarnia, Ont.....	51 0	15 5	1 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.

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111,701	Mizpah	Lanenburg	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	J. B. Young, M.O., Lanenburg, N.S.
63,326	Mizpah	Port Hawkesbury	.....	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
100,094	Meana	St. John, N.B.	.....	1892	Black River, N.B.	143 1	32 7	12 0	384	John M. Smith, Windsor, N.S.
85,470	Moise	Quebec	.....	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moise Robidoux, Yamaska, Que.
103,599	Mollie Myer	Charlottetown	.....	1897	Souris, P.E.I.	34 0	12 0	5 4	9	Société Foncière, Etang du Nord, Magdalen Island, Que.
100,175	Molly Bawn	Montreal	.....	1891	Boston, Mass., U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
116,585	Mona	Liverpool	.....	1903	Liverpool, N.S.	128 6	32 9	12 0	299	John Millard, Liverpool, N.S.
70,281	Mona	Montreal	.....	1871	Sorel, Que.	131 1	24 5	9 0	229	John Torrance, Montreal, Que.
116,671	Mona	St. Andrews	.....	1893	West Isles, N.B.	36 0	13 4	6 1	18	Edwin H. Richardson, West Isles, N.B.
116,851	Mona	Shelburne	.....	1901	Shelburne, N.S.	79 0	22 0	8 2	87	James T. Thompson, <i>et al.</i> , Halifax, N.S.
107,998	Money Bush	Canso	.....	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.
103,276	Monkland	Chatham, N.B.	.....	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. B. Snowball Co., Ltd., Chatham, N.B.
100,361	Montagnais	Quebec	.....	1891	Isle aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailbox, Isle aux Coudres, Que.
103,979	Montnurency	"	.....	1897	Quebec, Que.	68 0	21 4	6 0	51	Onesime Harvey, Grand Bay, Chateaufort, Quebec.
.....	.....	.....	.....	1873	Montreal, Que.	143 0	33 3	9 7	337	Montreal Transportation Co., Ltd., Montreal, Que.
90,608	Montrose	Yarmouth	.....	1880	Salmon River, N.S.	33 0	11 5	5 0	7	G. A. Parker, Lanenburg, N.S.
103,630	Moolank	Quebec	.....	1896	Les Bœureils, Que.	37 6	13 6	5 0	16	Leon Langlois, Les Bœureils, Que.
111,645	Moran	Lanenburg	.....	1901	La Have, N.S.	93 8	25 0	10 0	100	Elias Richard, st., La Have, N.S.
83,283	Moravia	Kingston	.....	1882	Kingston, Ont.	81 5	18 7	5 0	53	S. H. Phipps, Belleville, Ont.
107,656	Moravia	Lanenburg	.....	1899	La Have, N.S.	100 4	25 6	10 0	99	Lemuel Smith, La Have, 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	Chezetcook, N.S.	44 5	16 5	6 8	28	W. G. Richards, Grand River, P.E.I.
74,065	Morning Light	Windsor, Ont	1876	Anderdon, Ont	45 6	13 0	2 4	14	H. I. Stricker, Shrewsbury, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
88,669	Morning Star.....	Chatham, N.B.....	Schr—Glt.....	1881	Pokemouche, N.B.....	23 Ft. 7 10ths.	11 4	4 5	12	Gustave Gionet, Pokemouche, N.B.	
35,548	Morning Star.....	".....	".....	1856	Shippegan, N.B.....	50 0	15 4	7 3	30	A. Arseneau, M.O., Richibucto, N.B.	
83,100	Morning Star.....	Port Hawkesbury.....	".....	1884	Port Royal, N.S.....	34 8	12 2	5 2	13	Matthew Maddox, Grandigne, N.S.	
72,992	Morning Star.....	Toronto.....	".....	1875	Port Credit, Ont.....	66 0	15 9	5 7	47	Joseph Adamson, Toronto, Ont.	
80,677	Moses.....	Montreal.....	Barge—Chd.....	1881	Montreal, Que.....	61 0	19 9	4 2	41	The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.	
88,361	Mountain Chief.....	Victoria.....	Schr—Glt.....	1881	Naas River, B.C.....	44 0	16 5	6 5	23	James Mavassum (Indian), Packena, B.C.	
103,839	Move.....	Quebec.....	".....	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	4	F. H. J. Ruel, St. John, N.B.	
80,914	Mowhawk.....	Prescott.....	Barge—Chd.....	1872	Garden Island, Ont.....	154 0	26 7	10 8	341	R. McCarthy, Prescott, Ont.	
83,363	Mud Lark.....	Quebec.....	".....	1872	Sorel, Que.....	62 0	22 0	3 9	95	A. St. Pierre, Three Rivers, Que.	
100,719	Mudline.....	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	R. P. Rihet & Co., Ltd., Victoria, B.C.	
116,868	Mudpont Seow.....	Ottawa.....	".....	1901	Hull, Que.....	40 0	16 0	4 4	23	The E. B. Eddy Company, Ltd., Hull, Que.	
111,473	Murdock Finlayson.....	Arichat.....	Schr—Glt.....	1900	L'Ardoise, N.S.....	73 1	21 1	8 8	80	Duncan Finlayson, L'Ardoise, N.S.	

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103,758	Muriel	Lunenburg	"	1897	Lunenburg, N.S.	104 6	25 2	10 2	110 E. F. Zwicker, Lunenburg, 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.
85,760	Muriel	Quebec	Vawl—Yole	1883	St. Laurent, Que.	40 8	15 5	5 0	19 John D. Gilmour, Quebec, Que.
107,985	Muriel	Shelburne	Schr—Glt	1900	Sable River, N.S.	49 1	15 4	6 5	25 Silas Sencaubaugh, Murray Harbour, P.E.I.
107,298	Murray B.	Amapolis Royal	"	1901	Margaretsville, N.S.	59 0	19 7	7 1	43 J. A. Balcon, Margaretsville, N.S.
	Muskoka	Montreal	"	1872	Chatham, Ont.	149 0	26 0	11 6	481 Montreal Transportation Co., Ltd., Montreal, Que.
83,310	Myosotis	Port Medway	"	1884	Port Medway, N.S.	80 0	23 5	8 8	93 T. H. Siddall, Port Medway, N.S.
96,748	Myra B.	St. John, N.B.	"	1889	Canning, N.B.	78 6	26 5	6 9	91 Nathaniel B. Cottle, St. John, N.B.
100,606	Myra Louise	Barrington	"	1893	Lockeport, N.S.	46 0	14 0	6 0	17 A. H. Perry, Port Saxon, N.S.
85,477	Myrtle	"	"	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 Oubereau, 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	Shelburne	Schr—Glt	1891	Little Harbour, N.S.	33 6	12 0	4 9	10 G. S. Decker, sr., Little Harbour, N.S.
116,329	Myrtle Leaf	Parrishoro'	"	1903	Spencer's Island, N.S.	135 8	33 3	12 1	336 J. Spicer, et al., Spencer's Island, N.S.
100,254	Myrtle M. Gray	Halifax	"	1891	Lockeport, N.S.	50 9	11 1	6 3	19 J. J. Gray, Pemmant, N.S.
88,425	Myrtle Puddy	St. John, N.B.	"	1881	Chapman, N.B.	77 3	26 5	7 0	85 Willard Wilbur, New Horton, N.B.
90,845	Mystery	Guyshoro'	"	1890	Guyshoro', N.S.	98 0	26 5	11 0	163 John Wight, St. John's, Nfld.
85,442	Mystery	St. John, N.B.	"	1883	Cornwallis, N.S.	40 0	13 2	6 0	14 Frederick Thompson, Chance Harbour, 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	"	76 0	24 0	5 0	74 " "
112,318	N. N. Gray	St. Andrews	Sloop	1900	"	32 2	11 8	5 6	13 Wilson Finch, Campo Bello, N.B.
75,627	N. W. White	Quebec	Schr—Glt	1878	Jordan River, N.S.	82 0	22 8	9 2	99 F. Tremblay, St. Simeon, Ont.
97,197	N. Paul	Montreal	Barge—Chd	1890	Sorel, Que.	100 1	22 9	8 5	126 Wm. J. Poupore, Morrisburg, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
116,755	Nada	Vancouver.....	Sloop.....	1904	Sechart, B.C.	34 0 Ft.	11 5 Ft.	5 4 Ft.	10ths.	11	George R. Taylor, Vancouver, B. C.
107,681	Nadine.....	Prescott.....	Barge—Chd	1898	Toronto, Ont.	166 0	29 8	12 6		484	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
116,392	Nadad	Sarnia.....	Schr—Glt	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.
.....	Napoléon.....	Montreal.....	"	1866	Gentilly, Que.....	90 8	23 1	5 9		83	Octave Lafleur, St. Jean, Que.
103,219	Napoléon.....	"	"	1894	Sorel, Que	101 6	22 7	8 3		167	The Robert Reford Co., Ltd., Mon- treal, Que.
103,629	Napoléon.....	Quebec.....	Sloop	1895	Les Escourels, Que	64 8	21 4	5 7		47	A. Lenoix, Les Escourels, Que.
103,750	Narka.....	Lunenburg.....	Schr—Glt	1896	Lunenburg, N.S.	98 8	25 6	10 5		154	Zwicker & Co., Ltd., Lunenburg, N.S.
92,547	National	Montreal.....	Sloop	1886	Pierreville, Que.....	108 7	22 8	8 1		151	Mrs. E. Lalonde, Montreal, Que.
16,346	Native of Fouché	Arichat	Schr—Glt	1903	Fouché, N.S.....	43 0	11 9	5 1		16	John D. McLeod, Fouché, N.S.
5,419	Nautilus	St. Andrews.....	"	1862	St. Andrews, N.B.	46 0	15 0	6 2		19	H. C. Harris, Centreville, N.S.
83,652	Nautilus	Shelburne	"	1877	Jordon River, N.S.....	37 0	13 1	4 6		11	Freeman Payzant, Lockeport, N.S.
70,294	Nebraska.....	Montreal.....	Barge—Chd	1874	Quebec, Que.....	151 5	26 8	11 2		388	Montreal Transportation Co., Mont- real, Que.
103,705	Nebula.....	Yarmouth.....	Schr—Glt	1896	Pubnico, N.S.....	49 5	16 4	7 0		24	Nathaniel Beal, Grand Manan, N.B.

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83,322 Ned	Ottawa	Barge—Chd	1881 Ottawa, Ont.	109 6	22 2	7 9	152 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,774 Negociant	Montreal	Sloop	1884 St. Thomas de Pierre- ville, Que.	105 4	22 3	7 7	129 Urban 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.
100,442 Nellie	Halifax	"	1893 Sonora, N.S.	55 4	18 2	7 5	42 D. C. Harris, Gabarosse, N.S.
61,918 Nellie	Liverpool	"	1870 Ragged Island, N.S.	37 0	10 0	5 5	13 J. Corkum, La Have, N.S.
107,638 Nellie	New Westminster	Barge—Chd	1898 Seattle, Wash., U.S.A.	28 0	8 0	3 0	5 Thomas H. Worsnop, Atlin, B.C.
107,607 Nellie	Weymouth	Schr—Glt	1901 Metcogan River, N.S.	68 0	21 0	8 2	59 Charles W. Journey, Weymouth, Bridge, N.S.
90,892 Nellie	Yarmouth	"	1889 Tusket Wedge, N.S.	68 9	20 1	7 3	59 A. O. Porter, <i>et al.</i> , Tusket Wedge, N.S.
111,427 Nellie Burns	Halifax	"	1870 Path, Me., U.S.A.	73 5	21 3	7 6	68 Daniel S. Miller, Montrose, P.E.I.
103,017 Nellie Carter	Parrishboro'	"	1894 Lower Maccan, N.S.	80 5	25 0	6 8	78 W. H. Adams, Parrishboro', N.S.
112,288 Nellie D.	Digby	"	1903 Mavletie, N.S.	53 8	19 0	7 7	32 Connors Bros., Ltd., Blacks Harbour, N.B.
85,605 Nellie D.	Halifax	"	1881 Lunenburg, N.S.	36 2	12 7	5 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 Pacific Fish & Cold Storage Co., Ltd., Nanaimo, B.C.
72,977 Nellie H. Ham	Barrington	"	1873 U.S.A.	49 5	14 7	6 3	26 Francis A. Braumen, 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. Snow	Charlottetown	Schr—Glt	1871 Roath 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 Richard A. Miller, Gaspé, Que.
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 John N. Smith, Coverdale, N.B.
103,559 Nelson	Montreal	Sloop	1896 St. Thomas de Pierre- ville, Que.	93 4	23 0	6 2	79 Zoel Vergeau, Pierreville, Que.
111,875 Nelson A.	Yarmouth	Schr—Glt	1902 Shelburne, N.S.	75 0	22 0	5 9	72 H. A. Amiro, Pabnico, N.S.
88,484 Nelson River	Winnipeg	Barge—Chd	1882 Winnipeg, Man.	146 4	24 5	7 2	219 The Northwest Navigation Co., Ltd., Winnipeg, Man.
..... Nemesis	Godrich	Schr—Glt	1868 Godrich, Ont.	73 7	19 6	7 0	82 J. H. Spence, Sordhampton, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
85,396	Neptune	Amherst, M.I.	Schr—Glt	1889	Amherst, M.I., Que.	45 Ft.	16 9 Ft.	4 10ths.	34 Alexander G. McLeod, Point Ste. Anne, N.S.
72,048	Neptune	Aricbat	"	1875	River Bourgeois, N.S.	48 8	16 5	6 9	26 Wm. Levesconte, D'Escousse, N.S.
37,470	Neptune	Liverpool	"	1839	Lanenburg, N.S.	48 0	15 9	7 0	27 P. D. Cohen, 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. Vuill, Kaslo, B.C.
90,627	Nereid	Charlottetown	Schr—Glt	1885	Montague, P.E.I.	75 0	22 8	9 1	76 B. D. Sharp, Summerside, P.E.I.
80,843	Nettie B. H.	Halifax	"	1880	Clan Harbour, N.S.	42 5	15 5	6 3	23 Albert E. Edwards, M.O., Dartmouth, N.S.
66,724	Nettie Cde	Liverpool	"	1872	East Port Medway, N.S.	40 0	13 0	4 9	13 R. D. Gardner and Jabez Gardner, Brooklyn, N.S.
116,232	Nettie M.	Digby	Sloop	1903	Clark's Harbour, N.S.	32 5	12 0	6 0	12 Isaac H. Hersey and Joseph H. Hersey, Centreville, N.S.
94,667	Nettie M. G.	Halifax	Schr—Glt	1889	Malone Bay, N.S.	48 4	17 7	7 3	32 M. Lynch, sen., Ferguson's Cove, N.S.
63,145	Neva	"	"	1875	Pomquet, N.S.	97 5	27 9	10 4	107 T. J. Roudrot, Arichat, N.S.
103,539	Neva	"	"	1882	Pennant, N.S.	33 5	11 0	5 5	11 E. Maryatt, Pennant, N.S.
.....	Neva	Montreal	Barge—Gld	1893	Sorel, Que.	91 5	18 9	5 1	92 T. Owens, Stonefield, Que.
80,681	Neva	Ottawa	"	1881	Montreal, Que.	110 0	22 6	6 9	148 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,062	Neville	"	"	1880	East Templeton, Que.	112 0	22 7	7 2	158 The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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116,552	Nevis	Maitland	Schr—Glt	1903 Noel, N.S.	92 1	25 8	8 6	124	Charles N. Hines, Noel, N.S.
64,969	New Dominion	Quebec	Bgtm—Bkgt.	1871 St. Thomas, Montmag- ny, Que.	87 7	25 0	10 0	134	Mrs. Eliza Powell, Dalhousie, N.B.
85,703	New Dominion	Wallaceburg	Schr—Glt	1883 Lévis, Que. 1868 Port Rowan, Ont.	117 5	25 3	9 2	196	Geo. H. Morden, Oakville, Ont.
107,908	New Era	Lunenburg	"	1900 Mahone Bay, N.S.	95 2	25 7	10 2	116	Reuben Ritecy, <i>et al.</i> , Ritecy's Cove, N.S.
100,895	New Home	Weymouth	"	1896 Church Point, N.S.	48 0	17 2	6 9	31	Arthur Doucette, <i>et al.</i> , Mavillette, N.S.
85,462	New Liverpool	Quebec	Barge—Chd	1875 Lévis, Que.	103 0	21 5	8 2	114	Antoine L. Hurlbise, Montreal, Que.
112,006	New Ontario	Port Arthur	Pile-driver	1898 Duluth, Minn., U.S.A.	50 0	20 0	2 8	17	James Whelan, Port Arthur, Ont.
94,883	News Bay	Port Medway	Schr—Glt	1877 Vinal Haven, U.S.A.	36 5	12 8	5 5	16	Calvin A. Bowdoy, Port Medway, N.S.
90,568	Newsday	Toronto	"	1885 Bronté, Ont.	67 5	18 9	1 5	40	Lennel Dorland, Bronté, Ont.
90,861	Nearnor	Lunenburg	Bktn—Bkgt.	1886 Mahone Bay, N.S.	110 3	31 0	17 0	333	J. H. McKinnon, North Sydney, N.S.
103,854	Nifti	Halifax	Sloop	1897 Dartmouth, N.S.	23 6	6 6	1 0	2	John M. Geldert, Halifax, N.S.
89,882	Nile	Dorchester	Bgtm—Bkgt.	1857 Maryland, U.S.A.	96 6	21 6	8 2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
80,682	Nile	Ottawa	Barge—Chd	1881 Montreal, Que.	74 4	18 5	8 1	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,322	Nim.	Halifax	Sloop	1897 Mahone Bay, N.S.	28 8	7 5	4 2	3	Edward C. Beddome, Halifax, N.S.
111,614	Nimrod	Lunenburg	Schr—Glt	1901 La Have, N.S.	91 1	24 6	9 8	99	John D. Sperry, Petite Rivière, N.S.
80,841	Nina	Halifax	"	1880 Owl's Head, N.S.	34 8	13 2	5 4	13	Jos. E. Parker, Owl's Head, N.S.
112,104	Nina	Lunenburg	"	1903 Lunenburg, N.S.	42 0	11 6	5 1	10	John Geldert, Lunenburg, N.S.
94,830	Nina Blanche	Weymouth	"	1893 Belliveau's Cove, N.S.	59 0	17 2	7 0	31	J. A. Crocker, jr., Freeport, N.S.
71,335	Nina Page	Liverpool	"	1875 Barrington, N.S.	77 0	21 0	8 1	79	Norman E. Smith, Woods Harbour, N.S.
.....	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	Nina	Port Hawkesbury	Schr—Glt	1899 Port Mulgrave, N.S.	48 0	11 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 Mahone Bay, N.S.	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogoy	Lindsay	Barge—Chd	1898 Robesaygon, Ont.	6 97	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
74,380	Nokomis.....	Yarmouth.....	Schr—Glt.....	1877	Tusket Wadge, N.S.....	71 4 Ft.	20 4 Ft.	8 3 Ft.	68	N. Smith, Halifax, N.S.
103,861	Noniad.....	Halifax.....	Cutter.....	1898	Dartmouth, N.S.....	30 2 Ft.	7 8 Ft.	4 5 Ft.	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil.....	Lunenburg.....	Schr—Glt.....	1888	Lunenburg, N.S.....	73 6 Ft.	23 0 Ft.	8 9 Ft.	88	Sam. Shaw, Bay St. George, Nfld.
112,319	Nonpareil.....	St. Andrews.....	".....	1857	Cranberry Island, U.S.A.	46 2 Ft.	15 5 Ft.	5 1 Ft.	22	Lewis E. Morgan, Campo Bello, N.B.
92,590	Nora.....	Gaspé.....	".....	1855	Gaspé, Que.....	44 9 Ft.	14 8 Ft.	5 1 Ft.	17 4	Quigley, Gaspé, Que.
116,650	Nora.....	Yarmouth.....	Sloop.....	1904	Cape St. Mary's, N.S.....	37 0 Ft.	11 3 Ft.	4 6 Ft.	11	Stephen A. Doucette, Cape St. Mary's, N.S.
90,687	Nora Wiggins.....	".....	Bktn—Bkgt.....	1887	Jordan River, N.S.....	143 0 Ft.	33 0 Ft.	13 1 Ft.	470	The Barkentine Nora Wiggins Co., Ltd., Yarmouth, N.S.
71,097	Norah.....	Belleville.....	Sloop.....	1880	Trenton, Ont.....	52 0 Ft.	15 0 Ft.	5 0 Ft.	30	R. C. Smith, Port Hope, Ont.
.....	Nora.....	Montreal.....	Barge—Chd.....	1806	Sorel, Que.....	91 9 Ft.	18 9 Ft.	6 1 Ft.	95	F. LaRivière, Plantagenet, Ont.
100,387	Norina.....	Sydney.....	Schr—Glt.....	1894	St. Ann's, N.S.....	47 0 Ft.	17 2 Ft.	7 1 Ft.	31 4	McLeod, St. Ann's, N.S.
112,081	Norman.....	Rat Portage.....	Barge—Chd.....	1902	Norman, Ont.....	63 0 Ft.	16 0 Ft.	5 8 Ft.	47	Hugh Armstrong, Portage-la-Prairie, Man.
64,029	Norman B.....	Digby.....	Schr—Glt.....	1870	Tiverton, N.S.....	47 8 Ft.	14 2 Ft.	6 7 Ft.	20	Abraham Lent, Freeport, N.S.
103,284	Normandy.....	Chatham, N.B.....	".....	1893	Shippeagan, N.B.....	35 0 Ft.	12 0 Ft.	4 8 Ft.	11	P. Rive, Caraquet, N.B.
80,601	North America.....	Aricat.....	".....	1880	Yarmouth, N.S.....	91 0 Ft.	24 6 Ft.	9 8 Ft.	119	Felix Landry, D'Esconsse, N.S.

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83,107	North Star..	Charlottetown.....	"	1881	Chezecook, N.S.	46 8	16 5	6 8	26	Murdoch Finlayson, Pinette, P.E.I.
88,443	North Star..	"	"	1884	Wine Harbour, N.S.	53 5	16 2	6 6	33	Peter Stewart, Craignid, P.E.I.
33,003	North Star..	Gaspé.....	"	1855	Gaspé, Que.	51 1	15 0	6 4	27	Robt. Setter, Anticosti, Que.
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.....	"	1871	Kanonsaska, Que.	46 5	13 9	5 2	20	Elzear Tremblay, St. Siméon, Que.
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 ..	Kingston.....	"	1873 } 1881 }	Garden Island, Ont.	135 5	26 0	11 9	332	M. Mahoney, Hamilton, Ont.
100,332	Norwood.....	Maitland.....	Ship—3 m.....	1891	Maitland, N.S.	255 3	42 7	24 0	1597	Alex. Roy, Maitland, N.S.
71,391	Nota Bene.....	Parrsboro'.....	Schr—Glt.....	1877	Parrsboro', N.S.	57 0	19 5	8 1	51	C. A. Lamb, Parrsboro', 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.....	1869	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	Lockport, N.S.	63 0	21 2	7 5	53	L. N. Poirier, D'Escoissac, N.S.
88,342	Nova Zembla.....	Lambertburg.....	"	1883	Lambertburg, N.S.	74 8	23 2	8 7	79	Jessie M. Hanson, Port Mulgrave, N.S.
107,389	No. C.....	Ottawa.....	Barge—Gld.....	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	"
89,078	No. 1.....	Montreal.....	"	1881	Sorel, Que.	108 0	22 6	7 1	157	Narcisse Paul, Sorel, Que.
80,086	No. 1.....	"	"	1873	Pierreville, Que.	77 0	22 0	5 5	59	M. Fréchet, Sorel, Que.
107,390	No. 1.....	Ottawa.....	"	1895	Ottawa, Ont.	64 5	20 5	5 0	57	H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,615	No. 1.....	"	"	1893	Ostojning Lake, Que.	37 0	16 0	3 2	14	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.
103,036	No. 1.....	"	Scow—Gld.....	1889	Mattawa, Ont.	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,637	No. 1.....	"	Barge—Gld.....	1894	Kippewa, Que.	50 0	13 0	3 0	31	Peter Whelan, Ottawa, Ont.
103,845	No. 1.....	"	"	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,529	No. 1.....	Parrsboro'.....	Schr—Glt.....	1893	St. John, N.B.	117 4	35 3	10 0	439	Cumland Railway & Coal Co., Montreal, Que.
80,687	No. 2.....	Montreal.....	Barge—Gld.....	1873	Pierreville, Que.	92 0	22 3	6 0	80	D. Lesauvage, St. Amé, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
80,679	No. 2.	Montreal	Barge—Chd	1881	Sorel, Que	108 0 Ft.	22 6 Ft.	7 0 Ft.	155	Siennes McNaughton Line, Ltd., Montreal, Que.
103,037	No. 2.	"	"	1858	Montreal, Que	90 6	18 6	5 8	78 1/2	R. St. Anour, Montreal Que.
107,616	No. 2.	Ottawa	Scow—Chd	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Mon- treal, Que.
103,638	No. 2.	"	Barge—Chd	1893	Ostoboming Lake, Que.	49 4	12 6	4 0	31	H. F. McLaughlin and Claude Mc- Laughlin, Arnprior, Ont.
103,846	No. 2.	"	"	1895	Ostoboming, Que	40 5	14 0	3 0	24	Peter Whalen, Ottawa, Ont.
100,521	No. 2.	"	"	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rock- land.
103,038	No. 3.	Parrishoro	Schr—Glt	1893	Black River, N.B.	146 2	35 3	10 0	433	Cumberland Railway & Coal Co., Montreal, Que.
100,523	No. 3.	Ottawa	Scow—Chd	1888	Mattawa, Ont	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Mon- treal, Que.
103,039	No. 4.	Parrishoro	Schr—Glt	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.
100,526	No. 4.	Ottawa	Scow—Chd	1888	Mattawa, Ont	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Mon- treal, Que.
107,387	No. 5.	Parrishoro	Schr—Glt	1893	St. Martin's, N.B.	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
100,529	No. 5.	Ottawa	Barge—Chd	1898	Hull, Que	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
112,327	No. 6.	Parrishoro	Schr—Glt	1893	Black River, N.B.	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
		Parrishoro	"	1903	Parrishoro, N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.

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116,321	No. 7.	"	"	1903	Parrsboro', N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
.....	No. 24.	Montreal.	Barge—Chd.	1862	Sorel, Que.	91 5	19 0	6 9	116	Sincennes McNaughton Line, Ltd., Ltd., Ottawa, Ont.
107,383	No. 31.	Ottawa.	Scow—Chd.	1898	Hull, Que.	40 9	16 0	3 6	17	E. G. Laverdure, Ottawa, Ont.
107,384	No. 33.	"	"	1898	"	40 9	16 0	3 6	17	"
.....	No. 34.	Montreal	Barge—Chd.	1870	Sorel, Que.	91 9	18 8	6 0	91	David Gilmour, Trenton, Ont.
.....	No. 35.	"	"	1870	"	92 0	18 8	6 0	91	"
.....	No. 37.	"	"	1870	"	91 1	18 8	5 4	89	"
.....	No. 38.	"	"	1870	"	91 1	18 8	6 0	90	Louis Garvan, Lachine, Que.
107,263	No. 1 Cabmet	Ottawa	"	1898	Aylmer, Que.	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Que.
107,264	No. 2 Cabmet.	"	"	1898	"	51 5	12 2	3 0	32	"
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	"
59,397	Nymph.	St. Andrews.	Schr—Glt	1875	Grand Manan, N.B.	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.
83,168	Nymphica.	Lunenburg	Vawl—Vole.	1872	Halifax, N.S.	32 6	9 4	3 8	6	F. D. Corbett, Halifax, N.S.
96,770	O. L. B.	Port Hawkesbury	Schr Glt	1893	Cheticamp, N.S.	37 1	11 7	5 0	12	G. Bondrot, Cheticamp, N.S.
77,571	O. E. Owens	Montreal	Barge—Chd.	1877	Hull, Que.	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonfield, 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	Chestercook, 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.
75,127	Ocean Bird.	Annapolis Royal	"	1878	Granville, N.S.	60 3	19 1	7 0	44	F. E. Atchison and L. H. Ray, Mar- garetsville, N.S.
96,141	Ocean Bride	Charlottetown.	"	1858	Sable River, N.S.	60 2	17 7	7 3	11	P. Smith, Buctouche, N.B.

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						Dimensions.			Depth. Profondeur.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
37,573	Ocean Bride.....	Gaspé.....	Schr—Glt.....	1855	LaHave, N.S.....	38 9 Ft.	14 3 Ft.	5 9 Ft.	21	John Gleason, Nantashquan, Que.	
64,018	Ocean Bride.....	Halifax.....	".....	1872	Little River, N.S.....	47 4	16 4	6 3	23	Henry Richard, Arichat, N.S.	
83,398	Ocean Child.....	Halifax.....	Schr—Glt.....	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, <i>et al.</i> , Westport, N.S.	
80,883	Ocean Queen.....	St. Andrews.....	Sloop.....	1860	Boston, Mass., U.S.A.....	48 8	16 0	6 1	21	Wm. Benson, Grand Manan, N.B.	
103,485	Ocean Rover.....	Victoria.....	Schr—Glt.....	1896	Cordova Bay, B.C.....	67 7	19 9	9 2	55	Victoria Sealing Co., Ltd., Victoria, B.C.	
80,973	Ocean Wave.....	Sydney.....	".....	1877	Little Bras d'Or, N.S.....	44 1	14 5	6 1	20	Sammel Moore, Little Bras d'Or, N.S.	
116,502	Oceanic.....	Lunenburg.....	".....	1904	Lunenburg, N.S.....	95 5	25 5	10 0	99	Reuben Ritey, M.O., La Have, N.S.	
103,568	Octavie.....	Montreal.....	Barge—Chd.....	1896	Notre Dame de Pierre-ville, Que.	108 0	22 8	8 8	108	Victor Gladu, St. François du Lac, Que.	
69,692	Odd Fellow.....	Annapolis Royal.....	Schr—Glt.....	1876	Granville, N.S.....	54 9	17 7	7 1	34	Wentworth E. Roscoe, Kentville, N.S.	
78,004	Ogema.....	Winnipeg.....	Barge—Chd.....	1885	Selkirk, Man.....	83 6	15 9	5 4	44	Wm. Robinson, Winnipeg, Man.	
80,100	Ohio.....	St. John, N.B.....	Bgtm—Bkgt.....	1882	Portland, N.B.....	127 6	29 4	13 0	325	T. E. Morrison, Cambridge, N.B.	
80,663	Oka.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	98 0	22 6	8 9	141	O. Gatincau, Contrecoeur, Que.	
112,063	Ola M. Palsom.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	93 8	24 6	9 8	99	Sprott Palsom, Victoria, B.C.	

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103,029	Olga	Parrishore	"	1896	Port Greville, N.S.	85 4	25 0	6 0	79	Wm. Rolf, Port Greville, 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.
107,338	Olive A	Sydney	"	1899	Satarie, N.S.	42 0	14 2	7 0	19	Robert Spence, Port Morien, N.S.
75,579	Olive Branch	Lunenburg	"	1877	Aspotogan, N.S.	37 0	13 2	5 8	14	J. E. Stafford, St. Margaret's Bay,
74,387	Olive Branch	Toronto	"	1875	Port Credit, Ont.	51 0	14 0	4 5	16	Mrs. Charlotte Reid, Township of Toronto, Ont.
61,630	Olive J.	Halifax	"	1881	Coddle's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
112,378	Olive S.	Arichat	"	1902	Arichat, N.S.	34 0	12 4	6 0	17	Milton Sangster, New Harbour, N.S.
92,384	Olive Mowatt	Kingston	"	1873	Millhaven, Ont.	131 2	25 9	10 6	244	John McClellan, Bowmanville, Ont.
85,999	Olivia	Digby	"	1882	Cambridge, N.B.	79 0	26 8	8 1	93	Elias Rawding, <i>et al.</i> , Clementsport, 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.
74,398	Olympia	Toronto	Schr—Glt.	1879	Bronté, Ont.	57 0	15 5	3 6	23	Jos. Featherston, M.O., Port Credit, Ont.
97,061	Omega	Charlottetown	"	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Neil Sutherland, St. Peter's, N.S.
100,743	Omega	Windsor, N.S.	"	1896	Cheverie, N.S.	112 0	30 1	10 4	199	R. Pratt, Cheverie, N.S.
107,196	Omega	Winnipeg	Barge—Chd	1897	Rat Portage, Ont.	40 0	10 2	3 9	10	C. E. Neads, Rat Portage, Ont.
80,913	Onandaga	Prescott	"	1870	Garden Island, Ont.	135 0	26 5	12 0	320	R. McCarthy, Prescott, Ont.
103,381	One	Winnipeg	"	1895	Rat Portage, Ont.	56 5	14 3	6 3	17	Rainy River Navigation Co., Ltd., Rat Portage, Ont.
	One (1)	Montreal	"	1897	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
	One (1) Pirreville	"	"	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	Isle Haute, 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.
	Ontario	"	Barge—Chd	1867	Bedford Mills, Ont.	103 2	22 6	5 8	122	The Canadian Construction Co., Ltd., Montreal, Que.
94,736	Ontario	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 0	23 6	8 5	89	Henry McFartridge, Bay St. George, Nfld.
70,291	Ontario	Montreal	Barge—Chd	1874	Lancaster, Ont.	126 8	27 0	9 8	228	P. Laplante, Lachine, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
72,130	Ontario.....	Windsor, N.S.	Bk—Eq.....	1876	Hantsport, N.S.	160 4 Ft.	35 3 Ft.	20 1 Ft.	825 D. Munroe, M.O., Windsor, N.S.
94,943	Onward.....	Charlottetown.....	Schr—Glt.....	1889	Grand Tracadie, P.E.I.	40 3	14 5	5 5	15 Albert A. Hurst, Canso, N.S.
88,344	Onward.....	Lunenburg.....	".....	1884	Lunenburg N.S.	72 6	23 0	8 4	87 James McKinnon, Gabarouse, N.S.
71,397	Onward.....	Parrsboro'.....	".....	1878	Parrsboro', N.S.	40 4	14 9	5 9	16 Wm. Hill, Walton, N.S.
103,258	Onward.....	St. John, N.B.	".....	1895	Waterborough, N.B.	77 5	27 0	7 0	92 J. L. Colwell, <i>et al.</i> , Jemseg, N.B.
75,716	Onward.....	Yarmouth.....	".....	1877	Richmond, N.S.	36 8	13 8	4 9	11 W. Cheney, Grand Manan, N.B.
97,021	Onward.....	".....	".....	1884	Smith's Cove, N.S.	37 0	11 7	4 0	10 James M. Davis, Yarmouth, N.S.
85,553	Onyx.....	".....	".....	1884	Tusket, N.S.	43 0	24 0	9 8	99 James McKinnon, Gabarouse, N.S.
46,909	Opal.....	Port Hawkesbury.....	".....	1865	Isaac's Harbour, N.S.	63 0	19 9	7 9	49 John A. Ashe, Pugwash, N.S.
111,690	Ophelia.....	Shelburne.....	".....	1902	Shelburne, N.S.	103 0	24 8	9 0	136 Andrew King, Halifax, N.S.
111,704	Ophir.....	Lunenburg.....	".....	1901	Petite Rivière, N.S.	91 4	24 6	9 2	99 Edwin Eikle, Petite Rivière, N.S.
111,673	Ophir.....	Parrsboro'.....	".....	1901	Spencer's Island, N.S.	123 9	29 8	11 5	249 F. R. Eaton, New York, U.S.A.
.....	Ora.....	Montreal.....	Barge—Chd.....	1860	Montreal, Que.	95 0	19 0	6 0	95 Antoine Bertrand, Vaudreuil, Que.
100,245	Oracle.....	Halifax.....	Schr—Glt.....	1891	Sambro, N.S.	11 2	13 8	5 9	18 Stannage Publicover, West Dublin, N.S.

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163,728	Orcus.....	Parrisho'.....	".....	1897	Port Greville, N.S.....	53 3	21 2	6 0	53	Henry Hatfield, Port Greville, N.S.
116,509	Oreda.....	Lunenburg.....	".....	1904	Lunenburg, N.S.....	41 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 Creaser, La Have, N.S.
85,562	Oressa.....	Halifax.....	".....	1883	Port Saxon, N.S.....	10 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.
103,194	Oressa.....	Liverpool.....	".....	1894	Port Monton, N.S.....	32 0	12 1	5 3	10	J. P. Smith, <i>et al.</i> , East Port Medway, N.S.
112,120	Oressa Belle.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	89 6	25 0	9 5	95	Peter B. Zwicker, Malbone Bay, N.S.
85,403	Orient.....	Montreal.....	Barge—Chld.....	1883	Montreal, Que.....	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
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.....	".....	1870	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.
103,004	Oriole.....	Chatham, N.B.....	".....	1890	Shippegan, N.B.....	34 0	12 2	4 4	11	T. Ahier, Shippegan, N.B.
96,977	Oriole.....	Halifax.....	".....	1892	Lockeport, N.S.....	56 0	19 6	7 6	43	P. McConnell, Port Hilford, N.S.
88,427	Oriole.....	Sr. John, N.B.....	".....	1884	St. John, N.B.....	89 0	26 7	7 9	124	Bedford Tower Westcock, Sackville, N.B.
92,435	Oriole.....	Toronto.....	".....	1886	Toronto, Ont.....	85 7	20 4	8 5	50	George Gooderham, Toronto, Ont.
80,970	Orion.....	Halifax.....	".....	1881	Galarouse, N.S.....	43 6	15 2	5 8	24	Edward B. Pelrine, Larry River, N.S.
112,311	Oronhyateka.....	St. Andrews.....	".....	1902	Back Bay, N.B.....	38 2	15 0	6 2	21	Miss Blanche McTee, Back Bay, N.B.
83,280	Osewaga.....	Maitland.....	Bk—Bq.....	1884	Maitland, N.S.....	195 0	37 6	22 5	116	Adams McDougall, Thuro, N.S.
90,439	Oscar F.....	Shelburne.....	Schr—Glt.....	1892	Bear Point, N.S.....	43 5	13 5	5 7	18	Geo. L. Panks, <i>et al.</i> , Harrington, N.S.
97,156	Oscar and Mattie.....	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—Chld.....	1888	Valleyfield, Que.....	96 4	18 8	8 6	122	Hiram Easton, Merrickville, Ont.
88,249	Osiris.....	Deseronto.....	".....	1892	Deseronto, Ont.....	109 5	26 5	6 1	106	P. Larkin, St. Catharines, Ont., and A. Songster, Iroquois, Que.
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	Shippegan, N.B.....	33 0	12 6	4 4	10	T. Ahier, Shippegan, 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.....	Ottawa.....	Schr—Chld.....	1896	Shelburne, N.S.....	110 0	24 6	10 3	125	Minister of Marine and Fisheries, Ottawa, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,335	Oswego.....	Deseronto.....	Barge—Chd.....	1903	Oswego, N.Y., U.S.A.....	10ths.....	10ths.....	10ths.....	130	The Rathbun Co., Deseronto, Ont.
103,268	Otis Miller.....	St. John, N.B.....	Schr—Glt.....	1896	Waterborough, N.B.....	79 9	27 1	7 6	98	M. C. Miller, et al., Waterborough, N.B.
111,882	Otonabee.....	Peterboro'.....	Barge—Chd.....	1901	Peterboro', Ont.....	76 0	17 6	5 0	55	Henry Calant, Peterboro', Ont.
107,736	Ottawa.....	Kingston.....	Dredge—Draque.....	1889	Cornwall, Ont.....	76 5	26 2	6 6	130	Edward Manley, et al., J.O., Thorold, Ont.
80,585	Otter.....	Toronto.....	Scow—Chd.....	1879	Gravenhurst, Ont.....	72 0	18 6	5 0	51	J. G. Ross, Quebec, Que.
103,375	Otter.....	Winnipeg.....	Schr—Glt.....	1891	Fort Alexander, Man.....	36 4	11 5	3 3	10	Robert Henderson, Fort Alexander, Man.
91,354	Otto.....	Victoria.....	".....	1889	Malone Bay, N.S.....	71 5	23 5	9 2	86	Victoria Sealing Co., Ltd., Victoria, B.C.
116,679	Onda.....	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.
85,652	Our Hope.....	Charlottetown.....	Schr—Glt.....	1883	Chesterbrook, N.S.....	49 8	18 5	7 2	36	Edward Dicks, Georgetown, P.E.I.
88,318	Our Maid.....	Quebec.....	".....	1885	Little Mévis, Que.....	61 6	17 0	6 0	30	Honore Duchaine, St. Irénée, Que.
.....	Osce.....	Montreal.....	Barge—Chd.....	1869	Sorel, Que.....	91 3	18 9	5 1	91	T. Owens, Stonfield, Que.
116,296	Outlook.....	Charlottetown.....	Schr—Glt.....	1903	Souris, P.E.I.....	41 0	13 0	6 2	21	Hugh Jackson, Murray Harbour, P.E.I.
107,360	Ovando.....	Sydney.....	".....	1893	Smith Head, N.S.....	35 0	13 2	4 9	11	Patrick Campbell, Main-a-Dieu, N.S.
72,560	Ox.....	Kingston.....	Barge—Chd.....	1873	Kingston, Ont.....	101 0	22 9	6 7	130	Alex. Gunn, Kingston, Ont.

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Vancouver.	Scow—Chd.	1903	Vancouver, B.C.	45 0	15 6	3 8	22	Packers' Steamship Co., Ltd., Vancouver, B.C.
112,257 P. S. Co. I.	"	1903	"	46 3	15 6	3 8	22	"
112,258 P. S. Co. II.	"	1903	"	52 5	17 2	4 1	43	"
112,259 P. S. Co. III.	"	1903	"	49 7	16 2	4 2	27	"
116,421 P. S. Co. IV.	"	1903	"	51 0	18 2	4 2	33	"
116,422 P. S. Co. V.	"	1903	"	42 0	16 1	4 2	22	"
116,423 P. S. Co. VI.	"	1903	"	48 0	16 1	4 1	25	"
116,426 P. S. Co. VII.	"	1903	"	42 1	16 1	4 1	20	"
116,427 P. S. Co. VIII.	"	1903	"	55 0	18 1	4 1	52	"
116,428 P. S. Co. IX.	"	1903	"	50 0	16 0	4 0	29	"
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	"	56 0	17 0	4 1	35	"
116,435 P. S. Co. XVI.	"	1903	"	56 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.	"	1902	Vancouver	75 2	28 0	6 0	101	"
107,633 P. Co. No. 1.	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.	Scow—Chd.	1899	Vancouver, B.C.	48 0	18 0	4 0	29	Robert D. Paterson, Vancouver, B.C.
38,421 P.L.G.	Sehr—Glt.	1861	Little River, Richmond Co., P.E.I.	66 0	20 9	9 2	67	J. A. Down, Charlottetown, P.E.I.
100,904 P.T.S.	"	1892	Caracquet, N.B.	34 0	12 3	4 6	11	Jos. N. LeBouthillier, Caracquet, N.B.
111,575 P. B. Locke.	"	1888	Toledo, Ohio, U.S.A.	134 3	26 0	11 4	305	Michael J. Hancy, Toronto, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
61,979	P. C. Hill	Halifax	Schr—Glt	1870	Jeddore, N.S.	89 0	21 6	7 0	26	Philip Young, Pictou, N.S.
88,580	P. Bonnet	Kingston	"	1869	Port Rowan, Ont.	89 0	21 6	6 2	83	Collins Bay Rafting & Forwarding, Co., Ltd., Kingston, Ont.
88,298	P. Cormier	Quebec	Barge—Chd	1884	St. Michel d'Yamaska, Que.	105 3	22 3	8 0	142	Mrs. Jeanne C. Cormier, Sorel, Que.
66,060	P. Fortin	"	Schr—Glt	1872	St. Anne des Monts, Que.	70 0	20 5	9 7	79	Wineolas Taché, St. Irène, Que.
80,670	P. Girard	Ottawa	Barge—Chd	1881	Monte Ballo, 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	" " "
100,808	Pachwellis	Victoria	Schr—Glt	1894	James Island, B.C.	50 0	16 0	4 8	19	Jimnie Nyctan (Indian), Nitinat, B.C.
111,629	Pacific	Lunenburg	"	1901	Shelburne, N.S.	86 0	24 0	9 2	99	Nonan Smith, La Have, N.S.
100,515	Packet.	Montreal	Barge—Chd	1873	Yamaska, Que.	104 8	22 8	9 2	171	Louis Delisle, Valleyfield, Que.
107,930	Pactolus	Parrsboro'	Schr—Glt	1892	Spencer's Island, N.S.	66 1	21 1	7 3	49	J. H. Longuire, Bridgetown, N.S.
80,889	Paixham	New Westminster	Barge—Chd	1900	Yale, B.C.	80 0	42 0	7 0	670	Yale Dredging Co., Ltd., Glasgow, Scotland.
94,890	Palais Flottant	St. Andrews	Schr—Glt	1886	Isle Haute, Me., U.S.A.	31 0	10 0	4 8	9	T. H. Smith, West Isles, N.B.
112,124	Palanda	Montreal	Scow—Chd	1886	Sorel, Que.	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.
		Lunenburg	Schr—Glt	1903	Malbone Bay, N.S.	82 0	23 8	9 0	78	Chas. U. Mader, Malbone Bay, N.S.

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111,642	Palatia.....	"	"	1901	Lanenburg, N.S.	89 6	24 0	9 7	95 Charles L. Silver, <i>et al.</i> , Lanenburg, N.S.
100,297	Palma.....	Chatham, N.B.	"	1892	Shippagan, N.B.	36 9	13 3	4 6	14 Thos. Abier, Shippagan, N.B.
111,716	Palma.....	Lanenburg.....	"	1901	Lanenburg, N.S.	123 5	29 1	11 0	250 J. H. Shankle, La Have, N.S.
111,725	Palmetto.....	"	"	1902	La Have, N.S.	89 0	24 6	9 5	98 Charles Smith, Lanenburg, N.S.
92,724	Paloma.....	Toronto.....	Barge—Chd	1885	Babeygeon, Ont.	99 0	22 7	5 6	122 Trent Valley Navigation Co., Ltd., Babeygeon, 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.....	Lanenburg.....	"	1892	Lanenburg, N.S.	66 5	20 8	8 1	53 Abram Cook, Lanenburg, N.S.
100,078	Pandora.....	St. John, N.B.	"	1891	Greenwich, N.B.	83 6	27 0	7 3	98 H. A. Holder, St. John, N.B.
100,241	Pansy.....	Halifax.....	"	1894	Mahone Bay, N.S.	47 6	16 8	6 8	32 Henry Rumbolt, New Jersey, Nfld.
72,316	Pansy.....	St. John, N.B.	"	1877 1899	Claming, N.B.	73 8	26 3	6 8	76 Geo. A. Appleby, Nanwigewauk, N.B.
41,922	Paragon.....	Liverpool.....	"	1853	Port Medway, N.S.	56 5	17 2	6 9	35 Wm. Gosbee, Canso, N.S.
112,113	Parana.....	Lanenburg.....	"	1903	La Have, N.S.	92 6	24 5	9 4	99 Daniel Lohmes, <i>et al.</i> , La Have, N.S.
100,996	Parisian.....	Chatham, N.B.	"	1889	Shippagan, 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 Aine Gervais, St. Michel d'Yanaska, Que.
90,615	Parlee.....	Moncton.....	Schr—Glt	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	124 John Cullinan, M.O., St. John, N.B.
85,337	Pathenia.....	Port Medway.....	"	1882	Lanenburg, N.S.	79 8	24 0	9 6	99 A. A. Moore and R. H. Jenkins, Charlottetown, P.E.I.
74,386	Parthenon.....	Toronto.....	"	1877	Oakville, Ont.	62 0	18 5	6 5	56 Robert McDonald, M.O., Hallowell, Ont.
90,877	Partridge.....	Yarmouth.....	"	1887	Sluice Point, N.S.	64 5	19 6	7 5	47 Joseph Goicotehwa, Arichat, N.S.
.....	Passport.....	Montreal.....	Barge—Chd	1864	St. Bonaventure, Que.	86 4	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 E. Yergeau, St. Thomas, Que.
94,837	Patriot.....	Port Hawkesbury.....	Schr—Glt	1890	Advocate, N.S.	84 5	26 1	7 8	107 Jos. O. Hardy, Gabarosse, N.S.
.....	Paul.....	Montreal.....	Barge—Chd	1873	Yanaska, Que.	102 8	21 5	6 6	97 J. B. St. Jean, Sorel, Que.
111,614	Paul-tte.....	Quebec.....	Schr—Glt	1901	Bergeromes, Que.	52 8	15 9	6 0	27 Ernest Bonhamme, Bergeromes, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
107,317	Pearl.....	Halifax.....	Schr—Glt.....	1899	Wine Harbour, N.S.....	54 Ft.	13 Ft.	9 Ft.	30	John Cooper, Wine Harbour, N.S.	
100,231	Pearl.....	".....	".....	1893	Malone Bay, N.S.....	43 5	13 2	5 4	17	Frederick Boudrot, Petit de Grat, N.S.	
112,125	Pearl.....	Lunenburg.....	".....	1903	La Have, N.S.....	38 4	13 5	5 8	14	Solomon Richard, La Have, N.S.	
100,723	Pearl.....	Montreal.....	Catboat.....	1887	Bristol, Que.....	15 6	7 6	2 0	1	Wm. G. Ross, Montreal, Que.	
80,028	Pearl.....	St. John, N.B.....	Schr—Glt.....	1880	Holderville, N.B.....	67 0	21 6	5 9	17	Plymouth R. Stewart, Alma, N.B.	
96,755	Pearl.....	".....	".....	1889	Rexton, N.B.....	62 6	22 6	6 1	55	Henry G. McDougall, St. George, N.B.	
111,414	Pearl Evelyn.....	Lunenburg.....	".....	1900	Shelburne, N.S.....	100 0	25 0	9 7	99	Nathaniel Smith, Halifax, N.S.	
88,215	Peep O'Day.....	Halifax.....	".....	1878	Dover, N.S.....	30 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	95	A. H. Zwicker, Lunenburg, N.S.	
85,371	Peerless.....	Yarmouth.....	Bktn—Bkgt.....	1882	Londonderry, N.S.....	123 2	30 7	11 9	278	Benjamin Davis, Yarmouth, N.S.	
103,778	Pelican.....	Chatham, N.B.....	Schr—Glt.....	1897	Shippagan, N.B.....	36 7	12 3	5 2	13	Wm. Fruing & Co., Ltd., Jersey.	
103,994	Pelican.....	St. Andrews.....	Sloop.....	1896	Meteghan, N.S.....	40 6	14 5	7 0	21	James A. Calder, Campo Bello, N.B.	
72,783	Pendope.....	Victoria.....	Schr—Glt.....	1882	Yokohama, Japan.....	76 5	21 6	8 7	70	Victoria Sealing Co., Ltd., Victoria, B.C.	
116,351	Percy Roy.....	Port Medway.....	".....	1903	Shelburne, N.S.....	89 0	23 6	9 5	99	John F. Wolfe, Port Medway, N.S.	

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103,747	Perfect.....	Halifax.....	"	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	Shippegan, N.B.....	39 1	12 9	5 1	14 Malcolm McPhail, Wellington, N.B.
85,451	Perseverance.....	Quebec.....	"	1877	Ste. Croix, Que.....	65 8	20 6	5 8	48 Hermenegilde Caron, Tadoussac, Que.
103,122	Perseverance.....	St. Andrews.....	"	1895	St. Patrick, N.B.....	48 6	16 9	4 8	21 Geo. D. Grimmer, St. Andrews, N.B.
92,485	Persia.....	Windsor, N.S.....	Bktn—Bkglt.....	1886	Hantsport, N.S.....	155 7	35 9	17 0	578 W. H. Baxter, Canning, N.S.
107,799	Perr.....	St. John, N.B.....	Sloop.....	1897	St. John, N.B.....	25 2	8 0	3 1	4 F. W. McNichol, St. John, N.B.
92,386	Peruvian.....	Kingston.....	"	1888	Seely's Bay, Ont.....	97 0	18 0	4 5	54 J. Shappie, Belleville, Ont.
75,892	Peter Mitchell.....	Port Hawkesbury.....	Schr—Glt.....	1878	Eseumiac, N.B.....	50 6	17 3	6 9	26 Angus McDonald, Harbour au Bouche, N.S.
37,497	Petit Rivere.....	Liverpool.....	"	1867	Petite Riviere, N.S.....	59 8	18 5	7 5	40 N. Swain, Barrington, N.S.
103,764	Petrel.....	Chatham, N.B.....	"	1896	Shippegan, N.B.....	36 0	12 0	4 8	12 T. Abier, Shippegan, 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, Lepreaux, 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.
94,703	Phoebe and Emma Small.....	Charlottetown.....	Schr—Glt.....	1869	Gloucester, Mass., U.S.A.....	74 7	21 3	7 8	70 Garnet Hubley and John H. Hubley, Charlottetown, P.E.I.
100,870	Philip Kearney.....	Quebec.....	Barge—Chd.....	1881	Northumberland, N.Y., U.S.A.....	94 8	18 4	8 2	119 Wm. Price, Quebec, Que.
71,645	Philippe.....	Montreal.....	Sloop.....	1873	Yamaska, Que.....	96 6	22 3	6 3	99 A. Turcotte, St. Edouard, Que.
103,248	Philippe.....	"	Barge—Chd.....	1894	Sord, Que.....	106 0	21 7	8 2	131 Sincennes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe.....	Ottawa.....	"	1881	"	108 0	22 0	7 2	154 M. Beaton, Cumberland, Ont.
80,775	Philouen.....	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.
69,580	Philomène.....	"	Schr—Glt.....	1873	Baie St. Paul, Que.....	51 0	15 0	7 1	28 H. Castonguay, L'Assomption de Maclender, Que.
72,067	Philomène D.....	Port Hawkesbury.....	"	1881	River Bourgeoise, N.S.....	46 4	16 6	6 1	22 John Pelham, Jauvrins Harbour, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						57 Ft. 10ths.	20 Ft. 10ths.	9 Ft. 10ths.	Tonnage enregistré.
111,924	Plin & Co, Scow No. 1	Toronto	Scow—Chd.	1891	Detroit, Mich., U.S.A.	77	20	6	81 Wm. E. Plin, Toronto, Ont.
111,925	Plin & Co, Scow No. 2	"	"	1894	" " " " "	77	20	6	" " " "
111,926	Plin & Co, Scow No. 9	"	"	1896	Buffalo, N.Y., " "	80	18	9	" " " "
75,445	Phoenix	Gaspé	Schr—Glt	1880	Esquimaux Point, Que.	45	17	6	Placide Vigneau, Esquimaux Point, Que.
85,620	Phoenix	Parrishore	"	1883	Parrishore, N.S.	144	34	12	397 George W. Newcomb, Parrishore, N.S.
78,049	Pholue	Chatham, N.B.	"	1880	Pictouche, N.B.	49	15	6	26 Frank N. Legere, Shediac, N.B.
107,329	Picua	Halifax	Sloop	1890	East Boston, Mass., U.S.A.	34	11	5	9 Walter G. Jones, Halifax, N.S.
74,201	Pierreville	Montreal	"	1874	Pierreville, Que.	103	22	7	126 A. Chabaud, St. Thomas de Pierre-ville, Que.
103,663	Pike	Ottawa	Barge—Chd	1895	Kippewa, Que.	53	13	4	17 Alex. Lamson, Ottawa, Ont.
111,417	Pilgrim	Lamenburg	Schr—Glt	1900	La Have, N.S.	96	24	9	99 Thos. A. Wilson, Bridgewater, N.S.
72,593	Pilot	Kingston	"	1866	Wilson, N.Y., U.S.A.	63	15	5	34 James Mahoney, Kingston, Ont.
100,477	Pilot	Lamenburg	"	1892	La Have, N.S.	52	18	7	42 Edward Malcolm, Port Malcolm, N.S.
92,484	Pilot	Windsor, N.S.	Sloop	1878	Cornwallis, N.S.	41	12	4	14 Samuel Bigelow, Canning, N.S.
92,595	Pioneer	Sydney	Schr—Glt	1887	Little Bras d'Or, N.S.	36	11	5	9 Fred. Richard, Little Bras d'Or, N.S.

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100,144 Piper.....	Winnipeg.....	Barge—Chd.....	1862 Fort Frances, Ont.	51 0	8 5	4 0	17 Edward W. Brydges, Rat Portage, Ont.
35,087 Planet.....	Liverpool.....	Schr—Glt.....	1848 Port Medway N.S.	47 4	15 7	7 1	29 H. B. Mitchell, Chester, N.S.
77,622 Pleasantville.....	Lunenburg.....	".....	1879 Pleasantville, N.S.	80 0	25 8	9 4	98 W. H. Brookfield, Halifax, N.S.
66,710 Pleiades.....	Charlottetown.....	".....	1874 Pubnico, N.S.	54 1	18 4	6 6	38 Robert McInnis, Wallace, N.S.
85,641 Pleroma.....	Lunenburg.....	".....	1883 Mahone Bay, N.S.	81 5	24 4	9 3	95 G. S. Troop, Halifax, N.S.
61,395 Plover.....	Chatham, N.B.....	".....	1872 Shippegan, N.B.	53 8	15 5	6 4	30 Philip Luce, Jersey.
80,804 Plymouth.....	Windsor, N.S.....	Blk—Bq.....	1879 Hantsport, N.S.	198 0	46 0	23 3	1312 The Ship Plymouth Co., Ltd., Hantsport, N.S.
88,437 Polar Star.....	Halifax.....	Schr—Glt.....	1884 Sherbrooke, N.S.	49 5	17 1	7 2	29 Jas. McConnell, Port Bedford, N.S.
66,717 Polar Star.....	Port Hawkesbury.....	".....	(1875 } (1898 } Brooklyn, N.S.	73 6	22 2	8 2	76 Daniel O'Leary, Richibucto, N.B.
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, Ottawa, Ont.
103,437 Pontiac.....	Ottawa.....	Barge—Chd.....	1889 Buckingham, Que.	54 0	18 7	4 4	33 W. J. Poupore, Ottawa, Ont.
64,971 Pontiac.....	Quebec.....	".....	1871 Quebec, Que.	105 0	22 6	7 0	129 J. B. Blanchard, Montreal, Que.
83,473 Porpoise.....	St. Andrews.....	Schr—Glt.....	1860 Lunenburg, Me., U.S.A.	52 7	17 8	6 0	32 Edmund Holt, St. Patrick, N.B.
Portland.....	Kingston.....	Barge—Chd.....	1863 Bedford Mills, Ont.	108 0	20 0	7 5	183 J. B. Cantin, Montreal, Que.
83,289 Portsmouth.....	Kingston.....	Barge—Chd.....	(1872 Kingston, Ont.) (1882 Ottawa ".....)	108 0	22 8	7 0	126 S. T. Easton, Ottawa, Ont.
103,195 Potanoe.....	Liverpool.....	Schr—Glt.....	1894 Liverpool, N.S.	110 6	17 8	14 8	231 W. Mitchell, et al., Halifax, N.S.
71,035 Precursor.....	Charlottetown.....	".....	1876 Tusket, N.S.	62 0	20 0	7 0	46 C. J. Stright, Capaud, P.E.I.
100,738 Preference.....	Windsor, N.S.....	".....	1863 Ganning, N.S.	126 0	30 0	10 7	243 G. L. Purdy, St. John, N.B.
107,655 Premier.....	Lunenburg.....	".....	1899 La Have, N.S.	98 5	25 2	9 8	99 James Wainback, La Have, N.S.
116,311 Pterona.....	Arichat.....	".....	1903 River Bourgeoise, N.B.	42 2	13 3	6 0	17 Placide Bonchard, River Bourgeoise, N.S.
80,055 Prescott.....	St. John, N.B.....	".....	1881 Calais, Me., U.S.A.	75 0	25 1	6 8	73 G. D. P. Prescott, Albert, N.B.
85,416 Pride of America.....	St. Catharines.....	".....	1863 St. Catharines, Ont.	133 0	23 3	12 2	285 Michael Ryan, Quebec, Que.
92,571 Primrose.....	Halifax.....	".....	1887 Chester, N.S.	37 8	13 8	6 2	14 Angus Gray, Pennant, N.S.
41,776 Primrose.....	Liverpool.....	".....	1858 La Have, N.S.	52 1	17 5	7 2	32 Wm. H. Paine, Port Hawkesbury, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
90,873	Prinrose	Yarmouth	Schr—Gld.	1886	Maidland, N.S.	33 Ft. 10ths.	19 3	4 Ft. 10ths.	34	Ephraim Larkin, Shag Harbour, N.S.
73,714	Prince	"	"	1877	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Stephens, Freeport, N.S.
37,605	Prince Consort	Halifax	"	1857	Mahone Bay, N.S.	56 8	18 2	7 4	39	Joseph Shankel, St. Margaret's Bay, N.S.
92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I.	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
(a) 73,130	Princeport	Tenno	"	1883	Princeport, N.S.	83 2	21 1	9 7	122	N. F. Marshall, Middleton, N.S.
77,736	Princess	Digby	"	1879	Port Gilbert, N.S.	88 2	25 0	9 1	137	James Morchouse, et al., Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezetcook, N.S.	48 1	14 7	5 2	16	John Bellfontaine, Chezetcook, N.S.
70,282	Princess	Montreal	Barge—Gld	1874	Montreal, Que.	142 0	26 6	10 2	300	Kingston & Montreal Forwarding Co., Ltd., Montreal, Que.
78,014	Princess Louise	Chatham, N.B.	Schr—Glt	1879	Chatham, N.B.	49 0	16 2	6 3	21	R. K. Call, Newcastle, N.B.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S.	37 5	11 4	5 5	18	J. McKinsey, Canso, N.S.
111,500	Priscilla	St. John, N.B.	"	1900	Newcastle, N.B.	81 6	27 0	7 6	102	Alonzo M. Granville, Waterborough, N.S.
83,265	Prize (The)	Amnapolis	"	1885	St. John, N.B.	32 0	10 0	4 4	7	J. B. Tompleman, Hampton, N.S.
42,137	Progress	Gaspé	"	1872	Esquimaux Point, Que.	60 8	20 9	8 0	52	Nat. Boudreau, Esquimaux Point, Que.
91,677	Progress	Halifax	"	1889	Spray Bay, N.S.	39 4	12 7	5 6	14	Robert Leslie, Halifax, N.S.

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77,620	Progress.....	Liverpool.....	"	1879	Lanenburg, N.S.....	69	6	21	4	8	2	73 A. B. Crosby, Halifax, N.S.
103,977	Progress.....	Quebec.....	"	1886	St. Siméon, Que.....	61	4	21	0	7	4	56 A. Bellez, St. Siméon, Que.
197,347	Prosperite.....	Yarmouth.....	"	1901	Port Creville, N.S.....	147	3	34	3	11	9	378 The Prosperite Shipping Co., Ltd., Yamouth, N.S.
73,082	Protecteur.....	Montreal.....	Barge—Chd.....	1874	St. Marc, Que.....	102	0	22	4	6	2	101 Moise Robidoux, Yamaska, Que.
111,402	Protector.....	Lanenburg.....	Schr—Glt.....	1900	La Have, N.S.....	93	2	24	5	9	4	95 Thomas A. Wilson, Bridgewater, N.S.
96,732	Providence.....	Chatham, N.B.....	"	1889	Shippagan, N.B.....	34	3	13	4	4	0	11 Wm. Feuing & Co, Ltd., Jersey.
96,740	Providence.....	"	"	1890	Caraguet, N.B.....	38	5	12	4	5	0	13 T. H. Le Bouthillier, Caraguet, N.B.
72,076	Providence.....	"	"	1874	Shippagan, N.B.....	36	4	12	1	4	5	12 T. Abier, Shippagan, 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	Yamaska, Que.....	99	6	23	0	6	4	105 Joseph Laforet, Sorel, Que.
100,184	Providence.....	"	"	1891	"	106	1	22	9	7	8	138 Alphonse Desrosiers, Lanoraie, Que.
69,592	Providence.....	Quebec.....	Schr—Glt.....	1873	Kanouraska, Que.....	61	6	18	5	6	6	45 Martial Saingelet, Les Escoumains, Que.
74,269	Providence.....	"	"	1876	Paie St. Paul, Que.....	67	6	19	7	9	0	75 François M. Audet, Quebec, Que.
85,461	Providence.....	"	"	1882	Gentilly, Que.....	77	0	22	5	7	0	78 George Delisle and Louis Delisle, Ste. Croix, Que.
103,976	Providence.....	"	"	1896	St. Siméon, Que.....	51	6	16	8	6	5	33 F. Tache, St. Irénée, Co. Charlevoix, Que.
94,741	Prudent.....	St. John, N.B.....	Schr—Glt.....	1888	Portland, N.B.....	93	9	26	6	7	6	117 Geo. R. McDonough, St. Martin's, N.B.
80,858	Psyche.....	Halifax.....	Sloop.....	1876	Halifax, N.S.....	25	0	7	8	4	0	4 Franklin S. West, Halifax, N.S.
103,993	Pythian Knight.....	St. Andrews.....	"	1897	Shelburne, N.S.....	48	0	15	0	6	0	19 Frank Ingersoll, Grand Manan, N.B.
46,204	Quebec.....	Montreal.....	Barge—Chd.....	1892	Quebec, Que.....	90	0	24	5	9	0	133 Prosper Leplante, Lachine, Que.
111,663	Quebec.....	"	Schr—Glt.....	1901	Lévis, Que.....	206	2	40	0	14	6	989 The Montreal Transportation Co., Ltd., Montreal, Que.
.....	Queen.....	"	"	1897	Rivière du Loup, Que.....	103	0	21	6	7	2	149 J. B. Poirier, 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.....	"	"	1895	Victoria, B.C.....	43	0	13	0	4	6	19 Chas. Paterson, Nanaimo, B.C.

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36,136	Queen of the East.	Guysboro'	Schr—Glt	1857	Chezetook, N.S.	84 Ft.	15 9	6 4	25	W. Gilin, Isaac's Harbour, N.S.
77,626	Queen of the Lakes.	Kingston	"	1853	Portsmouth, Ont.	128 0	23 3	10 3	190	Cies. A. Richardson, Kingston, Ont.
	Queen of the North.	Toronto	Brig—Blk	1861	Nottawasaga, Ont.	125 0	23 2	10 8	347	Henry M. Jackson, Toronto, Ont.
100,057	Quectay	St. John, N.B.	Schr—Glt	1891	St. John, N.B.	94 4	26 2	7 5	123	H. H. Pickett, St. John, N.B.
88,504	Quickstep	Sydney	"	1883	Lingan, N.S.	38 0	12 4	5 3	12	Isaiah Boudrot, River Bourgeois, N.S.
107,904	Quoddy Queen	St. Andrews	Sloop	1899	Weymouth, N.S.	32 0	11 6	6 0	13	Harrington Gupill, Grand Manan, N.B.
57,732	R. N. B.	Windsor, N.S.	Schr—Glt	1869	Londonderry, N.S.	56 8	17 5	6 8	37	Jas. E. George, Parrsboro', N.S.
107,564	R. P. S.	Parrsboro'	"	1899	Lower Economy, N.S.	79 8	23 0	8 0	74	L. H. Baird, Walkerville, N.S.
74,064	R. A. Smith	Windsor, Ont	Scow—Chd	1877	River Thames, Ont.	49 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
(a) 77,991	R. C. W. MacQuig.	Ottawa	Barge—Chd	1879	Hall, Que.	108 6	22 7	7 7	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,817	R. H. Brown	Windsor, Ont.	Schr—Glt	1882	Marine City, Wisconsin.	63 0	17 2	6 2	51	John Chabrette, Belle River, Ont.
116,649	R. M. Cox	Ottawa	Barge—Chd	1904	Hall, Que.	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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80,669	R. O. Byers.....	"	"	1881	Montchello, Que.....	106 9	22 5	6 8	143	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
83,328	R. S. McKenzie.....	"	"	1881	Hull, Que.....	109 1	21 7	7 9	151	"
(a) 80,894	R. W. Cooper.....	"	"	1880	Ottawa, Ont.....	110 3	22 6	7 7	161	"
63,208	R. W. Smith.....	Lunenburg	Schr—Glt	1875	Lunenburg, N.S.....	72 0	22 7	8 1	74	Frederic S. Mosceley, Sydney, N.S.
100,171	R. Beutrice.....	Charlottetown	"	1892	Mahone 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	Robt. Carson, St. Martin's, N.B.
88,452	R. Ferguson.....	Arichat.	"	1880	Soldier's Cove, N.S.....	44 1	15 3	6 4	24	Abraham Gallop, Cordroy, Nfld.
72,235	R. Knight.....	St. John, N.B.	"	1875	Cambridge, N.B.....	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, N.B.
85,772	R. Lepine.....	Montreal	Barge—Chd	1884	Montchello, Que.....	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
83,279	R. Morrow.....	Maitland	Bk—Bq	1881	Maitland, N.S.....	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel.....	Montreal	Barge—Chd	1887	Yamaska, Que.....	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
94,796	Raeburn.....	Richibucto	Schr—Glt	1893	Rexton, N.B.....	76 4	22 3	8 9	74	Henry McLean, Rexton, N.B.
90,593	Ralph.....	Lunenburg	"	1885	Petite Riviere, N.S.....	60 8	19 7	7 7	51	Thos. White, Margaree, N.S.
100,820	Ranger.....	Barrington	"	1895	Barrington, N.S.....	36 0	11 6	4 2	11	Andrew Duncan, Clark's Harbour, N.S.
100,979	Ranger.....	Chatham, N.B.	"	1888	Cataquet, N.B.....	36 0	12 1	4 4	10	C. Robin, Collas & Co., Ltd., Jersey.
41,508	Ranger.....	Gaspé	"	1860	Sandy Beach, Que.....	55 8	18 0	7 3	42	Joshua Gallant, Grandique, N.B.
75,441	Ranger.....	"	"	1877	St. John's, Nfld.....	41 8	12 3	5 3	14	Thos. Whittle, Anticosti, Que.
77,913	Ranger.....	Port Hope	"	1877	Clayton, N.Y., U.S.A.....	65 0	12 5	4 2	21	N. Wilhelmy, Belleville, Ont.
51,520	Ranger.....	Quebec	Barge—Chd	1864	Quebec, Que.....	153 6	24 7	11 0	241	J. F. F. Boulais, Sorel, Que.
"	Raoul.....	Montreal	"	1893	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.
100,473	Rapture.....	Lunenburg	"	1892	LaHave, N.S.....	64 6	20 6	8 2	57	Edward Chapman, Murray Harbour, P.E.I.
103,287	Raven.....	Chatham, N.B.	"	1895	Shippegan, N.B.....	35 0	12 3	4 8	11	T. Abier, Shippegan, N.B.
103,256	Raven.....	St. John, N.B.	"	1895	Greenwich, N.B.....	53 4	18 9	5 3	47	R. Benjamin Keirstead, Greenwich, N.B.

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100,273	Ravola.....	Windsor, N.S.....	Schr—Glt.....	1892	Salmon River, N.S.....	88 Ft. 10ths.	32 Ft. 10ths.	8 Ft. 9 10ths.	130	J. Willard Smith, St. John, N.B.
92,631	Ray.....	Lunenburg.....	".....	1878	LaHave, N.S.....	33 6	11 2	4 5	11	Timothy Redden, Chester, N.S.
(a) 94,753	Ray G.....	Parrsboro'.....	".....	1889	St. Martin's, N.B.....	75 1	26 1	7 5	96	Hugh Gillespie, Parrsboro', N.S.
112,264	Raymond.....	Montreal.....	Sloop.....	1902	Yamaska, Que.....	108 0	22 7	7 4	136	Clarisse Lassalle, Yamaska, Que.
103,900	Razzle Dazzle.....	New Westminster.....	Barge—Chd.....	1893	Idaho, U.S.A.....	56 9	14 0	2 8	18	W. S. Kane, Kaslo, B.C.
75,619	Recruit.....	Deseronto.....	Schr—Glt.....	1880 1901	St. Catharines, Ont.....	144 0	25 2	10 6	297	The Rathbun Co., Deseronto, Ont.
72,960	Red Bird.....	St. Catharines.....	Scow—Chd.....	1870	Hamilton, Ont.....	64 6	17 3	4 4	39	H. Minnes, Welland, Ont.
96,888	Red Island.....	Ottawa.....	Light-Ship.....			192 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	Caracquet, N.B.....	35 5	12 0	4 6	11	P. Rive, Caracquet, N.B.
88,324	Redoubtable.....	Quebec.....	".....	1886	St. Alexis, Que.....	64 0	20 4	8 3	67	A. W. Dolbel, Grand Grève, Que.
77,605	Reform.....	Lunenburg.....	".....	1878	Bridgewater, N.S.....	64 5	21 0	8 0	56	Danase Bourgois, St. Pierre, Mique- lon.
111,705	Reform.....	".....	".....	1857	Essex, Mass., U.S.A.....	68 0	19 7	7 6	58	Fred. Zwicker, Malbone Bay, N.S.
106,889	Reform.....	Yarmouth.....	Bktn—Bkgt.....	1894	Stavenger, G.B.....	191 0	30 4	13 5	545	The Reform Ship Co., Ltd., Yar- mouth, N.S.

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85,423	Regina	Montreal	Schr—Glt	1870 St. Catharines, Ont. 1886 Kingston, Ont.	171 0	25 7	11 3	411	Montreal Transportation Co., Ltd., Montreal, Que.
103,735	Regina	Parrsboro'	"	1898 Port Greville, N.S.	76 0	23 7	6 5	74	Leonard Rolf and S. Macumber, J.O., et al., Port Greville, N.S.
85,748	Regina	Quebec	"	1883 St. Anne des Monts, Que.	71 5	22 4	7 9	79	Pierre Trepannier, 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.
83,133	Regina B.	Halifax	Schr—Glt	1881 Summerside, N.S.	75 3	22 4	8 6	79	M. Williams, Musquodoboit, N.S.
107,959	Reginald R.	Barrington	Sloop	1903 Baecaro, N.S.	43 0	14 8	5 1	16	Crissie W. Worthen, Baecaro, N.S.
103,706	Regine	Yarmouth	"	1896 Pubnico, N.S.	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,569	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 Yanaska, 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. Hamel, Lotbinière, Que.
116,337	Reliance	Ottawa	Barge—Chd	1903 Barry's Bay, Ont.	40 4	11 2	3 0	65	Ontario Corundum Co., Ltd., Ottawa, Ont.
.....	Relief	Montreal	"	1871 Sorel, Que.	101 1	22 8	7 3	149	J. LaRivière, Ste. 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.
101,292	Renbrandt	Sydney	Schr—Glt	1876 Kennebunk, Me., U.S.A.	207 8	40 3	24 0	1413	The Dominion Coal Co., Ltd., Glace Bay, N.S.
103,586	Remus	Chatham, N.B.	"	1896 Shippegan, 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,	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	Reue	Ottawa	Scow—Chd	1895 Hull, Que.	40 3	16 0	2 6	10	E. G. Laverdure, Ottawa, Ont.
107,453	Renown	Lunenburg	Schr—Glt	1899 Lunenburg, N.S.	88 5	24 0	9 4	83	W. C. Smith, Lunenburg, N.S.
100,952	Replevin	Chatham, N.B.	"	1890 Caraquet, N.B.	36 6	12 3	4 2	10	C. Robin, Collas & Co., Ltd., Jersey.
85,568	Reporter	St. John, N.B.	"	1883 Wickham, N.B.	86 0	26 2	7 8	122	R. D. Gilchrist, St. John, N.B.
97,142	Republie	St. Andrews	"	1886 Haddam, Conn., U.S.A.	65 6	22 3	7 9	70	William Ogilvie, Sonerville, N.S.
83,253	Rescue	Annapolis Royal	"	1883 Clementsport, N.S.	43 9	14 9	6 0	17	Jas Nesbitt and Roy Nesbitt, Grand Manan, N.B.
77,787	Rescue	Halifax	"	1881 East Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
						Ft. Pds.	Ft. Pds.	Ft. Pds.	Registered tonnage. Tonnage enregistré.
100,280	Rescue.....	Windsor, N.S.	Bktn—Bkgt.	1892	Canning, N.S.	120 0	32 0	11 1	321 Alfred Potter, M.O., Canning, N.S.
(a) 100,344	Ressie.....	Maitland.....	"	1901	Maitland, N.S.	166 8	37 0	13 7	561 A. Putnam, Halifax, N.S.
83,132	Restless.....	Digby	Schr—Glt	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	72 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.
112,024	Reta S.	Canso	Schr—Glt	1903	Queensport, N.S.	36 6	12 1	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.
100,305	Reuben Doud.....	Windsor, Ont.	"	1873	Wincome, U.S.A.	137 7	26 0	11 6	308 Albert J. Forster, Toronto, Ont.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S.	99 8	28 7	8 8	123 Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B.	"	1871	Shippagan, N.B.	36 0	13 1	1 5	11 Joshua Alexander, M.O., Shippagan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13 J. De Grier, Shippagan, N.B.
85,660	Rex	St. John, N.B.	"	1883	St. Martin's, N.B.	66 1	22 5	6 8	58 R. Carson, St. John, 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, 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.

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107,907 Rhoda, Gt.	St. Andrews	Sloop	1891	St. John, N.B.	24 0	9 4	5 6	8	Hanford Small, Grand Manan, N.B.
(a) 49,473 Rhinana	Sydney	Schr—Glt	1864	Westport, N.S.	57 0	20 0	7 8	46	Allan D. Lawson, Wallace, N.S.
74,406 Richard	Chatham, N.B.	Bk—Bq	1877	Richibucto, N.B.	134 0	30 6	18 6	531	H. O'Leary, M.O., Richibucto, N.B.
37,172 Richard Simonds	St. John, N.B.	Schr—Glt	1861	Portland, N.B.	70 2	19 8	7 5	45	Jos. L. Cleveland, Margarettsville, N.S.
72,659 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—Drague	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	Yamaska, Que.	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
94,958 Ripley Ropes	Charlottetown	Schr—Glt	1859	Essex, Mass., U.S.A.	67 4	20 0	6 9	53	Daniel Sutherland, Stanley Bridge, P. E. I.
75,763 Ripple	Arichat	"	1877	Port Medway, N.S.	30 4	15 2	5 3	17	Daniel McDonald, Port Richmond, N.S.
48,358 Ripple	Guyssboro'	"	1864	Indian Harbour, N.S.	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.
88,439 Ripple	Halifax	"	1884	Jeddore, N.S.	40 8	14 3	5 9	20	Isidore Boudrot, Petit de Grat, N.S.
80,393 Ripple	Parrsboro'	"	1882	Parrsboro', N.S.	42 5	14 2	6 1	16	Joseph Mitchell, Hampton, N.S.
64,033 Ripple	Port Hawkesbury	"	1873	Digby, N.S.	54 0	17 5	6 3	34	Leander Tamer, Coal Harbour, N.S.
103,617 Ripple	Quebec	"	1894	Château Richer, Que.	68 2	22 2	7 2	70	W. Dechêne, Château Richer, Que.
107,537 Ripple	St. John, N.B.	Schr—Glt	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.
75,596 Ripple	Yarmouth	Schr—Glt	1877	Bear River, N.S.	41 8	14 4	6 9	19	Vincent Bramen, Yarmouth, N.S.
83,349 Rise Over	Halifax	"	1883	Lunenburg, N.S.	75 5	23 2	8 7	81	Mrs. Mary I. Pike, North Sydney, N.S.
75,591 Rise & Go	St. Andrews	"	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	C. Robin, Collas & Co., Ltd., Jersey.
103,344 Rita	Montreal	Sloop	1893	Lachine, Que.	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.
59,462 Rival	Halifax	Schr—Glt	1870	La Have, N.S.	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
74,098 Rival	"	"	1877	Chezetcook, N.S.	47 0	16 6	7 2	31	Jacob M. Mitchell, Jeddore, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
88,223	River Belle	Halifax.....	Schr—Glt	1881	Clyde River, N.S.	32 10 fms. Ft.	12 3 Ft.	5 5 Ft.	11	John D. Christian, Upper Prospect, N.S.
111,470	River Branch.....	Chatham, N.B.	"	1901	Shippegan, N.B.	36 9 Ft.	12 6 Ft.	4 3 Ft.	11	Wm. Fraing & Co., Ltd., Jersey.
57,688	River Dale	Halifax.....	"	1868	La Have, N.S.	59 6 Ft.	19 3 Ft.	7 4 Ft.	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose.....	Barrington.....	"	1878	Port Clyde, N.S.	37 0 Ft.	14 4 Ft.	5 9 Ft.	13	Walter Coggins, Westport, N.S.
112,372	River Swan.....	Arielat.....	"	1902	Tor Bay, N.S.	33 0 Ft.	11 4 Ft.	5 0 Ft.	11	Alonzo Munroe, Whitehaven, N.S.
85,590	Riverdale.....	St. John, N.B.	Schr—Glt	1883	Waterborough, N.B.	75 3 Ft.	26 3 Ft.	7 0 Ft.	84	N. C. Scott, St. John, N.B.
75,706	Riverside.....	Sydney.....	Schr—Glt	1878	Bras d'Or, N.S.	53 8 Ft.	17 4 Ft.	7 2 Ft.	36	John H. Christie, Bras d'Or, N.S.
111,648	Riviera.....	Lunenburg.....	"	1901	Shelburne, N.S.	88 0 Ft.	21 0 Ft.	9 4 Ft.	96	Robert Dawson, Bridgewater, N.S.
111,723	Roanoke.....	"	"	1901	Malone Bay, N.S.	98 2 Ft.	25 3 Ft.	10 8 Ft.	100	Abram Ernst, Malone Bay, N.S.
94,925	Rob Roy.....	Pictou, Ont.	Barge—Chd.....	1897	Pictou, Ont.	144 0 Ft.	31 0 Ft.	10 3 Ft.	341	A. W. Hepburn, Pictou, Ont.
100,319	Rob Roy.....	Yarmouth.....	Schr—Glt	1888	Lockeport, N.S.	41 0 Ft.	13 4 Ft.	5 0 Ft.	12	Freeman Lowe, Cape Island, N.S.
100,566	Rob S.....	Halifax.....	"	1892	Malone Bay, N.S.	42 0 Ft.	14 6 Ft.	6 4 Ft.	21	Lewis Dickson, Louisburg, N.S.
107,411	Robert.....	Montreal.....	Barge Chd.....	1899	St. Thomas de Pierr- ville.	139 5 Ft.	29 4 Ft.	13 0 Ft.	418	Canadian Towing & Transportation Co., Ltd., Montreal, Que.
90,143	Robert Evans.....	Winnipeg.....	"	1885	Kewatin, Ont.	52 6 Ft.	13 5 Ft.	3 5 Ft.	29	The Kewatin Lumbering & Manu- facturing Co., Ltd., Hamilton, Ont.

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100,516	Robert Ewing	Parrsboro'	Schr—Glt	1892 Advocate, N.S.	142 4	33 3	12 0	399 W. W. Lewis, <i>et al.</i> , Louisburg, N.S.
96,834	Robert F. Mason	Lunenburg	"	1890 Lunenburg, N.S.	74 8	23 5	9 1	87 Thos. Ring, North Sydney, N.S.
53,862	Robert Kerr	New Westminster	Barge—Chd	1866 Quebec, Que.	190 6	38 4	23 7	1123 Canadian Pacific Railway Co., Montreal, Que.
94,921	Robert McDonald	Pictou, Ont.	Schr—Glt	1890 Pictou, Ont.	70 0	19 0	6 5	44 James H. Bell, Kingston, Ont.
80,394	Robert S. Besnard	Parrsboro'	Bk—Bq	1882 Eatonville, N.S.	191 0	38 8	23 0	1142 The Barque Robert S. Besnard Co., Ltd., St. John, N.B.
103,100	Roberval	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 C. Robin, Collas & Co., Ltd., Jersey.
107,544	Robin Hood	St. John, N.B.	Sloop	1898 Yarmouth, N.S.	23 7	9 0	3 2	5 James P. Lunney, St. John, N.B.
103,048	Rock-et	Ottawa	Horse ferry	1891 Cumberland, Ont.	44 2	16 0	1 6	4 Godfrey Faulert, Cumberland, Ont.
83,075	Rockland	"	Barge—Chd	1881 Rockland, Ont.	110 3	22 0	6 6	136 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Rodolphe	Montreal	"	1866 Yamaska, Que.	96 3	22 9	6 8	106 Savaille, Sorel, Que.
85,763	Roi des Eaux	"	Sloop	1883 Pierreville, Que.	93 3	23 0	6 0	96 E. Sauvageau, Champlain, Que.
94,880	Roi des Eaux	"	"	1889 Yamaska, Que.	85 0	21 4	5 3	68 The Canadian Construction Co., Ltd., Montreal, Que.
112,326	Rolfe	Parrsboro'	Schr—Glt	1902 Port Greville, N.S.	65 0	20 1	6 9	54 H. W. Elderkin, Port Greville, N.S.
107,125	Roma	Lunenburg	"	1899 Shelburne, N.S.	95 0	25 0	9 4	99 David Ritecy, La Have, N.S.
75,446	Romane	Montreal	"	1881 Gaspé, Que.	64 5	20 6	9 3	65 C. A. Carlin, Montreal, Que.
103,729	Romeo	Parrsboro'	Schr—Glt	1897 Port Greville, N.S.	74 4	24 5	6 9	79 T. M. Dodswoth, Parrsboro', N.S.
103,358	Romeo	Quebec	Sloop	1895 Bic, Que.	38 5	14 4	5 1	22 G. F. Gibsons, Quebec, Que.
100,073	Romeo	St. John, N.B.	Schr—Glt	1891 Cambridge, N.B.	84 4	28 9	7 4	111 Peter McIntyre, St. John, N.B.
103,587	Romulus	Chatham, N.E.	"	1896 Shippegan, N.B.	39 0	13 7	5 7	19 W. S. Loggie Co., Ltd., Chatham, N.B.
116,328	Ronald	Chatham, N.B.	Schr—Glt	1903 Port Greville, N.S.	131 1	32 2	10 9	268 James E. Pettis, Port Greville, N.S.
92,404	Rosa	Chatham, N.B.	"	1886 Shippegan, N.B.	36 2	13 4	5 0	17 J. O. Aclie, Shippegan, N.B.
100,717	Rosa	Montreal	Sloop	1892 Yamaska, Que.	111 7	23 0	7 6	140 M. Robidoux, Yamaska, Que.
100,908	Rosalie	Chatham, N.B.	Schr—Glt	1892 Caraquet, N.B.	35 5	12 5	4 4	10 J. N. LeBouthillier, 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.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
111,834	Rosau	Digby	Schr—Clk	1898	Cape St. Mary, N.S.	32 4	10 9	5 0	11 John A. Donette, Cape St. Mary, N.S.
61,438	Rosane	Chatham, N.B.	"	1874	Shippegan, N.B.	37 0	11 6	4 6	13 T. Ahier, Shippegan, N.B.
64,920	Rosannah	Halifax	"	1873	Bay St. George, Nfld.	48 7	16 4	6 3	25 Wm. Carter, Charnel, Nfld.
116,227	Rosaria	Quebec	"	1902	Isle aux Coudres, Que.	43 2	13 6	5 0	18 Noel Dufour, Isle aux Coudres, Que.
85,696	Rose	Chatham, N.B.	"	1884	Tracadie, N.B.	32 8	11 7	4 6	11 Wm. Ferguson, Tracadie, N.B.
107,536	Rose	St. John, N.B.	Sloop	1893	St. John, N.B.	25 0	10 0	3 0	5 A. E. Everett, St. John, N.B.
92,702	Rose	Winnipeg	Barge—Clk	1890	Rat Portage, Ont.	71 6	16 3	6 3	80 Angus McKinnon, Rat Portage, Ont.
78,945	Rose Alba	Chatham, N.B.	Schr—Clk	1879	Richibucto, N.B.	32 0	13 0	4 5	13 Etienne 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.
71,682	Rose Odina	Montreal	Barge—Clk	1873	St. Thomas de Pierre- ville, Que.	98 0	22 0	6 5	75 Methode Lemay, St. Eustache, Que.
100,721	Rose Odina	"	"	1893	Lachine, Que.	118 1	23 1	8 4	181 P. Laplante, Lachine, Que.
103,978	Rose Mystérieuse	Quebec	Schr—Clk	1896	Les Ecureuils, Que.	55 8	17 0	5 9	39 Amable Fournier, Montbagny, Que.
71,255	Rosdeller	Windsor, Ont.	Scow—Clk	1875	River Puce, Ont.	58 0	16 0	4 0	37 Alex. Clouthier, Rochester, Ont.
80,628	Roseneath	Yarmouth	"	1882	Shellburne, N.S.	84 6	21 0	9 7	92 Z. Nickerson, Port Clyde, N.S.

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116,272 Rosie M. B.	Halifax	1903 Grand Desert, N.S.	70 8	21 7	9 2	75 Daniel Bonaing, Grand Desert, N.S.
107,265 Ross Boat	Ferry Ottawa	1891 Armprior, Ont.	45 2	22 8	2 2	16 A. J. Campbell, Armprior, Ont.
111,802 Rothessy	Weymouth	1904 Belliveau's Cove, N.S.	128 9	31 4	11 1	280 David W. Puddington, St. John, N.B.
112,313 Rough Rider	St. Andrews	1899 West Isles, N.B.	38 0	13 5	5 0	15 Warren Cheney, Grand Manan, N.B.
100,668 Round Islander	Kingston	1895 Verona, Ont.	40 8	12 4	3 6	14 Henry Bauder, Verona, Ont.
103,391 Rover	Deseronto	1894 Napance, Ont.	42 0	15 0	4 6	13 John Rowley, Kingston, Ont.
103,046 Rover	Ottawa	1870 Ottawa, Ont.	96 6	18 8	6 0	74 R. O'Neill, Ottawa, Ont.
85,792 Rover	Wallaceburg	1884 Wallaceburg, Ont.	75 7	18 0	5 3	46 Geo. Travis, Wallaceburg, Ont.
53,551 Roving Bird	Halifax	1865 Chezetook, N.S.	44 9	15 1	6 4	24 Frederick J. Hyson, Mahone Bay, N.S.
75,864 Roving Lizzie	Weymouth	1879 Clare, N.S.	35 0	12 3	4 9	11 John Carter and Benj. Carter, Pennfield, N.B.
100,539 Rowena	Digby	1891 Digby, N.S.	35 0	12 2	5 2	10 Ordin Sproul, <i>et al.</i> , Digby, N.S.
103,261 Rowena	St. John, N.B.	1896 St. Martin's, N.B.	76 2	26 4	7 4	96 John K. Merriam, Port Greenville, N.S.
79,994 Rowena	"	1879 Canning, N.B.	73 6	25 6	6 6	84 Mrs. Loretta Ward, Sackville, N.B.
111,835 Roxana	Digby	1899 Pubnico, N.S.	32 5	10 0	5 5	11 Ainslie Titus, Westport, N.S.
73,119 Royal	Halifax	1875 Chezetook, 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. Clemence, Toronto, Ont.
Royal Oak	Montreal	1865 Lancaster, Ont.	112 3	22 7	9 4	196 Montreal Transportation Co., Ltd., Montreal, Que.
107,376 Rozzie	Sydney	1901 Little Bras d'Or, N.S.	43	14 2	5 8	17 Mrs. Charlotte Fudge, North Sydney, N.S.
80,667 Ruby	Montreal	1881 Montreal, Que.	106 6	22 3	6 7	145 Dickson Anderson, Montreal, Que.
107,500 Ruby	Quebec	1897 St. Siméon, Que.	37 2	15 5	4 4	14 Henry Savard, St. Siméon, Que.
100,090 Ruby	St. John, N.B.	1892 Greenwich, N.B.	40 5	14 7	4 8	15 W. J. Dean, Musquash, N.B.
90,535 Runner	Montreal	1885 St. Louis, Que.	71 7	19 5	5 2	42 A. Daireau, jr., Pierreville, Que.
100,773 Rupert	Chatham, N.B.	1890 Caraquet, N.B.	36 4	12 6	4 8	12 P. Rive, Caraquet, N.B.
103,602 Rush Light	Sydney	1896 Fourchie, N.S.	57 2	19 3	7 4	51 A. B. Hooper, Pouchie, N.S.
103,273 Russel	Chatham, N.B.	1894 Miscoon, N.B.	36 2	12 4	4 8	10 J. M. Ward, Miscoon, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Tonnage registered. Tonnage enregistré.	
107,772	Ruth.....	Chatham, Ont.....	Barge—Chd.....	1875	Lillesand, Norway.....	138 0 Ft.	36 0 Ft.	11 10 Ft.	448	Hugh D. McKenzie, Halifax, N.S.
96,727	Ryso.....	".....	Schr—Glt.....	1889	Shippegan, N.B.....	36 2	12 3	4 6	11	Sinai Ache, Shippegan, N.B.
116,771	S. 1.....	Vancouver.....	Barge—Chd.....	1903	Vancouver, B.C.....	43 0	22 7	3 7	28	Albert E. Stevens, Moodyville, B.C.
116,772	S. 2.....	".....	".....	1902	".....	50 0	19 0	3 0	21	" " "
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.
107,293	S. C. H.....	Annapolis Royal.....	Schr—Glt.....	1900	Digby, N.S.....	67 8	20 3	6 5	49	J. S. Hayden, Victoria Beach, N.S.
107,417	S. O. Co. No. 52.....	Montreal.....	Barge—Chd.....	1898	Elizabethport, N.J., U.S.A.	139 0	30 6	11 9	433	The Imperial Oil Co., Ltd., Montreal, Que.
85,558	S. A. Crowell.....	Yarmouth.....	Schr—Glt.....	1884	Salmon River, N.S.....	49 4	16 6	7 0	23	Luke LeBlanc, Salmon River, N.S.
96,953	S. A. Fowkes.....	St. John, N.B.....	".....	1890	Hampton, N.B.....	90 4	27 6	7 4	123	Arthur W. Adams, St. John, N.B.
100,312	S. C. Hood.....	Yarmouth.....	".....	1892	Yarmouth, N.S.....	38 0	13 8	5 3	12	Timothy Powell, Yarmouth, N.S.
51,781	S. E. Cove.....	Halifax.....	".....	1866	Port Medway, N.S.....	65 0	21 0	8 0	51	Reni Fougère, D'Esouse, N.S.

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59,674	S. G. Marshall	"	"	1868	Rustico, P.E.I.	65	2	20	9	6	3	51	Matthew Smith, Wellington, Kent Co., N.B.
92,643	S. & J. Collier	Bownville	"	1862	South Marysburg, Ont.	106	0	23	8	8	7	146	A. M. Palmatier, Picton, Ont.
73,114	S. Mackay	Halifax	"	1876	Chez-teook, N.S.	30	0	12	0	5	5	16	Robert McGrath, jr., Halifax, N.S.
90,455	Sebaskong	Winnipeg	Barge—Chd	1882	Rat Portage, Ont.	53	5	13	4	4	2	17	W. R. Dick, Winnipeg, Man.
57,630	Sabine	St. Andrews	Schr—Glt	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.
92,608	Sadie M.	Sydney	"	1889	Ingonish, N.S.	32	0	12	9	5	3	11	D. McLeod, Ingonish, N.S.
111,771	Sadie No. 3.	Victoria	Barge—Chd	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.
100,493	Sadie Turpel	Victoria	Schr—Glt	1892	Victoria, B.C.	76	0	20	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 Doncet, Cheticamp, N.S.
71,307	Sagona	Richibucto	Bk—Br	1882	Rexton, N.B.	169	0	33	7	20	0	777	John Jardine, et al., Rexton, N.B.
116,224	Saguemay	Quebec	Schr—Glt	1903	Les Escoumains, Que.	74	4	22	9	7	7	81	N. Mercier, Les Escoumains, Que.
69,082	Saint Agnes	Halifax	"	1874	Chezteook, N.S.	49	8	16	9	7	3	38	L. B. Corkum, East Jeddore, N.S.
107,404	St. Aimé	Montreal	Sloop	1898	St. Aimé, Que.	99	2	22	9	6	5	106	Z. Lebrun, St. Aimé, Que.
111,484	St. Alfred	Quebec	"	1900	Portneuf, Que.	55	8	17	0	4	6	24	Thomas Tremblay, River St. François, Que.
103,361	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.	108	7	23	0	8	0	149	Alphonse Mongeau, Sord, Que.
103,615	St. Alphonse	Quebec	"	1894	St. Alphonse, Que.	38	6	15	4	5	3	20	Eloi Pednault, Isle aux Coudres, Que.
116,972	St. André	Chatham, N.B.	Schr—Glt	1904	Lameque, N.B.	39	0	13	2	5	0	15	André A. Ache, Lameque, N.B.
116,473	St. Anne	"	"	1904	Shippegan, N.B.	44	0	12	9	5	8	14	Onesime Chaisson, Shippegan, N.B.
107,562	St. Anthony	Parrsboro'	"	1899	Parrsboro', N.S.	85	9	26	4	8	6	100	P. McLaughlin, 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. Charland, St. Jean des Chailions, Que.
69,657	St. Antoine	"	"	1873	Montmorency, Que.	99	8	22	8	7	1	99	Thomas Soume, Montreal, Que.
112,026	St. Antoine	"	"	1901	Ledererville, Que.	83	4	23	3	7	2	98	Antoine Monneau, Ledererville, Que.

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103,838	St. Antoine.....	Quebec.....	Schr—Glt.....	1895	Château Richer, Que.....	64 7 Ft.	10 6 Ft.	9 10ths.	54 P. Gosselin, Château Richer, Que.
107,502	St. Antoine.....	".....	Sloop.....	1898	St. Siméon, Que.....	32 4	14 2	4 4	12 A. Veziua, St. Siméon, Que.
107,609	St. Antoine.....	".....	".....	1899	Crane Island, Que.....	39 8	16 4	5 4	22 Wilfred Veziua, Crane Island, Que.
116,214	St. Antoine.....	".....	".....	1902	Les Ebonnements, Que.....	59 4	18 0	5 2	32 Solenic Tremblay, Les Ebonnements, Que.
111,488	St. Antoine.....	".....	Schr—Glt.....	1900	St. Fulgence, Que.....	72 0	20 6	6 8	54 Arthemas Lajoie, St. Fulgence, Que.
116,703	St. Antoine.....	".....	".....	1903	Les Ebonnements, Que.....	58 0	18 1	5 4	31 Allan Tremblay, Les Ebonnements, Que.
107,679	St. Antoine de Padoue.....	".....	".....	1900	La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 4	58 Alfred Bonchard, Petite Rivière, Co. Charlevoix, Que.
111,792	Saint Aubin.....	Port Hawkesbury.....	".....	1903	Cheticamp, N.S.....	37 8	22 1	5 9	15 A. W. de Gruchy, Eastern Harbour, N.S.
107,885	St. Bartelamy.....	Montreal.....	Sloop.....	1899	St. Aimé, Que.....	67 7	18 4	4 6	37 Bartelamy Caron, St. Aimé, Que.
111,613	St. Benoît.....	Quebec.....	Schr—Glt.....	1901	La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41 Joseph Bonchard, Petite Rivière, Que.
107,570	St. Bernard.....	Parrishoro ²	".....	1901	Parrishoro, N.S.....	90 8	26 7	9 1	123 P. McLaughlin, et al., Parrishoro, N.S.
107,610	St. Bernard.....	Weymouth.....	".....	1903	St. Bernard, N.S.....	47 0	15 7	6 2	24 Joseph D. Weaver, St. Bernard, N.B.
85,300	St. Bernardin.....	Montreal.....	Sloop.....	1882	St. Thomas, Que.....	101 0	23 3	6 7	101 Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cécile.....	Quebec.....	Schr—Glt.....	1900	Ile aux Condres, Que.....	70 0	23 9	7 2	65 R. Hudson, Quebec, Que.

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100,597	St. Charles	Montreal	Sloop	1891	Pierreville, Que.	101 4	22 4	6 9	121	Charles Mongeau, Sord, Que.
107,476	St. Charles	Quebec	"	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	Prudine Moreault, L'Islet, Que.
71,210	St. Clair	Chatham, Ont.	Sehr—Glt	1875	Sophiasburgh, Ont.	82 0	21 0	8 0	101	Peter Haggblom, Port Burwell, Ont.
107,117	St. Clair	Lunenburg	"	1898	Lunenburg, N.S.	85 6	23 5	9 3	98	Charles Smith, Lunenburg, N.S.
91,739	St. Croix	Windsor, N.S.	Bktn—Bkgt	1890	Newport, N.S.	157 9	36 5	16 0	653	Thos. Aylward, Windsor, N.S.
73,100	St. Cyprien	Montreal	Sloop	1872	Pierreville, Que.	105 0	22 8	7 1	128	J. B. Desmarais, Pierreville, Que.
100,863	St. Edgar	Quebec	Sehr—Glt	1893	St. Siméon, Que.	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.
100,368	St. Edouard	Quebec	Barge—Chd	1892	Gentilly, Que.	105 8	22 9	7 3	131	Philippe Carrette, St. Jean des Châli- lons, Que.
92,761	St. Étienne	"	Sehr—Glt	1888	Tadoussac, Que.	54 8	20 9	5 6	49	Auguste Côté, Grande Baie, Que.
73,018	St. Eulalie	"	"	1875	Les Etoulements, Que.	41 5	14 0	5 8	20	François Bourgoins, Tadoussac, Que.
74,257	St. Flavie	"	"	1876	St. Flavie, Que.	46 8	14 7	6 4	28	Ferdinand Enoud, Ste. Flavie, Que.
97,135	St. François	"	Sloop	1890	L'Islet, Que.	18 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	Montreal	"	1874	Batisen, Que.	88 0	22 3	6 6	92	L. Bernier, St. Jean des Chaillons, Que.
69,609	St. François Xavier	Quebec	Sehr—Glt	1873	St. Genesio de Batis- can, Que.	92 4	22 6	7 0	99	F. X. Dessureau dit Baribeau, Batis- can, Que.
80,747	St. François Xavier	"	"	1878	Millé-Vaches, Que.	56 1	17 5	6 0	34	Alfred Renard, La Petite Rivière, St. François Xavier, Que.
100,178	St. George	Montreal	Sloop	1891	Shordham, 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	Adelard Beaudet, St. Jean des Châli- lons, Que.
112,032	St. George	"	"	1902	St. Anné, Que.	79 2	22 0	6 5	83	Jean B. Daigle, St. Anné, Que.
97,123	St. George	"	Sloop	1886	St. Thomas, Que.	52 8	16 4	5 4	26	Narcisse Collin, Montmagny, Que.
111,025	St. George	"	"	1901	Les Etoulements, Que.	32 8	10 1	5 0	10	George Gagné, Les Etoulements, Que.
116,701	St. George	"	Barge—Chd	1901	St. Jean Deschaillons, Que.	63 6	16 9	1 8	37	Alexandre Hamel, St. Jean Deschaill- 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.
103,364	St. George	"	"	1894	Château Richer, Que.	60 0	20 6	5 7	13	F. Simard, Château Richer, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
88,258	St. George.....	St. John, N.B.	Schr—Glt	1879	Westfield, N.B.	55 Ft. 17 0	22 9	6 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	O. Mayrand, St. Gertrude, Que.	
103,500	St. Helena	Lunenburg	Schr—Glt	1896	Lunenburg, N.S.	97 8	23 8	9 5	99	H. Wynacht, Lunenburg, N.S.	
103,329	Saint Helier.....	Port Hawkesbury....	"	1900	Eastern Harbour, N.S.	35 4	11 9	6 9	12	C. Robin, Collas & Co., Ltd., Jersey.	
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	Baie St. Paul, Que.	42 6	18 0	6 0	29	P. Tremblay, Isle aux Coudres, Que.	
111,623	St. Hilaire	"	Schr—Glt	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Thomas Bois, St. Siméon, Que.	
	St. Hyacinthe	Montreal	Barge—Chd	1873	Hawkesbury, Ont.	45 8	23 2	5 2	74	P. Teltier, Lachine, Que.	
53,817	St. Jean.....	Quebec	"	1865	Batiscau, Que.	83 0	22 6	5 6	68	Jean Lenay, St. Jean des Chailions, Que.	
74,220	St. Jean Baptiste....	Montreal	Sloop	1872	St. François, Que.	188 4	22 9	7 9	143	A. Labresque, Lanoraie, 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.	
111,469	St. John.....	Chatham, N.B.	Schr—Glt	1901	Shippegan, N.B.	40 7	13 0	5 2	13	John Aché, Shippegan, N.B.	
112,167	St. Joseph.....	"	"	1903	Caracquet, N.B.	33 0	11 8	5 0	10	R. Gionet, Caracquet, N.B.	

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103,008 St. Joseph	Chatham, N.B.	"	1883 Shippegan, N.B.	38 3	12 3	4 8	12 A. Aché, Shippegan, N.B.
78,037 St. Joseph	Chatham, Ont.	"	1880 Stoncy Point, Ont.	50 0	15 4	4 0	14 A. Bruly, Chatham, Ont.
74,204 St. Joseph	Montreal	Sloop	1874 Pierreville, Que.	74 7	20 8	5 2	53 A. Desmarais, St. François, Que.
85,770 St. Joseph	"	"	1884 Sorel, Que.	97 3	23 0	7 2	103 Joseph Champagne, Nicolet, Que.
85,775 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 Eusebe Lussier, Sorel, Que.
" St. Joseph	"	Barge—Chd	1862 Yamaska, Que.	95 7	23 0	6 5	98 Alexis Page, Lanoraie, Que.
" St. Joseph	"	"	1863 Batiscan, 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.
69,659 St. Joseph	"	"	1875 St. Jean Port Joli, Que.	39 0	15 0	6 1	18 Joseph Picard, Cap St. Ignace, Que.
73,004 St. Joseph	"	Pgtn Bglt	1875 Cap St. Ignace, Que.	111 5	27 1	11 9	223 J. A. Maguire, Quebec, Que.
73,036 St. Joseph	"	Barge—Chd	1871 St. Aimé, Que.	100 7	23 0	7 0	115 Nazaire, Lavigne, Charlebourg, Que.
92,330 St. Joseph	"	"	1888 St. Emélie, Que.	77 4	22 6	6 0	60 Fritz Parrot, Leclercville, Que.
100,807 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 des Chailions, Que.	56 4	17 2	5 2	22 A. Hamel, St. Jean des Chailions, Que.
103,626 St. Joseph	"	Schr—Glt	1895 Les Ecouitils, Que.	98 9	22 9	7 2	111 A. Bois, Les Ecouitils, Que.
103,840 St. Joseph	"	"	1896 Château Richer, Que.	98 0	23 2	6 9	99 E. Himbeault, Château Richer, Que.
107,232 St. Joseph	"	"	1897 St. Siméon, Que.	64 6	20 5	5 6	48 Napoléon and Ulysse Bois, J.O., St. Siméon, Que.
111,481 St. Joseph	"	Sloop	1900 La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36 Gregoire Bluteau, Petite Rivière, St. François Xavier, Que.
111,617 St. Joseph	"	Schr—Glt	1901 Isle aux Coudres, Que.	54 9	18 8	6 0	34 Joseph Sampson, Quebec, Que.
107,234 St. Joseph Saimons	Quebec	Sloop	1898 St. Jean Port Joli, Que.	49 8	18 2	5 6	28 Edmond Gagné, Cap St. Ignace, Que.
" St. Laurent	Montreal	Barge—Chd	1871 Sorel, Que.	79 4	22 8	5 1	69 A. Gervais, St. Louis de Bonsecours, Que.
111,922 St. Laurent	Quebec	Schr—Glt	1901 Grand des Bergeronnes, Que.	71 2	20 8	6 4	53 Alfred Tremblay, Grand des Bergeronnes, Que.
85,467 St. Laurent	"	"	1882 Rimouski, Que.	75 2	21 0	7 1	70 Joseph Ouellet, St. Germain de Rimouski, Que.

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77,873	St. Laurent	Quebec	Schr—Glt	1874	Rivière du Loup, Que.	52 7 Ft.	52 5 Ft.	5 10 Ft.	11	Geo. C. Stephen, Montreal, Que.
97,138	St. Laurent	"	Sloop	1886	L'Islet, Que.	51 0	19 6	5 2	28	Arthur Leclerc, Quebec, Que.
116,794	St. Laurent	"	"	1904	Petite Rivière St. François Xavier, Que.	67 2	20 8	6 3	50	Pierre Lavoie, Petite Rivière, St. François Xavier, Que.
107,737	St. Lawrence	Kingston	Dredge—Drague	1890	Cornwall, Ont.	90 2	30 1	6 0	125	W. H. Davis, Ottawa, Ont.
74,240	St. Lawrence	Montreal	Sloop	1872	Pierreville, Que.	97 6	23 0	7 0	102	Moise Lamirande, St. François, Que.
73,474	St. Léon	Quebec	Barge—Chrl	1873	St. Jean des Chaillons, Que.	93 2	22 0	7 3	104	Fidèle Laliberté, Village des Chaillons, Que.
103,461	St. Lidwina	Arichat	Schr—Glt	1899	L'Ardoise, N.S.	35 9	10 2	5 3	11	Alexander Peters, L'Ardoise, N.S.
74,250	St. Louis	Montreal	Sloop	1876	St. Hugues, Que.	77 8	19 5	5 0	50	N. Lavigne, Montreal, Que.
90,541	St. Louis	"	"	1886	Yanaska, Que.	97 1	22 4	7 1	114	A. Laplante, Lachine, Que.
59,967	St. Louis	Quebec	Barge—Chrl	1869	St. Eudèle, Que.	94 0	20 0	5 7	73	Jos. Clénard, Ste. Eudèle, 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	1 0	13	L. Dufour, St. Siméon, Que.
100,362	St. Louis	"	"	1891	Isle aux Coudres, Que.	53 4	15 4	5 8	23	Alf. Bergeron, Isle aux Coudres, Que.
75,636	Saint Louis	St. Catharines	Bktn—Bkgt	1877	St. Catharines, Ont.	127 7	26 2	11 9	334	D. Sylvester, Toronto, Ont.

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83,307	St. Louis de Bonse- coms.	Montreal.	Sloop	1878	St. Louis, Que.	73 5	18 6	4 6	40 P. Variour, St. Louis de Bonsecours, Que.
100,173	St. Mario.	"	"	1889	St. Aimé, Que.	79 4	20 2	5 0	52 Nazaire Lavigne, Charlemagne, Que.
77,596	St. Mario.	"	"	1897	Sorel, Que.	101 0	22 3	6 5	117 A. Fortier, Montreal, Que.
.....	St. Mario.	"	Barge—Chd	1864	Lachine, Que.	93 6	20 0	6 6	103 P. Laplante, Lachine, Que.
54,500	St. Martin's Packet.	Arichat.	Schr—Glt	1863	St. Martin's, N.B.	58 8	18 2	6 8	42 Alphon Cerrier, Buctouche, N.B.
94,872	St. Maurice.	Montreal.	Sloop	1888	Pierreville, Que.	98 6	22 7	6 6	112 Francis Dussault, St. Jean des Chail- lons, Que.
103,723	Saint Maurice	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	119 9	31 3	11 3	272 A. W. Copp, Parrsboro', N.S.
94,877	St. Michel.	Montreal.	Sloop	1887	Yanaska, Que.	92 0	20 8	6 4	90 Philip Garrett, St. Jean des Chailions, Que.
66,017	St. Michel.	Quebec.	"	1872	St. Jean des Chailions, Que.	93 2	23 5	7 2	103 L. Lefleur, Village des Chailions, Que.
92,543	St. Nicholas	Montreal.	Sloop.	1885	Pierreville, Que.	85 8	16 9	4 0	45 Canadian Construction Company, Montreal, Que.
100,453	St. Nicholas.	Quebec	Schr—Glt	1891	Château Richer, Que.	70 0	23 8	6 4	66 James Russell, Mataue, Que.
116,321	St. Olaf	Parrsboro'	"	1903	Parrsboro', N.S.	130 6	33 1	11 0	277 P. McLaughlin, et al., Parrsboro', N.S.
103,464	St. Patrick.	Arichat	"	1899	L'Ardoise, N.S.	55 5	14 3	8 0	27 Philip McArthur, Goldboro', N.S.
108,000	St. Patrick.	Canso	"	1901	Port Felix, N.S.	43 0	13 2	7 6	18 R. Belfontaine, Port Felix, N.S.
83,096	St. Patrick.	Chatham, N.B.	"	1884 1894	Margaree, N.S.	41 2	13 9	5 7	16 J. White, Alberton, P.E.I.
100,582	St. Patrick.	Montreal.	Sloop	1890	Pierreville, Que.	93 0	22 5	6 3	96 Elisee Daneau, St. Thomas de Pierre- ville, Que.
75,076	St. Patrick de Fraser- ville	Quebec.	Schr—Glt	1877	Rivière du Loup, Que.	54 2	18 5	5 9	36 A. Desbien, Isle aux Coudres, Que.
97,437	St. Paul.	"	Sloop	1891	Baie St. Paul, Que.	61 8	19 0	5 8	39 Thos. Sinaud, Grand Bay, Que.
111,020	St. Paul.	"	"	1901	"	66 6	24 6	6 2	56 Wm. Tremblay, St. Etienne de la Mal Bore, Que.
97,474	St. Paul.	Windsor, N.S.	Bktn—Bkglt	1890	Newport, N.S.	134 9	33 0	15 0	440 Thomas Aylward, Windsor, N.S.
107,776	St. Peter.	Chatham, N.B.	Schr—Glt	1900	Shippegan, N.B.	39 0	12 6	5 0	12 Adolphe Aché, Shippegan, N.B.
83,089	St. Peter.	Pictou, N.S.	"	1883	Malbon, N.S.	38 5	13 0	5 6	16 Edwin Gillis, Tignish, P.E.I.
97,487	St. Peter.	Windsor, N.S.	Bktn—Bkglt	1891	Newport, N.S.	148 6	35 0	16 0	551 Thos. Aylward, Windsor, N.S.
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
77,553	St. Pierre	Montreal.	Sloop	1876	St. Pierre, Que.	82 5	22 0	6 0	76 L. St. Cyr, St. Pierre les Basquets, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
80,688	St. Pierre	Montreal	Sloop	1881	Sorel, Que.	102 2 Ft.	22 5 Ft.	9 6 Ft.	113	Philéas Desmarais, Notre Dame de Pierreville, Que.
77,584	St. Pierre	"	"	1875	St. Thomas, Que.	70 0	18 3	4 3	39	P. Bellefleur, Sorel, Que.
107,899	St. Pierre	"	Dredge	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	Flavien Tremblay, St. Siméon, Que.
103,624	St. Pierre	"	"	1896	St. Fulgence, Que.	66 6	21 2	6 6	55	Jos. Lajoie, St. Fulgence, Que.
103,564	St. Roch	"	Sloop	1894	Pierreville, Que.	107 9	22 8	7 9	110	J. Robillard, Montreal, Que.
103,987	St. Roch	"	"	1887	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.
107,318	St. Stephen	Halifax	Schr—Glt	1899	Fort Felix, N.S.	47 5	12 7	6 8	19	Moses Chabon, Canso, N.S.
111,902	St. Thomas	Arichat	"	1901	Rockdale, N.S.	30 0	11 0	5 6	10	Thomas Pottier, Rockdale, N.S.
112,041	St. Thomas	Quebec	Sloop	1902	Montmagny, Que.	62 4	19 5	5 7	37	Alfred Tremblay, Montmagny, Que.
73,090	St. Zénon	Montreal	"	1870	Lamoraie, Que.	97 0	23 0	6 3	96	E. Hayneman, Lamoraie, 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	Parrington	"	1890	Eel Brook, N.S.	38 0	12 5	4 5	11	F. A. Smith, Cape Island, N.S.

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88,319	Ste. Anne	Quebec	"	1883	St. Antoine, Que	34 6	13 5	5 3	14 C. Vézina, Crano Island, Que.
73,026	Ste. Anne	"	"	1878	Betchouane, Que	45 0	16 2	6 5	20 Lazare Michaud, Isle Verte, Que.
92,765	Ste. Anne	"	"	1886	Bon Désir, Que	48 8	16 8	6 4	28 J. Truchon, Bon Désir, Que.
116,216	Ste. Anne	"	"	1901	Manicougan, Que	54 6	18 2	6 8	40 Ben. E. Goudreault, Manicougan, Que.
64,951	Ste. Anne	"	Barge—Chd	1870	Ste. Anne de la Parade, Que.	95 5	21 3	7 2	93 Pierre N. Pleau, Ste. Anne de la Parade, Que.
69,577	Ste. Anne	"	Schr—Glt	1873	Ste. Anne de Chicoutimi, Que.	63 2	19 8	7 3	54 Mue. Salomé Parent, Fraserville, Que.
74,251	Ste. Anne	"	Barge—Chd	1873	Lanoraie, Que	90 8	22 5	7 7	120 Alfred Morin, Champlain, Que.
85,466	Ste. Anne	"	Schr—Glt	1883	Ste. Luce, Que	59 0	19 3	6 6	44 Jos. Chartier, Cacouna, 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 Bellechasse, Que.
107,661	Ste. Anne	"	"	1898	St. Irénée, Que	83 4	23 7	9 2	102 Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne	"	"	1899	Moise River, Que	41 2	13 6	5 6	18 Cleophas Pelletier, Little Mataue, Que.
107,677	Ste. Anne	"	Barge—Chd	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122 Jean Collin, St. Antoine de Tilley, Que.
103,832	Ste. Anne	"	Schr—Glt	1895	Les Eboulements, Que	50 8	17 8	6 0	31 A. Tremblay, Les Eboulements, Que.
107,231	Ste. Anne	"	"	1897	Manicougan, Que	35 6	12 4	5 4	13 M. Cheunard, Manicougan, Que.
103,973	Ste. Augustine	"	"	1896	Sandy Bay, Que	36 4	12 8	5 0	12 Joseph Miller, Bersimis, Que.
66,035	Ste. Catherine	"	"	1869	Point du Lac, St. Manrice, Que.	76 0	22 5	7 0	79 M. S. Delisle, Portneuf, Que.
112,637	Ste. Croix	"	Sloop	1902	La Petite Rivière, Que.	65 4	20 2	5 6	44 Raymond Lavoie, La Petite Rivière, St. François Xavier, Que.
107,667	Ste. Croix	"	"	1899	Ste. Croix, Que	77 2	21 4	6 2	63 Uldal Desrochers, Ste. Croix, Que.
66,096	Ste. Eluire	"	Barge—Chd	1872	St. Enée, Que	68 0	20 8	5 7	48 Sinai Delorme, Ste. Anne de la Parade, Que.
83,440	Sainte Marie	Lunenburg	Schr—Glt	1888	Church Point, N. S.	105 5	26 4	9 1	148 C. H. Publicover, Bridgewater, N.S.
112,631	Ste. Marie	Quebec	"	1902	Manicougan, Que	58 8	18 4	7 0	47 Etienne Landry, Manicougan, Que.
92,334	Ste. Marie	"	"	1886	Moisir, Que	60 0	20 6	7 8	53 Wilfrid Guimond, St. Jerome de Mataue, Que.
107,508	Ste. Marie	"	Barge—Chd	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 Wm. Savard, St. Siméon, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
88,305	Ste. Marie Anne.....	Quebec.....	Schr—Glt.....	1884	Château Richer, Que.....	70 6 Ft.	19 4 Ft.	6 4 Ft.	51	Zéphirin Rhéaume, Château Richer, Que.
74,246	Salaberry.....	Montreal.....	Sloop.....	1869	Pierreville, Que.....	81 3	22 5	6 0	74	A. Leveque, Charlemagne, Que.
80,763	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—Chd.....	1887	Yamaska, Que.....	107 7	22 7	8 4	168	Pierre Letendre, Yamaska, Que.
107,301	San Slick.....	Windsor, N.S.....	Schr—Glt.....	1898	Mt. Denison, N.S.....	78 0	22 9	8 8	90	J. A. B. Shaw, Windsor, N.S.
77,858	Samko.....	Sydney.....	".....	1876	Little Bras d'Or, N.S.....	42 8	13 2	5 1	15	Angus B. Morrison, Ste. Ann's, N.S.
90,632	Samuel Drake.....	Charlottetown.....	".....	1886	Wood Islands, P. E. I.....	67 0	22 0	7 5	68	James Pope, Louisburg, N.S.
116,447	San Juan.....	Shelburne.....	".....	1304	Sable River, N.S.....	57 3	18 0	8 1	42	George L. Baker, West Jeddore, N.S.
103,334	Saucta Anna.....	Montreal.....	Sloop.....	1894	Pierreville, Que.....	116 8	24 8	10 1	228	D. Salvalle, and N. Salvalle, Sorel, Que.
75,675	Saucta Maria.....	Quebec.....	Schr—Glt.....	1877	Natashquan, Que.....	42 5	13 7	6 0	20	Hypolite Landry, Natashquan, Que.
97,015	Sand Fly.....	St. Catharines.....	Scow—Chd.....	1885	U.S.A.....	45 2	20 0	3 1	28	W. Hand, Port Dalhousie, Ont.
88,525	Sandy.....	Hamilton.....	".....	1886	Hamilton, Ont.....	52 0	14 0	4 0	28	Oscar Matthews, M.O., Hamilton, Ont.
88,589	Sandford.....	Yarmouth.....	Schr—Glt.....	1884	Maitland, N.S.....	45 5	14 8	5 8	20	W. A. Killam, Yarmouth, N.S.
74,401	Sara.....	Chatham, N.B.....	".....	1876	Shippegan, N.B.....	35 0	11 3	4 4	11	Nazaire Noël, Shippegan, N.B.

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88,296	Sara	Quebec	Yawl—Yale	1884	St. Laurent, Island of Orleans, Que	28 5	11 2	4 0	8	Atclard Patry, Beaumont, Que.	
100,997	Sarah	Chatham, N.B.	Schr—Glt	1890	Caracquet, N.B.	38 1	13 0	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.	
71,136	Sarah	Port Burwell	"	1871 1882	Port Dover, Ont.	73 3	19 4	6 6	65	C. Graham, Kincardine, Ont.	
64,511	Sarah	St. John, N.B.	"	.....	.....	47 0	15 0	6 7	23	William Russell, Grand Manan, N.B.	
88,438	Sarah A. Townsend	Halifax	"	.....	1884	Pugwash, N.S.	93 5	25 3	10	Robt. H. Cam, Louisburg, N.S.	
92,408	Sarah A. W.	Chatham, N.B.	"	.....	1887	Miscou, N.B.	38 7	12 9	5 3	15	Robt. J. Wilson, Miscou, N.B.
103,010	Sarah B.	"	"	.....	1889	Caracquet, N.B.	36 5	12 2	4 5	10	J. Le Pontillier, Caracquet, N.B.
61,907	Sarah D.	Liverpool	"	.....	1870	Liverpool, N.S.	38 0	13 5	5 3	12	J. Hawbold, Chester, N.S.
94,756	Sarah E. Ellis	St. John, N.B.	"	.....	1889	Baxter's Harbour, N.S.	42 7	15 3	6 1	19	L. Houghton, Hall's Harbour, N.S.
85,433	Sarah H. Seaton	Shelburne	"	.....	1883	Lockeport, N.S.	80 0	23 0	8 9	95	Albert Garnier, St. George's Bay, Nfld.
75,639	Sarah Jane	St. Catharines	Bargo—Chd	.....	1872	Port Robinson, Ont.	131 0	24 5	9 5	238	J. S. Nesbitt, Sarnia, Ont.
100,746	Sarah Jane	Windsor, N.S.	Schr—Glt	.....	1896	Baxter's Harbour, N.S.	40 0	14 0	5 6	15	Las. D. Ellis, Kingsport, N.S.
64,869	Sarah L. Oxner	Halifax	"	.....	1872	Port Medway, N.S.	48 0	17 4	7 0	31	Edward D. Delory, Georgetown, P.E.I.
103,252	Sarah M.	St. John, N.B.	"	.....	1894	Black River, N.B.	69 0	23 0	5 8	77	R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W.	Halifax	"	.....	1892	St. Margaret's Bay, N.S.	38 2	12 7	5 5	14	Hezekiah Wamboul, Indian Harbour, N.S.
94,992	Sarah P. Ayer	Charlottetown	"	.....	1869	Gloucester, Mass, U.S.A	74 5	21 6	7 0	64	James S. Gordon, Alberton, P.E.I.
111,741	Savatoga	Lanenburg	"	.....	1902	Malone Bay, N.S.	86 8	22 9	9 8	92	Chas. U. Mader, Mahone Bay, N.S.
88,495	Saskatchewan	Winnipeg	Bargo—Chd	.....	1882	Winnipeg, Man.	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd., Winnipeg, Man.
69,170	Saucy Fanny	Sydney	Schr—Glt	.....	1874	Bathwick, N.S.	41 5	12 5	5 7	16	Samuel, Buffet, LaPorte, Nfld.
.....	Saucy Jack	Port Dover	"	.....	1864	Saunders Creek, Ont.	72 0	16 0	6 7	63	J. H. McDonald, Toronto, Ont.
100,800	Saucy Lass	Victoria	"	.....	1892	Victoria, B.C.	57 4	19 8	8 2	38	Victoria Sealing Co., Ltd., Victoria, B.C.
103,070	Savitar	Yarmouth	Sloop	.....	1895	Boston, Mass, U.S.A.	26 3	10 0	2 9	3	C. T. Grantham, Yarmouth, N.S.
90,480	Savona	Maitland	Ship—3 m.	.....	1891	South Maitland, N.S.	226 9	40 5	23 2	1584	M. Dickie, Truro, N.S.
85,350	Saxon	Charlottetown	Schr—Glt	.....	1883	Lanenburg, N.S.	75 0	23 1	8 5	79	J. A. Down, Charlottetown, P.E.I.
103,584	Saxon	Chatham, N.B.	"	1896	Shippegan, N.B.	37 2	12 2	4 8	13	Philip Rive, Caracquet, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,799	Sayward No. 1.	Victoria.	Barge—Chd	1863	Victoria, B.C.	87 Ft.	15 Ft.	9 Ft.	10	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre	Lunenburg	Bgtn—Bkglt	1887	Lunenburg, N.S.	88 6	24 5	9 7	126	Zwicker & Co., Ltd., Lunenburg, N.S.
112,328	Scotia Queen	Parrsboro'	Schr—Glt	1903	Fox River, N.S.	87 0	27 0	8 8	108	T. Dunsmore, Economy, N.S.
111,656	Scow No. 1	Montreal.	Scow—Chd	1901	Hawkesbury, Ont.	138 0	31 4	6 8	253	Riordan Paper Mills, Ltd., Merriton, Ont.
111,457	Scow No. 2	"	"	1901	"	138 6	31 5	6 8	251	"
111,658	Scow No. 3	"	"	1901	"	103 8	24 1	6 6	138	"
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.
112,011	Scow No. 28	Port Arthur	"	1891	Duluth, Minn., U.S.A.	104 0	26 5	11 0	230	James Whalen, 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	"
72,092	Seud	Chatham, N.B.	Schr—Glt	1876	Richibucto, N.B.	52 0	17 8	6 6	28	Robert Cochran, Richibucto, N.B.
100,433	Seud	Moncton	"	1891	Hopewell, N.B.	34 8	12 1	5 1	11	C. W. Edgett, M.O., Moncton, N.B.
100,082	Seud	St. John, N.B.	"	1891	French Lake, N.B.	63 7	20 4	5 4	56	H. S. Upton, French Lake, Sunbury Co., N.B.
85,737	Scylla	Gaspé	"	1883	Mahone Bay, N.S.	83 8	21 0	9 0	95	James Billman, Halifax, N.S.

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59,928	Sea Bird.....	Chatham, N.B.....	"	1892	Shippegan, N.B.....	34	0	12	1	5	0	10	W. S. Loggie Co., Ltd., Chatham N.B.
100,959	Sea Bird.....	Halifax.....	"	.....	1893	Chezetcook, 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.
97,042	Sea Bird.....	Quebec.....	"	.....	1899	Murray Bay, Que.	60	0	19	5	8	2	53	F. X. Boudreault, Anso St. Jean, Que.
59,200	Sea Bird.....	St. John, N.B.....	Schr—Clt.....	{ 1868 } 1883 }	Greenwich, N.B.....	76	3	26	7	7	3	80	J. D. Andrews, Westfield, N.B.	
53,603	Sea Flower.....	Charlottetown.....	"	.....	1865	Margaree, N.S.....	46	0	17	0	6	6	26	L. Lavache, West Arichat, N.S.
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	C. Robin, Collas & Co., Ltd., Jersey.
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.
53,254	Sea Foam.....	Annapolis Royal.....	"	.....	1883	Granville, N.S.....	49	9	17	8	6	5	28	R. Wilson, Charlesville, N.S.
75,724	Sea Foam.....	Barrington.....	"	.....	1878	Salmon River, N.S.....	70	7	23	0	8	5	75	The Cape Sable Packing Co., Ltd., et al., Yarmouth, N.S., N.B.
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.
100,314	Sea Fox.....	Yarmouth.....	"	.....	1892	Shelburne, N.S.....	74	5	15	8	5	6	19	W. C. Newcombe, Hopewell Cape, N.B.
90,474	Sea Gull.....	Maliland.....	"	.....	1880	Urbania, N.S.....	55	0	16	9	4	5	25	R. S. Watson, Admiral Roek, 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	Jessie F. Crawford, Oak Point, N.B.
59,489	Sea Lily.....	Lunenburg.....	"	.....	1872	LaHave, N.S.....	54	4	18	6	7	2	38	James Lloy, Halifax, N.S.
71,308	Sea Monse.....	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	George Murdoch, Sherbrooke, N.S.
107,180	Sea Pearl.....	Charlottetown.....	"	.....	1899	Lower Montague, P.E.I..	33	9	12	6	5	9	11	Augustine Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink.....	St. Andrews.....	"	.....	1878	Briar Island.....	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	Daniel Jackson, North Sydney, N.S.
100,744	Sea Queen.....	Windsor, N.S.....	"	1866	U.S.A.....	45	2	15	0	5	5	1	Michael Rolfe, jr., Minasville, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
37,612	Sea Slipper.....	Charlottetown	Schr—Glt	1858	Mahone Bay, N.S.....	50 3 Ft.	17 4 Ft.	7 Ft.	41	Seymour Campbell, Montagne Bridge, P. E. I.
100,616	Sea Slipper.....	Shelburne	"	1891	Green Harbour, N.S.....	32 6	12 8	5 1	11	James Haslow, sr., Green Harbour, N.S.
96,731	Sea Star.....	Chatham, N.B.....	"	1889	Shippegan, N.B.....	35 7	12 8	4 8	13	Joseph Savoy, Shippegan, N.B.
75,680	Sea Star.....	Quebec.....	"	1877	Betchouan, Que.....	57 4	19 5	8 0	52	Louis P. deCourval, Arthabaskaville, Que.
74,160	Seabird.....	Charlottetown.....	"	1876	Murray Harbour, P.E.I.	40 6	14 6	6 1	20	A. C. Arsenault, Point Basco, Que.
74,255	Seabird.....	Quebec.....	"	1875	St. Jean des Chaillous, Que.	80 8	22 8	8 5	104	Gaspard Dorion, Châtean Rielier, Que.
100,255	Sealco.....	Halifax.....	"	1889	Little Harbour, N.S.....	37 0	12 4	6 0	12	James Stevens, Little Harbour, N.S.
88,229	Seaway.....	"	"	1884	Cheztook, N.S.....	43 8	15 2	6 4	22	Gabriel Murphy, Cheztook, N.S.
100,471	Secret.....	Lunenburg.....	"	1892	Lunenburg, N.S.....	78 5	24 1	9 0	87	John McDonald, Little Narrows, N.S.
100,085	Salina.....	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.....	"	1894	Kingston, Ont.....	183 3	34 5	14 5	719	Montreal Transportation Co., Ltd., Montreal, Que.
100,892	Selma.....	Victoria.....	"	1893	Victoria, B.C.....	50 5	13 8	6 8	21	Christopher Lee, Victoria, B.C.
92,341	Senida.....	Quebec.....	"	1887	Grandes Bergeronnes, Que	52 0	18 4	7 0	41	Jules Chouinard, Kamouraska, Que.
80,698	Senator.....	Montreal.....	Barge—Chd	1882	Kingston, Ont....	150 7	26 8	9 5	308	Montreal Transportation Co., Ltd., Montreal, Que.

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88,279	Senator.....	St. Andrews.....	Schr—Glt.....	1831	Essex, Mass., U.S.A.....	49 5	17 0	7 0	33	John W. Tincker, West Isles, N.B.
103,774	Senator Snowball.....	Chatham, N.B.....	".....	1897	Chatham, N.B.....	53 2	17 7	7 4	31	R. R. Call, Newcastle, N.B.
85,457	Senechal.....	Quebec.....	Sloop.....	1883	Quebec, Que.....	60 0	19 0	5 7	38	Paul Barette, jr., Mille Vaches, Que.
100,323	Senora.....	Yarmouth.....	Schr—Glt.....	1893	Pubnico, N.S.....	78 2	22 9	8 4	85	M. A. Surette, Pubnico, N.S.
(a) 88,349	Senovar.....	Lunenburg.....	".....	1884	Mahone Bay, N.S.....	76 9	23 0	9 0	79	J. B. Gerrion, West Arichat, N.S.
96,871	Sophie.....	Goderich.....	".....	1889	Goderich, Ont.....	136 0	27 6	10 1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Sorene.....	Parrishoro'.....	".....	1868	Pubnico, N.S.....	69 0	21 0	8 0	54	C. Augustus Lamb, Parrsboro, N.S.
46,182	Seven Brothers.....	Quebec.....	".....	1893	Bay St. Paul, Que.....	46 0	16 5	7 0	28	A. Renaud, Bay St. Paul, Que.
88,648	Severn.....	Charlottetown.....	Pktn—Bkglt.....	1884	Egmont Bay, P.E.I.....	146 6	29 1	15 9	37	Colin C. Wyllie, London, Eng.
103,215	Severn.....	Ottawa.....	Scow—Chd.....	1890	Buckingham, Que.....	50 0	14 4	4 3	16	G. Bothwell, Buckingham, Que.
85,418	Severn.....	Windsor, N.S.....	Schr—Glt.....	1884	Newport, N.S.....	148 0	32 6	15 9	446	Edward E. Hutchings, New York, U.S.A.
100,014	Shafner Brothers.....	Annapolis Royal.....	Schr—Glt.....	1894	Clementsport, N.S.....	98 0	28 8	10 0	148	Thomas Townsend, Louisburg, N.S.
107,762	Shamrock.....	Charlottetown.....	".....	1902	Alberton, P.E.I.....	56 6	16 7	6 7	27	G. B. Ellis, Alberton, P.E.I.
111,430	Shamrock.....	Halifax.....	".....	1902	Beckerton, N.S.....	48 7	15 2	7 2	23	Alfred Vigneau, M.O., Anlierst, N.S.
116,286	Shamrock.....	Halifax.....	".....	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	Alexander Knickle, Lunenburg, N.S.
100,346	Shamrock.....	Maitland.....	".....	1902	Maitland, N.S.....	68 5	20 3	7 6	53	Wm. D. Lawrence, Maitland, N.S.
112,137	Shamrock.....	Shelburne.....	".....	1903	Sable River, N.S.....	57 1	18 2	7 6	37	Edward Hayes, Herring Cove, N.S.
112,386	Shamrock.....	Sydney.....	".....	1903	Ingonish, N.S.....	38 0	12 0	4 6	11	John S. McDonald, Ingonish, N.S.
107,334	Shamrock.....	Yarmouth.....	Sloop.....	1899	Pubnico, N.S.....	38 0	12 4	7 0	17	Rudolf Thurbet, et al., Freeport, N.S.
116,338	Shamrock III.....	Ottawa.....	Barge—Chd.....	1903	Barry's Bay, Ont.....	50 0	11 5	3 0	70	Ontario Cornum Co., Ltd., Ottawa, Ont.
111,556	Sho Said No.....	St. Andrews.....	Sloop.....	1888	Pembroke, Me., U.S.A.....	28 0	12 0	5 6	11	Samuel Lakeman, Grand Manan, N.B.
74,237	Shela.....	Montreal.....	Barge—Chd.....	1873	St. Marcel, Que.....	71 7	20 4	5 0	44	Hilaire Cartier, St. Louis, Que.
100,418	Shepherd Bay.....	Ottawa.....	Sloop.....	1893	Ottawa, Ont.....	83 6	21 0	5 3	62	T. H. Kirby, Ottawa, Ont.
77,949	Shoo Fly.....	Charlottetown.....	Schr—Glt.....	1880	Summerside, P.E.I.....	36 2	14 4	4 7	10	Thomas R. Thompson, Tidnish, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,784	Sidney.....	Victoria.....	Barge—Clhd	1900	Everett, Wash., U.S.A.	158 0	36 0	5 4	263	John Hendry, Vancouver, B.C.
96,928	Sidonian.....	Charlottetown	Bktr—Bkgt.....	1890	Grand River, Lot 14, P.E.I.	148 0	29 5	14 9	389	John Yeo, Port Hill, P.E.I.
111,413	Sigdrifa	Lunenburg.....	Sloop	1877	Roston, Mass., U.S.A.	35 7	11 6	6 5	13	John S. Walls, Whitehead, N.S.
85,535	Sigefroi	Yarmouth.....	Schr—Glt	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	41	A. D. Giffin, Lockeport, N.S.
103,376	Sigurros	Winnipeg.....	"	1893	Icelandic River, Mad....	51 0	12 5	4 8	21	Kristyon Finson, 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 Bello, N.B.	30 5	12 0	5 5	13	Peter Mullock, Campo Bello, N.B.
80,781	Silver Cloud	Digby.....	"	1880	Brighton, N.S.	58 8	18 6	7 0	45	G. I. Letteney, et al., Digby, N.S.
112,329	Silver Leaf.....	Parrsboro?	"	1903	Spencer's Island, N.S.	130 7	31 8	12 3	283	Johnson Spicer, Spencer's Island, N.S.
107,767	Silver Light	Charlottetown	"	1902	Souris West, P.E.I.	88 0	25 3	9 1	99	Thos. Kiekhaun, Souris, P.E.I.
100,961	Silver Moon.....	Chatham, N.B.....	"	1893	Shippegan, N.B.	37 4	13 0	5 0	14	W. S. Loggie Co., Ltd., Chatham, N.B.
103,733	Silver Spray	Parrsboro?	"	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	Thomas Goodwin, Yarmouth, N.S.
116,881	Silver Swan.....	Arichat.....	Schr—Glt	1904	Larry's River, N.S.	40 0	14 6	6 6	20	Joseph Bonniebie, M.O., Larry's River, N.S.

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100,062	Silver Wave.....	St. John, N.B.	"	1891	St. Martin's N.B.	82 1	25 9	7 3	99	George R. McDonough, St. Martin's, N.B.
116,269	Simcoe.....	Toronto.....	Dredge—Drague	1901	Beaverton, Ont.	80 5	28 2	6 0	136	Frederick D. Brown, Toronto, Ont.
88,272	Sineon H. Bell.....	St. Andrews.....	Schr—Glt	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 Straubenzie.....	St. Catharines.....	Bktn—Bkgt	1875	St. Catharines, Ont.	127 7	26 2	13 0	317	John Williams, Toronto, Ont.
100,788	Sir Charles.....	Chatham, N.B.	Schr—Glt	1887	Caraquet, N.B.	36 5	12 3	4 5	11	Mrs. Sarah Young and F. T. B. Young, J.O., <i>et al.</i> , Caraquet, N.B.
*107,731	Sir Hector.....	Kingston.....	Dredge—Drague	1883	Point Lévis, Que.	106 8	34 7	7 0	183	W. J. Poupore, Ottawa, Ont.
107,433	Sir John.....	St. Andrews.....	Sloop	1892	Grand Manan, N.B.	31 2	11 3	5 0	11	Ilfiam Morse, Grand Manan, N.B.
97,064	Sir John A. McDonald.....	Charlottetown	Schr—Glt	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	John B. Hyde, Murray Harbour, P.E.I.
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, M.I.	"	1903	Magdalen Islands, Que.	63 6	19 9	7 3	51	Amdece Cyr, Magdalen Islands, Que.
42,987	Sir Wilfrid.....	Pictou, N.S.	"	1863 (1906)	Murray Harbour, P.E.I.	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.
(e)112,186	Sir Wilfrid.....	Toronto.....	Dredge—Drague	1902	Toronto, Ont.	96 0	36 8	9 7	315	The Poison Iron Works, Toronto, Ont.
100,703	Sirdar.....	Pictou, N.S.	Schr—Glt	1899	River John, N.S.	145 0	35 6	15 7	498	Charles H. McLennan, River John, N.S.
69,599	Siren.....	Kingston.....	Barge—Chd	1874	Point Lévis, Que.	137 3	30 0	9 9	307	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
116,706	Sirene.....	Quebec.....	Schr—Glt	1904	Grande Baie, Que.	65 4	21 2	7 0	64	Edmond Grenon, Grande Baie, Que.
100,659	Sirocco.....	St. John, N.B.	"	1891	St. Martin's, N.B.	129 5	32 3	10 3	298	Howard D. Troop, St. John, N.B.
85,645	Sisio Belle.....	Halifax.....	"	1883	Conquerall, N.S.	53 0	17 8	7 5	40	J. S. Murehison, <i>et al.</i> , Halifax, N.S.
.....	Six (6).....	Montreal.....	Barge—Chd	1872	Pierreville, Que.	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.
.....	Six (6).....	"	"	1870	"	94 0	18 8	6 0	104	Adolphe Gatten, Hull, Que.
100,733	Skoda.....	Windsor, N.S.	Bktn—Bkgt	1893	Kingsport, N.S.	108 0	37 0	16 0	638	The Bktn. Skoda Co., Ltd., Wolfville, N.S.
100,880	Skyhawk.....	St. John, N.B.	Schr—Glt	1893	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	284	W. J. Pulling, Windsor, Ont.
103,286	Snipe.....	Chatham, N.B.	"	1895	Shippagan, N.B.	36 5	12 7	4 8	11	T. Ahier, Shippagan, N.B.

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78,035	Snow Ball.....	Chatham, Ont.....	Schr—Glt.....	1881	Chatham, Ont.....	60 0 Ft.	9 0 Ft.	3 0 Ft.	23	A. Morrison, Tilbury East, Ont.
72,991	Snow Bird.....	Toronto.....	".....	1863	Toronto, Ont.....	77 0	18 7	6 7	82	James J. Quinn and Patrick Cassidy Toronto, Ont.
37,523	Snow Drop.....	Liverpool.....	".....	1858	Shelburne, N.S.....	52 5	16 0	6 8	30	John Shaw, Port la Tour, N.S.
100,165	Snow Queen.....	Charlottetown.....	".....	1891	Malbone Bay, N.S....	63 0	22 0	8 2	67	Edward Boswell, Victoria, Crapaud, P.E.I.
69,179	Snow Queen.....	Quebec.....	".....	1873	".....	71 4	20 2	7 8	55	Jos. Levêque, Chicoutimi, Que.
103,133	Snow Shoe.....	".....	".....	1886	Anticosti, Que.....	39 0	14 9	5 6	20	Amedée Caron, L'Islet, Que.
100,982	Snowdrop.....	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.
.....	Sophia J. Luff.....	Cobourg.....	Schr—Glt.....	1866	Marine City, Michigan, U.S.A.	140 3	26 1	10 4	252	George Plunkett, et al., Cobourg, Ont.
75,653	Sophie Jeannette....	Quebec.....	".....	1877	Ste. Ann de la Parade, Que.	74 6	22 0	7 2	69	A. Tremblay, Portneuf, Que.
112,289	Souvenir.....	Digby.....	".....	1903	Meteghan River, N.S....	51 5	15 8	6 7	27	Joseph O. Robichaud, Meteghan River, N.S.
85,743	Souvenir.....	Quebec.....	Sloop.....	1883	St. Jean, Island of Or- leans, Que.	40 3	15 2	5 4	19	M. Tremblay, St. Siméon, Que.
100,313	Souvenir.....	Yarmouth.....	Schr—Glt.....	1892	Pubnico, N.S.....	75 4	22 0	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
83,366	Souveraine.....	Quebec.....	".....	1882	St. Antoine, Que.....	64 0	17 5	6 5	48	J. B. Parrette, Mille Vaches, Que.

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75,606	Sovereign.....	Digby.....	"	1878 Digby, N.S.....	54 4	17 4	6 5	31	Clarence Peters, Westport, N.S.
72,568	Sovereign.....	Kingston.....	Sloop.....	.....	1876 Kingston, Ont.....	83 4	18 3	4 8	53	James Mullens, Belleville, Ont.
59,370	Sparkling Billow.....	St. Andrews.....	Schr—Glt.....	.....	1860 Edgecomb, Me., U.S.A.....	48 0	16 9	6 3	25	Geo. R. Batson, Campo Bello, N.B.
77,731	Sparmaker.....	St. John, N.B.....	"	.....	1879 Gilbert Cove, N.S.....	45 0	17 5	6 0	24	Charles Newcombe, Parrsboro', 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	James Wanback, <i>et al.</i> , La Have, N.S.
77,956	Speed.....	Yarmouth.....	"	.....	1880 Clementsport, N.S.....	38 7	13 2	5 4	13	R. Nickerson, Hopewell Cape, N.B.
69,353	Speedwell.....	Gaspé.....	"	.....	1876 Corner of Beach, Que.....	48 5	15 3	7 3	34	Fred. A. Assells, New Carlisle, Que.
85,546	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	" " " "
103,610	Speedy.....	Sydney.....	"	.....	1887 Burgeo, Nfld.....	30 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
103,475	Spindrift.....	Victoria.....	"	.....	1895 Esquimalt, B.C.....	42 0	14 8	4 4	13	G. Bebbington, Esquimalt, B.C.
111,529	Spray.....	Digby.....	"	.....	1901 Digby, N.S.....	34 5	10 3	5 5	12	Percy Taylor, Digby, N.S.
107,810	Spray.....	St. John, N.B.....	"	.....	1900 Greenwich, N.B.....	67 7	22 0	5 8	72	C. H. Gorham, <i>et al.</i> , Greenwich, N.B.
88,470	Spring Bird.....	Charlottetown.....	"	.....	1870 Kennebunk, Me., U.S.A.....	78 0	22 3	8 0	78	Wm. P. Burke, Charlottetown, P.E.I.
103,253	Spring Bird.....	St. John, N.B.....	"	.....	1893 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.
103,753	Springwood.....	Shelburne.....	"	.....	1897 Lockeport, N.S.....	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
94,997	Spy.....	Charlottetown.....	"	.....	1889 Pimette, P.E.I.....	57 7	16 5	6 3	35	James Miller, Murray Harbour North, P.E.I.
112,025	Squanto.....	Canso.....	"	.....	1903 Spry Harbour, N.S.....	40 0	12 2	6 2	13	Frank H. Hawes, Canso, N.S.
72,950	Stadacona.....	Quebec.....	"	.....	1875 Les Eboulements, Que.....	85 1	24 0	10 4	132	V. Bouchard, Isle aux Condres, Que.
.....	Staghound.....	Montreal.....	Barge—Chd.....	.....	1869 Rivière du Loup, Que.....	103 4	21 5	7 6	139	Harbour Commissioners, Montreal, Que.
103,538	Stadetta.....	Halifax.....	Schr—Glt.....	.....	1896 Spry Harbour, N.S.....	49 6	15 0	6 5	25	Geo. E. Boak, Halifax, N.S.
85,612	Standard.....	".....	"	1883 Parrsboro', N.S.....	72 1	25 4	6 6	65	Lewis F. Hill, Ship Harbour, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,963	Stanley	Chatham, N.B.	Schr—Glt.	1892	Caracquet, N.B.	34 0	12 5	4 4	10 P. Rive, Caracquet, N.B.		
103,087	Stanley	"	"	1893	"	34 0	12 5	4 8	10 François Boudin, Miscou Island, N.B.		
111,744	Stanley	Lunenburg, N.S.	"	1902	Chester Bay, N.S.	94 8	24 2	9 6	100 Thos. A. Wilson, Bridgewater, N.S.		
97,133	Stanley	Quebec	Sloop	1891	Montnagay, Que.	61 2	18 6	5 7	34 Jacques Mercier, jr., Montnagay, Que.		
90,843	Stanley Mac.	Charlottetown	Schr—Glt	1889	Isaac's Harbour, N.S. ...	80 0	23 3	10 0	99 C. Lyons, Charlottetown, P.E.I.		
69,193	Star	Halifax	"	1874	Malone Bay, N.S.	55 0	18 2	6 8	33 David Goyetche, Cape Hogan, N.S.		
.....	Star	Montreal	Barge—Chd	1872	Quebec, Que.	136 3	26 0	9 9	321 Montreal Transportation Co., Ltd., Montreal, Que.		
(a) 80,384	Star	Parrsboro'	Schr—Glt	1881	Parrsboro', N.S.	71 8	21 0	8 2	66 C. H. Snythe, Parrsboro', N.S.		
103,155	Star	Vancouver	"	1895	Vancouver, B.C.	34 9	11 2	4 2	9 Geo. H. Price, Vancouver, B.C.		
53,600	Starlight	Halifax	"	1865	Chezatecook, N.S.	47 7	16 0	6 8	29 Philip Young, Pêqueswick, N.S.		
100,325	Starlight	Yarmouth	"	1889	Argyle, N.S.	32 0	12 6	5 0	10 J. Goodwin, Argyle, N.S.		
74,620	Star of the East	Windsor, N.S.	Bk—Bq	1876	Glasgow, G.B.	183 3	30 7	18 5	734 The Bk. Star of the East Co., Ltd., Windsor, N.S.		
103,193	Starle	Halifax	Schr—Glt	1894	Port Mouton, N.S.	34 0	12 2	5 6	11 Thérèse Blanchard, Caracquet, N.B.		
103,359	Steadfast.	Quebec	"	58 8	18 2	6 7	40 M. Saingelais, Les Escoumaux, Que.		

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88,465	Stella	Arichat	"	1893	River Bourgeoise, N.S.	64 3	18 3	7 3	46 D. Finlayson, Arichat, N.S.
111,943	Stella	"	"	1901	"	34 3	11 5	5 0	14 Canille Boucher, River Bourgeoise, N.S.
107,188	Stella	Charlottetown	"	1899	Kollo Bay, P.E.I.	40 0	13 9	5 4	15 F. P. Delaney, Magdalen Islands,
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	Oakville, 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 Ecaureils, Que.	80 0	22 6	6 9	80 Napoleon Martin, Les Ecaureils, Que.
103,707	Stella Marie	Chatham, N.B.	"	1896	Carquet, N.B.	38 5	14 0	4 8	19 L. Friolet, Carquet, N.B.
72,943	Stella Marie	Quebec	"	1875	St. Antoine, Que.	71 9	22 0	7 0	70 Germain Harvey, Isle aux Coudres, Que.
73,976	Stella Marie	"	"	1897 } 1896 }	"	62 4	20 8	5 9	44 Joseph Duseault, Les Ecaureils, Que.
80,753	Stella Marie	"	"	1880	Esquimaux Point, Que.	61 6	20 5	7 8	51 Louis Castonguay, jr., Matane, Que.
112,038	Stella Marie	"	"	1902	Manicouagan, Que.	55 8	17 0	6 0	32 Eusébe Godrean, Manicouagan, Que.
69,601	Stella Matina	Quebec	"	1873	Ste. Eudé, Que.	84 7	21 5	6 9	75 A. Harvey, St. Thomas, Montmagny, Que.
100,076	Stella Mand	St. John, N.B.	"	1891	Waterborough, N.B.	80 3	26 8	7 5	99 Jos. E. Miller, Waterborough, N.B.
100,444	Stella May	Canso	Schr—Glt	1895	Canso, N.S.	39 0	11 4	6 1	12 James Meagher, Canso, N.S.
(a) 100,707	Stewiacke	Pictou, N.S.	Bk—Bq	1870	Norway	136 0	30 6	17 2	387 Alfred Dickie, Lower Stewiacke, N.S.
79,998	Still Water	St. John, N.B.	"	1879	Portland, N.B.	186	37 4	22 5	1052 Howard D. Troop, St. John, N.B.
.....	Stone Lifter	Montreal	Barge—Chd	1859	Montreal, Que.	104 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 James C. McGray, Cape Island, N.S.
96,809	Stranger	Halifax	"	1891	Ship Harbour, N.S.	49 8	17 3	7 0	36 Robert Carter, Ship Harbour, N.S.
100,829	Stranger	Lunenburg	"	1879	La Have, N.S.	35 5	11 8	5 2	11 G. Richard, La Have, N.S.
100,832	Stranger	"	Bktn—Bkgt	1893	Bridgewater, N.S.	149 3	34 8	15 6	540 T. A. Wilson, Bridgewater, N.S.
107,325	Stratheona	Halifax	Schr—Glt	1900	Bay St. George, Nfld.	51 2	15 3	7 0	27 Walter LeRoux, Bay St. George, Nfld.
111,407	Stratheona	Lunenburg	"	1900	Lunenburg, N.S.	90 4	24 3	9 3	89 Freeman Anderson, Lunenburg, N.S.
112,657	Stratheona	Windsor, N.S.	"	1902	Mount Denison, N.S.	126 6	29 8	10 7	251 H. H. Greeno, Cheverie, N.S.
100,337	Strathern	Maitland	Bk—Bq	1893	Maitland, N.S.	212 8	38 8	23 5	1272 A. Putnam, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
90,477	Strathisla	Maitland	Bk—Bq	1890	Maitland, N.S.	202 Ft.	81 Ft.	10 Ft.	1280	A. Putnam, Halifax, N.S.
107,185	Stroller	Charlottetown	Schr—Glt	1898	Port Hawkesbury, N.S. ..	37 3	12 5	5 5	12	C. P. Flockton, Abels Cape, Bay Fortune, P.E.I.
72,964	Stuart H. Dunn	Toronto	"	(1877 1889)	Marysburgh, Ont.	164 8	26 8	12 7	458	A. J. Foster and F. A. Ure, 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	Robt. McKenzie, Cable Head West, 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.
107,281	Success	Paspobiac	"	1900	Liverpool, N.S.	112 0	27 4	11 0	199	J. C. LeGuesne, Paspobiac, Que.
85,302	Sultan	Montreal	Barge—Chd	1883	Montreal, Que	101 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
92,694	Sultana	Winnipeg	"	1889	Fort Frances, Ont.	65 5	14 2	5 2	32	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
74,018	Sunbeam	Halifax	Schr—Glt	1876	Malbone Bay, N.S.	71 6	22 4	8 9	74	John S. Byatt, Bay of Islands, Newfoundland.
111,838	Sunlocks	Digby	"	1901	Belliveau's Cove, N.S.	68 0	20 7	7 0	59	Harry P. Robertson, St. John, N.B.
100,532	Sunny South	"	Bktn—Bkglt	1892	Deer River, N.S.	152 4	31 6	13 0	499	J. V. Troop, et al., St. John, N.B.
107,070	Sunol	St. John, N.B.	Sloop	1893	St. John, N.B.	27 0	10 5	3 9	6	W. G. Stratton, et al., St. John, N.B.
90,502	Sunrise.	Parrsboro'	Schr—Glt	1885	Parrsboro', N.S.	37 7	11 2	5 5		H. Bell, Charlottetown, P.E.I.

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96,962	Surrise	"	1890	Jordan River, N.S.	42 0	14 3	6 7	18	James E. Crosby, Yarmouth, N.S.
61,404	Superb	"	1871	Shippegan, N.B.	39 6	13 8	4 6	14	E. Robichaud, Shippegan, N.B.
103,826	Superbe	"	1903	Petit Rocher, Que.	39 5	10 9	4 3	12	J. B. E. Roy, Petit Rocher, N.B.
64,354	Supérieure	Baye—Chd	1870	Champlain, Que.	101 5	22 0	7 9	119	Joseph Durand, Champlain, Que.
111,845	Superior	Schr—Glt	1909	Caracquet, N.B.	40 0	13 1	5 5	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
74,213	Surprenant	Sloop	1874	Pierreville, Que.	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,418	Surprise	Schr—Glt	1898	Causo, N.S.	40 8	13 8	6 7	15	John J. Meagher, Causo, N.S.
92,745	Surprise	"	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	"	1894	Caracquet, N.B.	36 0	11 9	4 8	10	T. Blanchard, Caracquet, N.B.
69,133	Susan	"	1874	Malone Bay, N.S.	41 0	11 2	5 6	17	Daniel McGillivray, Sydney, N.S.
75,453	Susan	"	1877	Keupit, N.S.	43 6	11 8	6 3	19	Jeremiah Dexter, Cheverie, N.S.
85,390	Susan C.	"	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	"	1875	Tatamagouche, N.S.	53 6	16 9	5 3	28	Walter S. Grant, Port Elgin, N.B.
100,274	Susie N.	"	1891	Port Elgin, N.B.	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	"	1892	Hall's Harbour, N.S.	75 8	21 7	6 8	75	Joshua Prescott, Sussex, N.B.
100,435	Susie Prescott	"	1892	Albert, N.B.	79 2	25 7	7 6	99	Crandall S. Prescott, Albert, N.B.
100,324	Sava	"	1893	Port Greville, N.S.	72 0	20 1	7 6	69	A. Falkner, Parrsboro', N.S.
80,866	Swallow	"	1885	Wallace, N.S.	48 7	17 7	6 6	29	W. H. Aitken, Charlottetown, P.E.I.
103,906	Swallow	"	1893	Shippegan, N.B.	31 0	12 2	4 6	11	T. Ahier, Shippegan, N.B.
103,947	Swallow	"	1899	Caracquet, N.B.	57 0	12 6	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
83,493	Swallow	"	1880	Margaree, N.S.	36 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.
96,752	Swallow	"	1889	Chipman, N.B.	81 6	26 3	7 2	90	Alfred Ellis, St. John, N.B.
74,918	Swallow	"	1877	Big Bras d'Or, N.S.	43 1	14 2	5 7	16	Wm. Carey, Big Bras d'Or, N.S.
90,431	Swan	"	1889	Port LaTour, N.S.	33 5	12 2	4 9	10	George Smith, Port LaTour, N.S.
103,762	Swan	"	1896	Caracquet, N.B.	38 1	13 0	4 8	48	T. Ahier, Shippegan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,609	Swan	Shelburne	Schr—Glt	1893	Shelburne, N.S.	52 Ft.	19 Ft.	1 Ft.	56	Milton Haines, Freeport, N.S.
116,888	Swanbild	Aricbat	"	1904	Cape George, N.S.	62 0	19 2	8 5	52	William J. LeVesconte, River Bourgeois, N.S.
100,986	Swift	Chatham, N.B.	"	1888	Caraquet, N.B.	35 6	12 6	5 0	11	Chas. DeGruchy, Caraquet, N.B.
90,493	Swift Current	Port Hawkesbury	"	1885	St. Mary's Bay, N.S.	64 8	22 0	7 8	65	John J. Beck and James H. C. Beck, Murray River, P.E.I.
103,761	Swing	Chatham, N.B.	"	1893	Caraquet, N.B.	34 6	12 3	4 8	11	Agapit Albert, Caraquet, N.B.
107,523	Sybil	Victoria	Barge—Chd	1898 1904	Victoria, B.C. White Horse, Y.T.	101 0	28 3	4 2	99	The British Yukon Navigation Co., Ltd., Victoria, B.C.
72,953	Sylvester Neelon	St. Catharines	Schr—Glt	1875	St. Catharines, Ont.	137 0	26 2	12 0	201	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
111,822	T. J. K. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C.	72 0	21 0	5 0	50	Thomas J. Kiekham, Vancouver, B.C.
116,460	T. J. K. 2	"	"	1903	"	98 0	30 0	5 7	143	L. P. Starratt, Vancouver, B.C.
54,080	T. W. S. Greser	Digby	"	1866	La Have, N.S.	51 0	17 1	7 2	30	Andrew Coggins, et al., Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
116,885	T. Lilly	Aricbat	"	1903	Port Felix, N.S.	33 8	10 9	5 2	10	Thomas David and William David Port Felix, N.S.

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75,528	T. Owens	Montreal	Barge—Chd	1874	Montreal, Que.	34 0	19 2	5 7	90	The Charlemagne & Lake Charneau Lumber Co., Ltd., Charlevoque, Que.
103,614	Tadousac	Quebec	Sloop	1895	Tadoussac, Que.	53 5	17 9	4 9	41	Charles J. Lajoie, St. Fulgence, Que.
116,417	Taku	Victoria	Barge—Chd	1903	Caribon, Y.T.	60 0	15 0	4 0	66	The British Yukon Navigation Co., Ltd., Victoria, B.C.
103,754	Talimouth	Barrington	Schr—Glt	1897	La Have, N.S.	92 8	24 4	10 0	100	Benj. E. Newell, Clark's Harbour, N.S.
107,511	Taniwha	St. John, N.B.	Sloop	1897	St. John, N.B.	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
100,475	Tartar	Lunenburg	Schr—Glt	1892	La Have, N.S.	65 7	21 4	8 5	61	W. N. Reinhardt, La Have, N.S.
111,636	Tasmania	"	"	1901	Lunenburg, N.S.	94 3	24 9	9 8	99	Howard Wynacht, Lunenburg, N.S.
78,000	Tay	Ottawa	Barge—Chd	1880	Hull, Que.	111 7	22 4	6 8	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,369	Tay	St. John, N.B.	Schr—Glt	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	Charles H. Greenwood, Campo Bello, N.B.
116,512	Témiscamingue No. 1	Ottawa	Barge—Chd	1903	Témiscamingue, 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	"
64,718	Temperance	Port Hawkesbury	Schr—Glt	1873	Margaree, N.S.	53 7	15 6	6 5	26	Daniel McNeil, Port Hood, N.S.
74,062	Temperance	Windsor, Ont.	"	1877	Tilbury West, Ont.	66 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
64,454	Temperance Bell	St. John, N.B.	"	1870	Johnston, N.B.	81 6	27 1	7 1	77	M. H. Tufts, St. John, N.B.
59,149	Templar	"	"	1868	Grand Lake, N.B.	74 7	25 9	6 9	78	Mrs. Alice S. Henderson, St. John, N.B.
74,122	Temple Bar	Port Medway	"	1876	East Port Medway, N.S.	62 0	20 3	7 6	44	John H. Longuire, Bridgetown, N.S.
107,990	Terence C. Lockwood	Shedburne	"	1901	Lockeport, N.S.	92 9	21 1	9 5	98	Wm. McMillan, Lockeport, N.S.
90,784	Teresa	Victoria	"	1883	San Salvador, U.S.A.	80 0	22 3	7 2	63	Victoria Sealing Co., Ltd., Victoria, B.C.
100,777	Tenticonic	Chatham, N.B.	"	1892	Caracquet, N.B.	36 0	13 0	4 6	11	W. S. Leggie, Co., Ltd., N.B.
	Texiot	Montreal	Barge—Chd	1863	Montreal, Que.	105 3	22 6	9 1	160	J. Cagnon, Montreal, Que.
80,657	Texas	"	"	1880	"	141 0	29 0	8 0	265	Dickson Anderson, Montreal, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
80,890	Thames	Ottawa	Barge—Chd	1880	Hull, Que.	110 7 Ft.		7 10 Ft.	151 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,273	The III	Montreal	Sloop	1903	Dorval, Que.	26 4	7 4	1 5	37 James J. Riley, jr., Montreal, Que.
100,015	Thelma	Annapolis Royal	Schr—Glt	1895	Granville, N.S.	68 5	20 0	7 4	49 W. A. Pigott, Granville, N.S.
116,845	Thelma E	Yarmouth	Sloop	1903	Clark's Harbour, N.S.	35 0	11 8	6 0	11 Frederick Swin, Clark's Harbour, N.S.
107,492	Themis	Quebec	Schr—Glt	1898	Laie St. Paul, Que.	40 8	13 0	4 8	17 A. H. Simard, Laie St. Paul, Que.
90,894	Theresa	Barrington	"	1880	Ed Brook, N.S.	43 8	11 6	5 1	18 R. W. Stevens, Cape Island, N.S.
111,438	Theresa M. Gray	Halifax	"	1902	Port Clyde, N.S.	58 0	16 6	7 0	30 Angus Gray, Penant, N.S.
94,635	Theresa	Yarmouth	"	1888	Jordan River, N.S.	105 0	26 0	10 1	118 Alfred Peters, Arichat, N.S.
107,307	Thetis	Windsor, N.S.	"	1901	Cheverie, N.S.	118 7	31 8	12 1	420 Rodman Pratt, Cheverie, N.S.
42,322	Thetis	Halifax	"	1862	Marie Joseph, N.S.	75 5	22 5	9 5	92 F. W. Peters, Summerside, P.E.I.
92,577	Thetis	"	Cutter	1888	Darlington, N.S.	21 8	6 5	5 3	111 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.
53		Montreal	Barge—Chd	1870	Sorel, Que.	92 0	18 8	6 0	91 David Gilmore, Trenton, Ont.
96,795	Thistle	Charlottetown	Schr—Glt	1890	Fourchie, N.S.	49 8	17 8	6 3	34 Alex. McKenzie, Whycocomagh, N.S.

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83,071	Thistle.	Ottawa	Barge—Chd	1869 Kingston, Ont.	108 0	22 3	5 5	117 John Eligh and David Eligh, J.O., Burrtes Rapids, Ont.
97,115	Thistle.	St. Andrews	Sloop	1888 Grand Manan, N.B.	27 0	12 9	5 0	12 Frank Ingersoll, Grand Manan, N.B.
116,589	Thistle.	Shelburne	Schr—Glt	1901 Liverpool, N.S.	63 1	18 7	7 6	40 Frank Lloyd, <i>et al.</i> , Lockeport, N.S.
100,100	Thistle.	St. John, N.B.	"	1893 St. Martin's, N.B.	92 6	27 6	7 9	109 R. W. Strong, Vancouver, B.C.
107,074	Thistle.	"	Sloop	1897 St. John, N.B.	31 0	11 2	4 0	8 D. DeYeber, 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.
88,179	Thistle.	Winnipeg	Barge—Chd	1884 Fort Frances, Ont.	18 0	11 9	3 9	23 Angus McKinnon, Rat Portage, Ont.
71,634	Thomas	Montreal	"	1874 Yauaska, Que.	102 0	22 2	6 2	96 E. Courchère, Sorel, Que.
83,070	Thomas Lockett	Ottawa	Barge—Chd	1881 Hull, Que.	111 4	21 7	7 0	151 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,825	Thomas H.	Yarmouth	Schr—Glt	1889 Pubnico, N.S.	40 0	13 5	5 1	13 Seth Nickerson, Barrington, N.S.
112,272	Thordla H.	Montreal	Sloop	1903 Dorval.	37 2	8 2	1 8	130 William C. Finley, Montreal, Que.
"	Three (3).	"	Barge—Chd	1870 Pierreville, Que.	94 1	18 8	6 0	105 Dennis Murphy, Ottawa, Ont.
88,512	Three Bells.	Barrington	Schr—Glt	1884 Lockeport, N.S.	79 0	23 0	9 0	92 Lewis Murray, Port Richmond, N.S.
96,738	Three Brothers	Chatham, N.B.	"	1890 Shippegan, N.B.	35 2	12 5	4 8	12 John Young, Tracadie, N.B.
12,432	Three Brothers	Gaspé	"	1866 Esquimaux Point, Que.	49 6	16 0	5 9	36 Xavier Boudreau, Esquimaux Point, Que.
107,140	Three Links.	St. Andrews	Sloop.	1899 Grand Manan, N.B.	30 0	11 0	6 0	12 Robert A. Mann, Grand Manan, N.B.
116,825	Three Sisters.	Barrington	"	1903 Bear Point, N.S.	30 0	12 2	6 2	11 Wallace H. Penney, 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, Chelogue, N.S.
107,082	Thrush.	Chatham, N.B.	"	1890 Shippegan, N.B.	32 4	12 0	1 8	10 F. Abier, Shippegan, N.B.
97,200	Thrush.	Montreal	Barge—Chd	1890 Montreal, Que.	181 0	31 4	11 7	584 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
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.
102,019	Thurston.	Parsboro'	Schr—Glt	1895 Fox River, N.S.	70 6	21 6	6 0	61 J. H. Allan, Parrishoro', N.S.
100,918	Ticker.	Chatham, N.B.	"	1892 Caraqueet, N.B.	39 0	12 8	5 3	12 C. Robin, Collas & Co., Ltd., Jersey.
96,961	Tivoli.	Shelburne	"	1890 Little Harbour, N.S.	41 0	15 0	6 5	24 William J. Deane, Red Head, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
116,448	Togo.....	Shelburne.....	Schr—Glt.....	1901	Sable River, N.S.....	45 5 Ft.	15 4 Ft.	5 9 Ft.	18	Edmund C. Locke, Lockeport, N.S.
116,893	Togo.....	Yarmouth.....	".....	1901	Pubnico, N.S.....	38 0	13 0	5 0	12	Leander Amiro, Pubnico, N.S.
116,778	Togo Maru.....	Vancouver.....	".....	1901	Bowen Island, B.C.....	43 0	12 6	4 8	20	Kaneichi Yashida, Steveston, B.C.
.....	Toledo.....	Montreal.....	Barge—Chd.....	1872	Quebec, Que.....	137 9	29 6	10 0	362	Montreal Transportation Co., Ltd, Montreal, Que.
59,156	Tom.....	St. John, N.B.....	Schr—Glt.....	1867	Harvey, N.B.....	40 4	13 0	4 7	14	Peter Boyle, Chance Harbour, N.B.
111,949	Tom No. 1.....	New Westminster.....	Barge—Chd.....	1901	New Whatcom, Wash., U.S.A.	49 7	14 5	3 0	63	Henry D. Benson, Ladners, B.C.
85,387	Topaz.....	Liverpool.....	Schr—Glt.....	1883	Port Clyde, N.S.....	85 5	24 5	9 1	101	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy.....	Prescott.....	Scow—Chd.....	1866	Iroquois, Ont.....	46 0	13 0	1 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	92	J. H. Wilson, Lunenburg, N.S.
88,224	Tominator.....	Halifax.....	".....	1873	".....	39 8	11 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	Alphonse Desrosier, Lanoraie, Que.....
80,696	Torpedo.....	".....	".....	1882	".....	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.
92,623	Torridon.....	Charlottetown.....	Schr—Glt.....	1887	Pleasantville, N.S.....	80 3	23 9	9 6	97	Ronald Campbell, Summerside, P.E.I.
92,540	Toutetelle.....	Montreal.....	Sloop.....	1887	Pierreville, Que.....	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.

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88,637	Trade Wind.	Whitby	Schr—Glt	1863	Port Hope, Ont.	100 5	21 1	9 0	181 J. Oliver, Kingston, Ont.
90,506	Trader.	Parrishboro'	"	1885	Parrishboro', N.S.	70 2	23 0	7 1	73 Winfield Rector, <i>et al.</i> , Parrishboro', N.S.
107,143	Transfer No. 1	Vancouver.	Scow—Chd.	1898	Vancouver, B.C.	186 1	40 0	12 0	773 Union Colliery Co., Ltd., Victoria, B.C.
111,733	Transatl.	Halifax.	Schr—Glt	1902	La Have, N.S.	84 5	23 2	9 0	79 Wm. C. Smith, Lunenburg, N.S.
11,821	Traveller.	St. John, N.B.	"	1858	St. Martin's, N.B.	38 3	10 7	5 1	15 David Bradshaw, St. John, N.B.
92,567	Trial.	Halifax.	"	1882	Margaree, N.S.	36 0	12 8	5 6	13 Alexander Gornie, Margaree, N.S.
112,111	Tribune	Lunenburg	"	1903	Malbone Bay, N.S.	41 6	15 0	6 5	22 Thomas Hamm, <i>et al.</i> , 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. Leat, Westport, N.S.
100,261	Trinidad	Windsor, N.S.	Bktn—Bkglt.	1891	Kempt, N.S.	158 2	35 0	16 1	636 The Bktn, Trinidad Co., Ltd., Windsor, N.S.
(a) 90,681	Triumph.	Victoria	Schr—Glt	1887	Shellburne, N.S.	85 0	23 8	9 3	98 Victoria Sealing Co., Ltd., Victoria, N.S.
74,277	Trois Saumons	Quebec.	"	1876	St. Jean Port Joli, Que.	67 2	19 5	5 2	43 Pascal Tremblay, Baie des Bacons, Que.
	Trout	Ottawa.	Barge—Chd.	1870	Montreal, Que.	93 0	19 0	6 2	96 St. Denis, Lachine, Que.
50,558	True.	Sackville.	Schr—Glt	1879	Grand Lake, Queen's Co.	74 0	23 9	6 4	61 L. McGrath, Parrishboro', N.S.
71,038	True Blue.	Yarmouth.	"	1876	Clare, N.S.	33 0	11 0	4 0	8 Wallace Haines, Westport, N.S.
107,951	True Love.	Canso.	"	1895	Canso, N.S.	37 0	10 5	5 8	10 David Walsh, Canso, N.S.
103,531	True Love.	Halifax.	"	1889	Sambro, N.S.	33 2	11 4	5 6	10 John C. Arnold, Torrence Bay, N.S.
88,114	Trumpet.	St. John, N.B.	"	1887	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	McGladan, N.S.	36 1	13 0	5 0	15 A. W. Ingersoll, Grand Manan, N.B.
107,055	Twilight.	Barrington	"	1894	Harpswell, Me., U.S.A.	62 4	20 3	4 7	37 Provincial Wrecking Co., Ltd., Barrington, Passage, N.S.
38,036	Twilight.	Digby.	Schr—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 1	6 0	14 Lawson Price, Glen Margaret, N.S.
64,470	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.
103,382	Two	Winnipeg.	Barge—Chd.	1895	Rat Portage, Ont.	56 5	14 3	6 3	17 Ramy River Navigation Co., Ltd., Rat Portage, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
Two (2).....	Montreal.....	Barge	Chd.....	1872	Montreal, Que.....	12 Ft.	5 Ft.	10ths.	42	Montreal Transportation Co., Ltd., Montreal, Que.
38,480 Two Brothers.....	Arichat.....	Schr—Glt.....	".....	1866	River Bourgeoise, N.S.....	51 6	16 6	7 4	31	Simon Landry, River Bourgeoise, N.S.
103,460 Two Brothers.....	".....	".....	".....	1899	L'Ardoise, N.S.....	42 4	14 3	6 0	18	Maurice Peters, L'Ardoise, N.S.
107,391 Two Brothers.....	Causo.....	".....	".....	1898	Port Felix, N.S.....	40 0	13 0	6 4	11	Frederick Jello, Port Felix, N.S.
75,895 Two Brothers.....	Charlottetown.....	".....	".....	1878	Miramichi, N.B.....	51 0	16 8	6 3	26	Wm. Leith Pooley, Montague, P.E.I.
103,583 Two Brothers.....	Chatham, N.B.....	".....	".....	1895	Shippegan, N.B.....	37 0	12 4	4 8	11	W. S. Luggie Co., Ltd., Chatham, N.B.
80,879 Two Brothers.....	Pictou, Ont.....	Sloop.....	".....	1881	Batterssea, Ont.....	95 0	18 6	4 8	56	Geo. Cousins, Belleville, Ont.
77,920 Two Brothers.....	Port Hope.....	Schr—Glt.....	".....	1868	Port Burwell, Ont.....	95 0	23 5	7 5	122	John Wright, Port Hope, Ont.
92,749 Two Sisters.....	Sackville.....	".....	".....	1896	Sackville, N.B.....	76 6	25 0	7 2	86	Ed. Kenzie, Riverside, N.B.
83,287 Twilight.....	Kingston.....	Sloop.....	".....	1882	Dog Lake, Ont.....	79 0	15 8	4 5	41	Clement Bell, Belleville, Ont.
100,575 Tyler.....	Arichat.....	Schr—Glt.....	".....	1893	Lunenburg, N.S.....	62 7	20 7	8 0	54	Charles Boudrot, Rivière Bourgeoise, N.S.
97,096 Tyce.....	Lunenburg.....	".....	".....	1890	Bridgewater, N.S.....	126 5	30 0	11 9	285	Thos. A. Wilson, Bridgewater, N.S.

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103,839	Uganda	Halifax	"	1898	Ship Harbour, N.S.	38 8	12 7	5 2	14 J. B. Stoddart, Ship Harbour, N.S.
112,117	Ulva	Lunenburg	"	1903	La Have, N.S.	91 0	24 7	9 7	99 Albert V. Conrad, LaHave, N.S.
91,634	Umbona	Shelburne	"	1888	Shelburne, N.S.	85 0	22 3	9 7	99 Joseph W. Poppet, North Sydney, N.S.
73,027	Una	Amherst, M.I.	"	1879	House Harbour, M.I.	62 6	19 1	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	"	1891	Shelburne, N.S.	77 2	22 2	8 2	82 Jas. T. Thomson, Halifax, N.S.
88,597	Uncle Sam	Barrington	"	1885	Pubnico, N.S.	80 1	23 5	8 2	77 M. O'Brien, Barrington, N.S.
107,957	Ungava	Lunenburg	"	1900	Malbone Bay, N.S.	88 8	21 3	9 4	88 Wm. Clevesey, LaHave, N.S.
112,019	Undella	Canso	"	1902	White Haven, N.S.	42 0	13 7	7 0	16 Norman Munroe, White Haven, N.S.
72,095	Union	Arichat	"	1876 1902	New Bandon, N.B.	67 5	20 1	10 1	77 Lawrence Gerrior, Arichat, N.S.
42,433	Union	Gaspé	"	1883	Gaspé, Que.	40 1	12 6	5 2	19 John Ascal, Anticosti, Que.
61,946	Union	Halifax	"	1879	Jeddore, N.S.	14 0	16 4	6 1	22 B. Mountain, Lot 3, Abou, P.E.I.
94,750	Union	St. John, N.B.	"	1889	St. Martin's, N.B.	79 0	26 6	7 3	97 John J. Shields, Abou, 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	Malbone Bay, N.S.	93 1	21 3	9 5	95 Nathaniel Futt, Bay St. George, Nfld.
100,708	Unique	Pictou, N.S.	"	1902	River John, N.S.	79 1	25 1	8 6	96 John G. Murray, Port Richmond, N.S.
112,159	United Empire	Chatham, N.B.	"	1903	Carapic, N.B.	12 0	11 0	5 6	17 Mrs. Sarah Young, and N. T. B. Young, J.O., Carapic, N.B.
103,803	Unity	Pictou, N.S.	"	1904	Tatmagouche, N.S.	117 8	31 7	11 7	248 David McLure, et al., Lower Montague, P.E.I.
106,123	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.
97,008	Urania	Lunenburg	Schr—Glt	1891	Lunenburg, N.S.	85 9	21 5	8 8	100 Nathaniel Smith, Halifax, N.S.
116,510	Uranus	Lunenburg	"	1901	Lunenburg, N.S.	88 8	24 6	9 2	90 James Young, et al., Lunenburg, N.S.
66,997	Uranus	St. John, N.B.	"	1871	Canning, N.B.	73 2	26 1	6 8	74 Chas. D. Dykeman, Jenseig, N.B.
83,436	Urbain B.	Parsboro'	"	1887	Belliveau's Cove, N.S.	76 8	23 5	8 8	98 H. Gillespie, Parsboro', N.S.
103,417	Uruguay	Charlottetown	"	1895	La Have, N.S.	83 0	23 9	9 3	97 C. Robin, Collas & Co., Ltd., Jersey

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94,694	Utah and Eunice	Digby	Schr—Glt	1889	Freeport, N.S.	50 3 Ft.	18 0 Ft.	6 3 Ft.	33	M. Haines, <i>et al.</i> , Freeport, N.S.
100,431	Utility	Moncton	"	1894	Waterside, N.B.	94 1 Ft.	26 2 Ft.	7 8 Ft.	424	W. S. Starratt, Hopewell, N.B.
83,495	Utopia	Liverpool	"	1881	Brooklyn, N.S.	81 0 Ft.	24 8 Ft.	9 0 Ft.	98	Gabriel LeBlanc, Margaree, N.S.
107,249	V. C. Co., No. 1	New Westminster	Barge—Chd	1890	New Westminster, B.C.	47 5 Ft.	11 6 Ft.	3 4 Ft.	15	Victoria Canning Co. of B.C., Ltd., Victoria, B.C.
107,250	V. C. Co., No. 2	"	"	1890	"	47 0 Ft.	13 6 Ft.	3 4 Ft.	18	"
107,252	V. C. Co., No. 3	"	"	1890	"	55 5 Ft.	18 0 Ft.	4 5 Ft.	41	"
107,624	V. C. Co., No. 4	"	"	1898	"	47 5 Ft.	11 6 Ft.	3 1 Ft.	15	"
107,629	V. C. Co., No. 5	"	"	1898	"	52 5 Ft.	11 6 Ft.	3 4 Ft.	21	"
107,631	V. C. Co., No. 6	"	"	1898	"	50 0 Ft.	13 8 Ft.	3 6 Ft.	20	"
107,632	V. C. Co., No. 7	"	"	1898	"	49 0 Ft.	13 8 Ft.	4 0 Ft.	25	"
80,632	V. Parads.	Montreal	"	1881	Sorel, Que.	130 0 Ft.	24 7 Ft.	10 0 Ft.	214	Nap. Ladouceur, Sorel, Que.
103,340	Valda	"	Sloop	1890	Lachine, Que.	27 0 Ft.	8 0 Ft.	1 8 Ft.	3	A. F. Riddell, Montreal, Que.

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91,743	Valdare	St. John, N.B.	Schr—Glt	1888 Cambridge, N.B.	83 0	27 0	7 2	100	Colin C. Rice, Bear River, N.S.
116,711	Valeda	Quebec	"	1904 St. Siméon, Que.	72 0	20 2	6 0	52	Paul Tromblay, St. Siméon, Que.
92,394	Valencia	Kingston	"	1888 Garden Island, Ont.	178 0	30 8	13 2	543	The Montreal Transportation Co., Ltd., Montreal, Que.
90,752	Valetta	St. John, N.B.	"	1885 Rochesay, N.B.	81 0	27 0	7 4	99	J. W. Forsyth, <i>et al.</i> , Waterside, N.B.
83,164	Valiant	Arichat	"	1881 La Have, N.S.	76 5	22 5	8 8	80	Ferdinand Renaud, West Arichat, N.S.
103,285	Valkyrie	Chatham, N.B.	"	1895 Shippegan, N.B.	36 1	12 0	5 2	12	P. Rive, Caraquet, N.B.
100,297	Valkyrie	Halifax	"	1893 Tancook, N.S.	34 4	8 6	3 6	5	L. E. Marsh, Halifax, N.S.
111,555	Valkyrie	St. Andrews	Sloop	1895 West Isles, N.B.	37 0	13 0	5 6	16	Lorenzo C. Watt, Grand Manan, N.B.
103,716	Valkyrie	Yarmouth	"	1898 Pubnico, N.S.	34 6	11 7	5 8	11	W. Worthen, Yarmouth, N.S.
83,101	Valona	Richibucto	Bk—Bq	1884 Rexton, N.B.	173 8	33 5	20 2	800	John Jardine, jr., Rexton, N.B., and H. Andrews, Liverpool, N.S.
116,496	Valoria	Lunenburg	Schr—Glt	1903 Lunenburg, N.S.	96 8	24 8	10 0	99	Allan R. Morash, Lunenburg, N.S.
103,852	Vampire	Halifax	Sloop	1897 Dartmouth, N.S.	23 6	6 6	3 5	2	L. De S. Isaacson, Halifax, N.S.
71,034	Vanguard	Arichat	Schr—Glt	1876 East Port Medway, N.S.	60 7	19 6	7 5	51	Dominick Boudrot, Petit de Grat, N.S.
80,630	Vanity	Yarmouth	"	1882 Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.
61,607	Varena	Guysboro'	"	1871 Country Harbour, N.S.	38 4	13 4	5 7	16	Richard Hardy, Rose Blanche, Nfld.
83,758	Varuna	Quebec	"	1883 St. Jean Port Joli, Que.	51 0	14 9	6 5	24	J. Bonillon, Ste. Anne de la Pte. au Père, Rimouski Co., Que.
	Vassal	Montreal	Large Chd	1896 St. Francis, Que.	96 3	22 5	6 8	106	A. Boucher, Sorel, Que.
100,036	Vedette	Toronto	Lugger	1892 Toronto, Ont.	46 0	9 6	5 2	6	F. M. Gray, and J. C. Reid, J.O., Toronto, Ont.
100,851	Vega	Quebec	Schr—Glt	1892 Isle aux Coudres, Que.	42 8	15 2	6 2	21	R. Daly, Quebec, Que.
100,431	Velma A	Moncton	"	1892 Harvey, N.B.	32 6	12 1	4 4	9	Clifford C. West, Hopewell, N.B.
111,731	Vendetta	Lunenburg	"	1912 Lunenburg, N.S.	87 6	24 6	9 4	93	Thomas Hann, Lunenburg, N.S.
103,711	Venite	Digby	"	1897 Mavillette, N.S.	15 0	14 0	5 6	16	S. A. Doucette, Mavillette, N.S.
96,781	Venture	Halifax	Schr—Glt	1889 Port Pedeswick, N.S.	54 2	18 9	7 8	43	Edward Dempsey, Herring Cove, N.B.
92,778	Venture	Victoria	"	1888 Vancouver, B.C.	68 3	16 6	6 3	48	Victoria Sealing Co., Ltd., Victoria, B.C.
92,315	Venturer	Liverpool	Bgtm—Bkgt	1886 Brooklyn, N.S.	115 0	29 4	11 8	318	E. E. Hutchings, Brooklyn, N.Y., U.S.A.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
61,401	Venus.....	Chatham, N.B.	Schr—Glt	1872 Miramichi, N.B.	43 1 Ft.	14 Ft.	5 3 Ft.	19 Francis E. Winslow, Chatham, N.B.	
94,832	Venus	St. Andrews.....	"	1885 Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42 Jos. Thibet, Freeport, N.S.	
103,058	Venus.....	Yarmouth.....	Sloop	1894 Shelburne, N.S.	28 0	11 1	5 3	8 C. Blades, Pubnico, N.S.	
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	Verheta.....	Sydney	"	1898 Gabarouse, N.S.	56 0	15 7	5 9	27 G. W. Grant, Gabarouse, N.S.	
103,736	Vere B. Roberts	Parrsboro'	"	1898 Parrsboro', N.S.	93 3	27 2	9 2	121 John W. Smith, Moose River, N.S.	
88,282	Veritas	St. Andrews	"	1878 Eastport, Me., U.S.A.	30 3	10 6	5 6	10 Simon Leonard, West Isles, N.B.	
107,964	Vernie May	Lunenburg	"	1900 Mahone Bay, N.S.	83 2	23 8	9 3	76 Abram Ernst, Mahone Bay, N.S.	
71,617	Vert Pomme.....	Montreal.....	Sloop	1872 Pierreville, Que.	101 2	23 4	6 9	111 G. Lebrun, St. Amé, Que.	
100,608	Vesper.....	Shelburne	Schr—Glt	1893 Sable River, N.S.	35 4	14 0	6 0	14 Chas. Hopman, Sommerville, N.S.	
61,501	Vesta	Moncton	"	1868 Jordan River, N.S.	49 5	16 1	6 5	22 J. W. J. Smith, Moncton, N.B.	
69,290	Vesta	Pictou, N.S.	"	1874 Mahone Bay, N.S.	68 0	21 6	8 3	61 Geo. McPherson, Fisher's Grant, N.S.	
100,301	Vesta	Windsor, Ont.	"	1873 Chatham, U.S.A.	135 3	26 0	11 3	260 Wm. J. Pulling, Windsor, Ont.	
100,811	Vesta Pearl.....	Lunenburg	"	1893 Shelburne, N.S.	63 0	17 4	7 8	40 Solomon Winters, Rose Bay, N.S.	

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82,976	Vesta Pearl	St. John, N.B.	"	1882	Canning, N.B.	79 0	27 0	6 8	85	Jacob Mayer, St. John, N.B.
163,274	Vesuvius	Chatham, N.B.	Schr—Glt.	1888	Caraquet, N.B.	35 0	12 1	5 0	10	G. Mallett, Shippegan, N.B.
77,561	Victor	Montreal	Sloop	1872	Yanaska, Que.	104 0	22 7	7 0	115	Geo. Foreman, Grace's Point, Que.
109,715	Victor	"	"	1893	Pierreville, Que.	168 3	22 8	10 1	180	N. Laroche, Pierreville, Que.
(a) 89,674	Victor	Ottawa	Barge—Chd	1881	Monte Bello, Que.	108 0	22 6	6 1	140	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,026	Victor	Parishoro'	Schr—Glt	1836	Saybrook, Conn., U.S.A.	58 8	20 6	6 0	43	G. A. Gaspy, St. John, N.B.
89,658	Victor	St. John, N.B.	"	1881	Moss Glen, N.B.	87 0	26 1	8 4	119	R. M. Henry, Yarmouth, N.S.
38,523	Victoria	Arichat	"	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	Shippegan, N.B.	38 9	13 3	5 6	16	W. S. Leggie Co., Ltd., Chatham, N.B.
111,409	Victoria	Lunenburg	"	1900	LaHave, N.S.	95 6	24 6	9 8	100	Thomas A. Wilson, Bridgewater, N.S.
74,222	Victoria	Montreal	Sloop	1875	Yanaska, 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.
73,055	Victoria	Quebec	Schr—Glt	1860	St. Antoine, Que.	59 3	19 5	6 1	42	Zenophon Legendre, St. Antoine, Que.
100,458	Victoria	"	"	1895	Quebec, Que.	68 0	21 7	6 0	53	E. J. Price, Quebec, Que.
90,709	Victoria	St. Catharines	Scow—Chd	1870	Welland, Ont.	109 0	23 0	6 5	136	Allan J. Holloway, Toronto, Ont.
107,339	Victoria	Sydney	Schr—Glt	1899	New Haven, N.S.	37 0	12 4	5 0	11	James Turner, Glace Bay, N.S.
109,492	Victoria	Victoria	"	1892	Victoria, B.C.	80 0	20 4	8 4	63	Victoria Sealing Co., Ltd., Victoria, B.C.
89,852	Victory	Halifax	"	1880	Mosher's River, N.S.	73 2	22 4	9 0	88	Augustus LeBlanc, D'Escoise, N.S.
59,310	Victory	St. Andrews	"	1865	Harpiswell, Me., U.S.A.	30 8	10 1	4 8	8	Geo. Mulholland, Campo Bello, N.B.
116,496	Vie	Vancouver	Barge—Chd	1902	Vancouver, B.C.	62 0	20 2	2 0	22	Mrs. Mary W. Cates, Vancouver, B.C.
90,558	Vienna	Bowmanville	Schr—Glt	1871	Port Burwell, Ont.	102 0	23 5	8 5	135	F. H. Laird and T. E. Laird, J.O., Presden, Ont.
92,767	Vigie	Quebec	"	1889	Quebec, Que.	70 7	19 0	8 6	59	The Corporation of Pilots, Quebec, Que.
92,589	Vigilant	Gaspé	"	1891	Beesie River, Que.	32 6	13 0	4 6	11	Luc Cormier, Esquimaux Pt., Que.
100,251	Vigilant	Halifax	"	1891	Tancook Island, N.S.	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
103,591	Viking	Lunenburg	Schr—Glt	1896	Lunenburg, N.S.	85 2	23 6	9 3	96	Wm. Smith, <i>et al.</i> , Dartmouth, N. S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
100,621	Viking.....	Port Dover.....	Sloop.....	1891	Port Dover, Ont.....	62 0 Ft.	16 6 Ft.	4 1 Ft.	39	F. H. Mitchell, Oakville, Ont.
107,331	Viking.....	Yarmouth.....	".....	1899	Yarmouth, N.S.....	30 3	11 6	3 6	9	Charles T. Grantham, Yarmouth, N.S.
75,785	Village Belle.....	Port Medway.....	Schr—Glt.....	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Peel, Vegler's Cove, N.S.
57,662	Village Bride.....	Halifax.....	".....	1867	Chezzetcook, N.S.....	45 4	15 0	6 4	24	James Bion, West Arichal, N.S.
69,192	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—Clud.....	1891	St. Jean des Chaillons,	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
37,418	Vine.....	Liverpool.....	Schr—Glt.....	1838	Sable River, N.S.....	16 2	13 0	6 3	24	N. Munro, Liverpool, N.S.
116,508	Vinita.....	Lunenburg.....	".....	1901	Lunenburg, N. S.....	98 6	27 3	10 6	168	Freeman Himmelman, M.O., Ricer's Cove, N. S.
97,186	Viola.....	Windsor, N.S.....	".....	1891	Salmon River, N.S.....	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
100,330	Viola Pearl.....	Yarmouth.....	".....	1894	Eel Brook, N.S.....	45 0	16 7	6 7	24	H. Goodwin, Pulmer, N.S.
100,260	Violet.....	Halifax.....	".....	1891	Sambro, N.S.....	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.
94,736	Violet N.....	Digby.....	".....	1888	Cornwallis, N.S.....	54 0	17 8	6 4	32	Andrew Coggins, et al., Westport, N. S.
90,186	Violet West.....	Halifax.....	".....	1885	Seaf. rdh, N.S.....	49 6	18 0	7 0	36	Wm. Burke, Main à Dieu, N.S.
100,518	Violetta.....	Digby.....	".....	1898	Hillsbarn, N.S.....	36 0	13 4	5 4	14	A. W. Longuire, Hillsbarn, N.S.

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96,773	Virgin.....	Port Hawkesbury...	"	1894 Cheticamp, N.S.....	33 0	11 4	4 9	10 M. Ranard, Cheticamp, 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.
112,097	Virginia.....	Lanenburg.....	Schr—Glt.....	.....	1902 Lanenburg, N.S.....	98 0	25 0	10 0	114 L. B. Currie, 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.....	Parishboro.....	Schr—Glt.....	.....	1904 Port Greville, N.S.....	85 5	23 6	7 8	100 H. W. Elderton and J. C. Elderton, J. O. Port Greville, N.S.
51,537	Virginie.....	Quebec.....	Barge—Chd.....	.....	1864 Groulmes, Que.....	83 3	22 0	7 4	* 86 E. Hamelin, Groulmes, Que.
74,238	Virginie.....	".....	".....	.....	1876 St. Eudie, Que.....	95 8	21 5	7 6	112 Solomon Berard, Sorel, Que.
75,678	Virginie.....	".....	Schr—Glt.....	.....	1877 Les Ebonlements, Que.....	39 0	14 5	5 7	21 E. Talbot, Fraserville, Que.
90,803	Viva.....	Victoria.....	".....	.....	1885 Chester, N.S.....	76 9	22 8	9 0	92 Victoria Sealing Co., Ltd., Victoria, B. C.
90,597	Vivian.....	Charlotte-town.....	".....	.....	1883 Lanenburg, N.S.....	80 6	23 4	9 0	99 W. H. Aitken, Charlottetown, P.E.I.
75,749	Vivid.....	Yarmouth.....	".....	.....	1879 Church Point, N.S.....	64 0	29 3	7 6	44 T. Z. Spear, Pannfield, N.B.
116,283	Vison.....	Halifax.....	".....	.....	1903 Ship Harbour, N.S.....	39 2	13 5	5 0	13 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	Volkaiter.....	Chatham, N.B.....	Schr—Glt.....	.....	1891 Shippagan, N.B.....	35 0	12 0	4 6	10 P. Rive, Caraquet, N.B.
100,357	Voligeur.....	Quebec.....	".....	.....	1888 Rimouski, Que.....	35 2	14 3	4 8	14 Frs. St. Pierre, Matane, Que.
103,352	Voligeur.....	".....	Sloop.....	.....	1894 Les Escoumains, Que.....	60 8	18 6	5 3	34 Chas. Bélanger, Les Escoumains, Que.
71,062	Vohunteer.....	Hamilton.....	Schr—Glt.....	.....	1874 Mill Point, Ont.....	110 0	26 3	8 5	197 Jane E. Farrington, Belleville, Ont.
96,910	Vohunteer.....	Kingston.....	Sloop.....	.....	1891 Dog Lake, Ont.....	88 8	17 0	5 6	59 Barney Black, Kingston, Ont.
111,794	Vohunteer.....	Port Hawkesbury...	".....	.....	1903 Port Hawkesbury, N.S.....	38 0	12 1	6 3	14 Wm. A. Grant, Long Point, N.S.
103,111	Vohunteer.....	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. Rive, Caraquet, N.B.
96,034	Vieda.....	Toronto.....	Cutter.....	.....	1888 Troon, C.B.....	53 3	10 1	9 5	18 A. G. Peicheu, 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.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,583	W. J. B.	Caspé.....	Schr—Glt	1890	Corner of Beach, Que....	82 Fts. 24 m.	26 Fts. 8 m.	8 Fts. 2 m.	66	Dan Mabe, Corner of Beach, Caspé, Que.
107,456	W. K. IV.	Vancouver.....	Scow Chd.....	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	"
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.
77,995	W. A. Woodbury....	"	"	1879	Hull, Que	107 0	22 3	6 9	150	"
111,760	W. C. Clark.....	St. Andrews.....	Schr—Glt.....	1901	Grand Manan, N.B.	36 6	13 2	6 0	16	Matilda Cheney, Grand Manan, N.B.
(a) 80,893	W. C. Edwards.....	Ottawa.....	Barge Chd.....	1880	Ottawa, Ont.	111 0	22 0	7 1	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,504	W. C. Silver.....	Lunenburg.....	Schr—Glt	1901	Bridgewater, N.S.....	93 6	21 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	41	J. A. Steves, et al., Sackville, N.B.
107,542	W. E. Chadstone....	St. John, N.B.....	Sloop.....	1898	Carleton, N.B.	42 0	15 0	5 9	19	Lawton C. Guphill, Grand Manan, N.B.
69,211	W. E. Stowe.....	Lunenburg.....	Bghtn Bkght.....	1875	Lunenburg, N.S.....	88 0	24 0	10 7	160	J. Eisenhauer, Lunenburg, N.S.
83,174	W. E. Young.....	"	Schr—Glt	1882	"	78 0	23 4	8 5	93	Daniel Hamilton, Sydney, N.S.

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88,518	W. F. Elizabeth.....	Sydney.....	"	1886	St. Peter's, N.S.	32 1	12 8	5 1	10	Eugène Pineau, North Rustico, P.E.I.
(a) 75,793	W. G. Perley.....	Ottawa.....	Barge—Chd	1878	Hull, Que.	107 1	22 6	7 8	16	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,745	W. H. Lewis.....	"	"	1878	Ottawa, Ont.	108 0	22 7	7 6	156	"
92,609	W. H. Sixsmith.....	"	"	1887	Hull, Que.	112 0	23 0	7 6	147	"
100,099	W. H. Waters.....	St. John, N.B.	Schr—Glt	1893	Westfield, N.B.	86 5	28 1	7 9	120	Wm. H. Waters, Westfield, N.B.
71,271	W. J. Sufall.....	Port Hope.....	"	1874	Port Burwell, Ont.	120 0	26 0	9 8	238	J. Corson, Port Hope, Ont.
57,257	W. L. Lohnes.....	Lunenburg.....	"	{ 1866 } { 1881 }	La Have, N.S.	55 3	18 1	7 4	38	Wm. Lohnes, La Have, N.S.
69,091	W. M. Vogler.....	Port Madway.....	"	1874	Vogler's Cove, N.S.	61 5	20 3	7 6	46	J. S. Cochran, Halifax, N.S.
112,724	W. N. Zwicker.....	Lunenburg.....	"	1902	Clyde River, N.S.	145 2	32 1	12 5	398	A. H. Zwicker, Lunenburg, N.S.
103,574	W. P. Andrus.....	Winnipeg.....	Barge—Chd	1894	Rat Portage, Ont.	52 6	12 2	6 0	28	The Rat Portage Fish Co., Rat Port- age, Ont.
88,688	W. R. Barry.....	St. John, N.B.	Schr—Glt	1885	Westfield, N.B.	51 1	16 0	4 4	30	Chas. A. C. Gorham, Greenwich, N.B.
100,105	W. R. Huntley.....	Parrsboro'.....	"	1891	Port Greville, N.S.	100 1	28 4	10 1	167	Porter J. Wilcox, et al., Louisburg, N.S.
111,696	W. S. Fielding.....	Liverpool.....	"	1901	Liverpool, N.S.	115 0	27 9	11 1	199	Abraham W. Hendry, Liverpool, N.S.
100,390	W. S. Fielding.....	Sydney.....	"	1895	Ingonish, N.S.	38 8	12 9	5 4	14	A. B. Morrison, St. Ann's, N.S.
111,649	W. S. Wynot.....	Lunenburg.....	"	1901	Malone Bay, N.S.	90 8	24 7	10 0	100	Charles U. Mader, Malone Bay, N.S.
100,070	W. W. McLaughlin.....	St. John, N.B.	Schr—Glt	1891	Hopeville, N.B.	160 3	38 4	13 2	471	Ernest W. Lynds, Hopeville Cape, N.B.
92,672	W. Dunbar.....	Pictou, N.S.	"	1887	Brulé, N.S.	48 0	17 6	6 6	28	Joseph O. Read, Pugwash, N.S.
100,174	W. Gill.....	Montreal.....	Sloop.....	1891	Pierreville, Que.	91 0	23 0	6 0	89	Dolphus Hamel, St. Thomas de Pierre- ville, Que.
75,520	W. Ownes.....	"	Barge—Chd	1874	Monte Bello, Que.	94 0	19 2	5 7	90	J. Bonvier, St. Roch, Que.
100,543	W. Parnell O'Hara.....	Digby.....	Schr—Glt	1886	Essex, Mass., U.S.A.	80 2	23 0	8 3	79	Edgar Post, et al., Digby, N.S.
83,382	Wales.....	Toronto.....	"	1881	Kingston, Ont.	110 0	21 7	10 0	152	File Muskoka Mill & Lumber Co. Toronto, Ont.
88,422	Wallha.....	St. John, N.B.	"	1884	Chipman, N.B.	77 0	25 2	6 9	82	Daniel Loveley, et al., Parrsboro', N.S.
111,793	Walla Walla.....	Port Hawkesbury.....	Schr—Glt	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	14	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	Albert O. Cunningham, Lorneville, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	
88,264	Walter J. Clarke....	Digby ..	Schr—Glt	1883	Carleton, N.B.	50 0 Ft.	15 5 Ft.	6 4 Ft.	20 A. W. Porter, <i>et al.</i> , Westport, N.S.
94,814	Walter L. Rich.....	Victoria.....	"	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.
90,663	Walter P. Hall.....	Victoria.....	"	1886	Gilbert Cove, N.S.	78 0	22 8	9 0	99 T. R. Smith, Victoria, B. C.
.....	Wanderer.....	Toronto.....	"	1866	Oakville, Ont	80 0	20 4	7 6	110 John Spence, jr., Southampton, Ont.
85,617	Wandrian.....	Parrsboro'	"	1883	Parrsboro', N.S.	135 3	32 3	12 5	311 Sarah Gillispie, Shulee, N.S.
100,019	Wanita ..	Windsor, N.S.	"	1897	Granville, N.S.	60 8	20 0	7 8	42 J. J. Fulmore, Walton, N.S.
107,561	Wanola.....	Parrsboro'	"	1899	Port Greville, N.S. ..	126 3	31 9	10 5	272 J. Willard Smith, St. John, N.B.
90,896	Wapiti.....	Yarmouth.....	"	1889	Shelburne, N.S.	90 4	24 2	9 7	100 A. F. Stoneman, Yarmouth, N.S.
103,594	Warren W	Charlottetown	"	1896	Montague, P.E.I.	83 0	22 5-	8 6	79 George Wightman, Montague, P.E.I.
(a) 61,583	Warrior.....	Halifax	"	1875	Jordan River, N.S.	80 0	22 1	10 0	93 John Pynn, <i>et al.</i> , North Sydney, N.S.
92,378	Waseano.....	St. John, N.B.	"	1888	Coverdale, N.B.	88 2	26 3	8 2	115 W. H. Steeves, Hillsboro', N.B.
100,985	Wasp	Chatham, N.B.	"	1888	Caranquet, 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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80,356	Watchman	Parrsboro'	Schr—Glt	1879Parrsboro', N.S.	55 4	18 5	7 4	46	Robert Newcomb, Parrsboro', N.S.
52,198	Watchman	St. John, N.B.	"	1865Grand Lake, N.B.	64 0	22 2	6 0	46	Geo. A. Williger and H. A. Williger, Kars, N.B.
61,904	Water Lily	Halifax	"	1870Liverpool, N.S.	38 4	14 0	5 5	14	Horatio Zinck, West Dover, N.S.
59,325	Water Witch	St. Andrews	"	Essex, Mass., U.S.A.	39 0	12 0	5 0	12	Eben Greenlaw, West Isles, N.B.
80,961	Waterlily	Halifax	"	1880Little Glace Bay, N.S.	41 6	14 6	5 8	19	Shelah Evans, Halifax, N.S.
	Waubashene	Toronto	"	1872Chatham, Ont.	149 0	26 0	11 6	478	The Collin's Bay Rattling & Forwarding Co., Kingston, Ont.
90,488	Wave	Charlottetown	"	1885Sjory Harbour, N.S.	43 5	14 0	5 5	19	Geo. A. Poole, Lower Montague, P.E.I.
72,980	Wave	Digby	"	1878Salmon River, N.S.	396	12 2	4 8	11	Thos. Pack, Westport, N.S.
77,969	Wave Queen	St. Andrews	"	1879St. George, N.B.	30 2	11 7	5 1	11	Wm. McMann, St. George, N.B.
	Wawanosh	Samia	"	1873Samia, Ont.	138 0	26 2	12 0	370	Jas. King, Samia, Ont.
64,049	Weenona	Digby	"	1875Tiverton, N.S.	40 8	15 9	6 2	19	Morton Morrell, Tiverton, N.S.
88,228	Welcome	Charlottetown	"	1884Chezetcook, N.S.	47 8	17 3	7 2	33	Robert Whiteway, Murray River, P.E.I.
74,147	Welcome	Sackville	"	{ 1876La Have, N.S. 1902Port Elgin, N.B. }	62 0	19 6	7 6	51	C. Frenholm, Port Elgin, N.B.
116,887	Wenona	Aricat.	"	1902Tor Bay, N.S.	35 4	10 5	4 9	10	John J. Uloth, Tor Bay, N.S.
94,730	Wentworth	Windsor, N.S.	"	1889Port Greville, N.S.	139 0	33	11 9	328	W. H. Edgett, et al., Moncton, N.B.
100,152	Werra	Lunenburg	"	1891Lunenburg, N.S.	77 0	23 6	8 8	85	John R. Renouf, Bay of Islands, Nhd.
75,595	West Wind	Digby	"	1877Port Gilbert, N.S.	45 7	16 4	6 0	25	Geo. Post, Digby, N.S.
107,764	Western Light	Charlottetown	"	1902Miminegash, P.E.I.	55 9	17 7	6 8	39	Jas. Veno, Miminegash, P.E.I.
107,760	Western Prince	"	"	{ 1889 1906Alberton, P.E.I. }	35 7	12 4	4 6	10	Wallace Richards, Alberton, P.E.I.
100,551	Westmoreland	Dorchester	Bk—Bq	1893Harvey, N.B.	164 4	35 3	18 3	698	Barque Westmoreland Co., Ltd., Dorchester, N.B.
103,303	Wharnock	New Westminster	Schr—Glt	1895New Westminster, B.C.	40 0	14 0	4 0	26	Neil Cameron, Langley, B.C.
	Wheat Bin	Montreal	Barge—Chd	1870Montreal, Que.	148 9	24 6	9 5	320	Alphonse Desrosier, Lano River, Que.
77,744	Whip-poor-Will	Shelburne	Schr—Glt	1875Lockeport, N.S.	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704	Whisper	Yarmouth	"	1896Pubnico, N.S.	52 5	14 9	7 0	31	Chas. Harkins, Dipper Harbour, N.B.
90,658	Whistler	St. John, N.B.	"	1886Eel Brook, N.S.	50 9	14 7	6 3	24	David Chute, Harbourville, N.S.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. (Gréement.)	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
100,962	White Bird	Chatham, N.B.	Schr—Glt	1883	Shippegan, N.B.	81 1/2 Ft.	15 1/2 Ft.	9 1/2 Ft.	27	Frank Gallant, Leoville, P.E.I.
77,572	White Bird	Montreal.	Sloop	1878	Yamaska, Que.	92 5	22 5	6 2	89	E. Avelair, Haverhill, Mass., U.S.A.
94,967	White Cloud	Gaspé	Schr—Glt	1889 1890	Mahogue Bay, N.S. Levis, Que.	80 4	24 0	9 3	99	Daniel Mabe, Corner of Beach, Gaspé, Que.
96,735	White Fish	Chatham, N.B.	"	1890	Shippegan, N.B.	35 2	13 0	4 9	12	Joseph Savoy, Shippegan, N.B.
72,571	White Oak	Kingston	"	1867	Oakville, Ont.	111 0	24 8	9 5	180	D. W. Spence, Southampton, Ont.
90,520	White Swan	Parrsboro'	"	1889	Parrsboro', N.S.	78 5	21 9	6 2	78	Mary G. Nordby, Parrsboro', N.S.
100,953	White Wings	Chatham, N.B.	"	1890	Caraquet, N.B.	35 1	12 7	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., et al., Caraquet, N.B.
83,155	White Wings.	Hamilton	Sloop	1886	Trenton, Ont.	40 0	15 6	6 4	22	H. R. Fowler, Port Credit, Ont.
100,866	White Wings.	Lunenburg.	Bktn—Blght	1893	St. Joseph de Lévis, Que	142 0	28 6	12 5	393	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
116,202	Why Not	Yarmouth	Schr—Glt	1897	Port Maitland, N.S.	31 0	10 0	5 6	10	William R. Landers, Port Maitland, N.S.
92,323	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	1869	Chezetcook, 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.

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96,934	Wild Brier C	Charlottetown	"	1896	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	H. A. Lewis, Port Lorne, N.S.
41,429	Wild Wave	Liverpool	"	1859	Liverpool, N.S.	59 0	17 5	6 7	35	B. G. Crowell, <i>et al.</i> , Shelburne, N.S.
54,416	Willflower	St. John, N.B.	"	1866	Washadenook, N.B.	55 0	18 7	5 0	33	John B. Edgar, Kars, N.B.
116,292	Wilena Fraser	Charlottetown	Schr—Glt	1898	Charlottetown, P.E.I.	35 0	12 3	4 4	13	John McKenzie, Murray Harbour South, P.E.I.
107,351	Wilfrid Laurier	Sydney	"	1897	Ingonish, N.S.	41 0	11 4	6 0	10	D. McLeod, Ingonish, N.S.
.....	Wilfrid Plunkett	Cobourg	"	1866	Oakville, Ont.	78 9	18 9	7 9	100	A. A. Smith, Belleville, Ont.
90,882	Will o' the Wisp	Yarmouth	"	1888	Pubnico, N.S.	67 8	19 7	7 5	51	A. F. Stoneman, Yarmouth, N.S.
92,602	Willard Crane	Ottawa	Barge—Chd	1887	Hull, Que.	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,578	Willetta	Halifax	Schr—Glt	1888	Sambro, N.S.	37 8	12 9	5 5	12	Jos. Gray, Sambro, N.S.
69,675	William	Kingston	Barge—Chd	1875	Point Lévis, Que.	428 1	27 0	10 3	287	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
38,698	William	Sydney	Schr—Glt	1871	Lorrain, N.S.	43 3	13 6	5 6	16	Malcolm McAdden, Charlottetown, P.E.I.
85,397	William A.	Amherst, M.I.	"	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	W. G. Leslie, Grindstone, M.I., Que.
90,534	William Henry	Ottawa	Barge—Chd	1885	Sorel, Que.	111 8	22 9	8 0	185	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
73,912	Wm. Jamieson	Whitby	Schr—Glt	1878	Mill Point, Ont.	100 0	25 4	8 6	143	D. Galbraith, M.O., Whitby, Ont.
85,303	Wm. McGillivray	Ottawa	Barge—Chd	1884	Hull, Que.	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,618	Wm. Power	Ottawa	"	1904	Hull, Que.	412 8	24 0	8 2	108	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,865	William R.	Halifax	Schr—Glt	1898	Sheet Harbour, N.S.	58 5	18 4	7 2	43	G. H. Toombs, Charlottetown, P.E.I.
88,663	Wm. Sinclair	Chatham, N.B.	"	1885	Chatham, N.B.	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
107,674	Willie	Quebec	Sloop	1900	St. Irenée, Que.	45 6	13 2	6 0	22	Mrs. M. A. Duchene, St. Etienne de la Malbaite, Que.
.....	Willie	Windsor, Ont.	Scow—Chd	1871	River Ruscom, Ont.	65 0	15 4	2 9	37	J. Beausoleil, Sandwich East, Ont.
73,902	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 1903	Cheticamp, N.S.	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.

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.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Registered tonnage. Tonnage enregistré.	
100,226	Willie H. Crosby	Halifax	Schr—Glt	1893	Chez-tecook, N.S.	61 Ft.	22 1/2	9 Ft.	65	J. D. Savage, Magdalen Islands, Que.
85,541	Willie M.	Barrington	"	1883	Maitland, N.S.	53 0	16 0	6 6	24	Isaac Nickerson, Barrington, N.S.
85,487	Willie McGowan	Shelburne	"	1883	Shelburne, N.S.	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
111,403	Willis C.	Lunenburg	"	1900	LaHave, N.S.	86 3	22 5	9 3	82	Amid Corkum, <i>et al.</i> , LaHave, N.S.
66,727	Willow	Quebec	"	1872	"	41 0	14 6	5 8	18	Chas. Gagné, Rimonski, Que.
75,463	Windsor Packet	Windsor, N.S.	"	1877	Margaretsville, N.S.	68 6	24 8	7 5	66	W. E. Wyman, Freeport, N.S.
107,732	Windward	St. John, N.B.	"	"	Long Island, U.S.A.	49 2	15 8	5 2	24	Wm. White, 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.
91,959	Winnie G. S.	Lunenburg	"	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
100,711	Winnipeg	Montreal	Schr—Glt	1893	Kingston, Ont.	179 5	34 6	14 5	631	Montreal Transportation Co., Ltd., Montreal, Que.
88,493	Winnipeg River	Winnipeg	Barge—Chd	1883	Winnipeg, Man.	132 0	25 5	6 3	205	The Northwest Nav. Co., Ltd., Winnipeg, Man.
107,529	Winogene	St. John, N.B.	Sloop	1898	Milledgeville, N.B.	29 0	10 0	3 0	7	N. J. Trueman, 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	Wona	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 Sord, Que	111 9	22 8	8 1	171 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Partsboro'	Schr—Glt	1894 Partsboro', N.S.	74 5	25 0	6 4	68 Daniel Desmond, <i>et al.</i> , Partsboro', N.S.
100,973	World's Fair	Chatham, N.B.	"	1893 Caraquet, N.B.	37 2	12 4	4 8	11 Mrs. Sarah Young and F. T. B. Young, J.O., <i>et al.</i> , Caraquet, N.B.
90,897	Wrasse	Yarmouth	"	1889 Pel Brook, N.S.	64 1	20 2	7 4	56 A. F. Stoneman, Yarmouth, N.S.
103,079	Wren	Chatham, N.B.	"	1894 Shippegan, N.B.	34 6	12 5	4 8	11 T. Ahier, Shippegan, N.B.
103,183	Wren	Shelburne	"	1895 { Shelburne, N.S. 1900 {	52 0	13 4	6 7	22 A. P. Hamilton, Carleton Village, N.S.
116,842	Wyandotte	Owen Sound	Barge—Chd	1856 Newport, U.S.A.	141 4	31 8	9 6	305 Frederick Wood, Warton, Ont.
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 Samuel Le Fort, Cheticamp, N.S.
111,519	N. 10. U. 8	St. John, N.B.	Sloop	1902 Jenseg, N.B.	37 2	17 3	4 1	19 J. D. Colwell, Jenseg, N.B.
112,127	Yanaska	Lunenburg	Schr—Glt	1903 Mahone Bay, N.S.	92 0	24 8	9 6	98 Peter B. Zwickler, Mahone Bay, N.S.
Yanaska	Yanaska	Montreal	Barge—Chd	1859 Yanaska, Que	79 5	21 6	5 4	57 Wm. Graham, Vaudreuil, Que.
103,963	Yanaska	"	Sloop	1898 "	95 8	22 5	6 0	99 Henri Joli, Sorel, Que.
85,454	Yanaska	Quebec	Barge—Chd	1873 Yanaska, Que	107 5	22 6	9 3	160 Adolard Bourdon, Lanoraie, Que.
75,745	Yarmouth Packet	Yarmouth	Schr—Glt	1878 Plymouth, N.S.	75 0	22 0	8 3	77 E. F. Parker, Yarmouth, N.S.
96,808	Youle	Halifax	Cutter	1891 Dartmouth, N.S.	33 5	7 3	5 4	6 Harry M. Wyld, Halifax, N.S.
75,722	Yula	Yarmouth	Schr—Glt	1878 Green Cove, N.S.	42 0	14 6	5 5	15 Isaac A. Nickerson, Shag Harbour, N.S.
111,419	Yukon	Lunenburg	"	1900 LaHave, N.S.	96 4	24 7	9 7	97 Arthur Ritecy, LaHave, N.S.
35,680	Zebra	Liverpool	"	1841 LaHave, N.S.	48 0	17 3	6 6	26 T. R. Patillo (Estate), Liverpool, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
85,508	Zelena.....	St. John, N.B.	Schr—Glt	1883	St. Martin's, N.B.	40 2 Ft.	13 6 Ft.	5 5 Ft.	12 10 hs.	14	James T. Smith, Rockland, N.B.
(a) 83,348	Zelia	Quebec	"	1881	Les Eboulements, Que. .	58 1	21 6	8 0		61	N. Simard, St. Alphonse, Que.
107,917	Zelma.....	St. Andrews	Sloop	1897	Grand Manan, N.B.	35 0	13 4	4 7		17	H. Frankland, Grand Manan, N.B.
71,368	Zelu	Lunenburg.....	Schr—Glt	1876	Port Medway, N.S.	46 8	17 3	6 0		21	Isaac Westlaver, Lunenburg, N.S.
100,920	Zephyr.	Chatham, N.B.	"	1891	Caracquet, N.B.	36 3	12 4	5 0		12	C. Robin, Collas & Co., Ltd., Jersey.
85,378	Zephyr	Halifax	"	1863	Malone Bay, N.S.	40 5	14 4	5 5		16	Robert J. Shaughenwhite, Terence Bay, N.S.
100,589	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. Green-wood, Port Saxon, N.S.
111,653	Zephyr No. 1.	Montreal	"	1901	St. Thomas de Pierre-ville, Que.	74 4	18 8	5 4		50	Johnny Paquette, Champlain, Que.
97,095	Zeta.....	Port Medway.....	Schr—Glt	1890	Lunenburg, N.S.	90 2	25 0	10 3		148	Amos Sabean, Port Medway, N.S.
112,038	Zeta.....	Windsor, N.S.	"	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	20 8	8 3		66	Sprott Balcom, Victoria, B.C.
83,427	Zoulou.....	Weymouth	"	1883	Grosses Coques, N.S.	40 0	12 0	5 5		12	Louis N. Teabo, Plympton, N.S.
89,013	Zulu	St. John, N.B.	"	1870	Portland, N.B.	29 8	11 3	4 8		8	Edward Hampton, St. John, N.B.

THIRTY-SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1904

FISHERIES

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1905

[No. 22—1905].



*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 Thirty-Seventh Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,
Your Excellency's most obedient servant,

RAYMOND PRÉFONTAINE,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, February, 1905.

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1904

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REPORT

OF THE

DEPUTY MINISTER.

To the Honourable

RAYMOND PRÉFONTAINE,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit the thirty-seventh annual Fisheries Report of this department for the fiscal year ending on June 30th last. The usual statements of expenditure and revenue as well as the reports from the various district Inspectors of Fisheries are given, and there are also included reports on fish culture in the Dominion, oyster culture, the improvement of cured herring in Canada, bait cold storage, fishery protection service, fisheries intelligence bureau, &c. A *résumé* of the fishing bounty claims follows and more or less detailed summaries of the work done at the Marine Biological station, located for the season on the coast of Prince Edward Island, and the Lake Biological station, Georgian bay, Ontario. Appended to this report are two special reports by Professor E. E. Prince, Commissioner of Fisheries for the Dominion, the subjects treated being 'The Sturgeon Industry of Canada,' and 'Methods of Coarse Fish Extermination,' and in addition Mr. J. J. Cowie's report on the Herring Curing Experiment in eastern Nova Scotia.

The appendices referred to above, follow in order :—

1. Expenditure and Revenue.
2. Fishing Bounties.
3. Nova Scotia Fisheries.
4. New Brunswick Fisheries.
5. Prince Edward Island Fisheries.
6. Quebec Fisheries.
7. Ontario “
8. Manitoba “
9. North-west Territories Fisheries.
10. British Columbia Fisheries.
11. Fish Culture Operations, 1904.
12. Bait Cold Storage, 1904.
13. Fisheries Protection Service and Intelligence Bureau, 1904.

VISIT OF MINISTER TO BRITISH COLUMBIA.

In view of the diverse opinions held, in regard to all the most important aspects of the Great Pacific fisheries of the Dominion, the Honourable the Minister paid a visit to British Columbia for the express purpose of personally meeting the various parties interested. Most interesting trips were made to certain fishing localities and great industrial centres, and those representing the different fishing and other interests in Victoria, Vancouver, New Westminster, &c., had the opportunity of fully stating their case and discussing the problems awaiting solution. Apart from the stupendous salmon canning industry, with all the associated questions of conjoint United States and Canadian protection, the use of trap-nets, the rapidly developing herring industry, the deep sea fisheries for halibut, &c., all came in for attention, and at the conclusion of his visit the Honourable the Minister was strongly impressed with the necessity for a British Columbia Fisheries Commission having all the requisite powers for fully investigating the fisheries as a whole, and taking evidence, visiting the fishing grounds, and making an exhaustive survey of the whole subject. The Commission would possibly include in its work a mutual conference with a United States Commission in the State of Washington.

FISHERIES COMMISSION, 1903-1904.

Reference was made in last year's report to the constitution of this Commission, and to the sittings held up to the close of the year 1903. The further sittings in Southern New Brunswick, were held during the present year, and, after the whole of the evidence had been put into proper shape, meetings of the Commission were held in Ottawa, in November, and progress was made with the report and recommendations; but further meetings will be held at a convenient date before the findings of the Commissioners can be put in final form.

GLOUCESTER Co., N.B., FISHERY COMMISSION, 1904.

A commission of inquiry was appointed to investigate certain grievances and allegations on the part of cod fishermen, salmon fishermen and anglers in Gloucester county, from the mouth of the Restigouche river to Point Miscou. Professor Prince, Dominion Commissioner of Fisheries, Ottawa, and Mr. Peter Morais, of Caraquet, N.B., composed the commission and from the 15th to the 20th of April held sittings, took a large amount of evidence from fishermen and others resident on the shores from Charlo to Shippegan and Miscou Islands. The dog-fish nuisance, the observance of the Sunday close time, especially near Bathurst, by the taking up of the salmon nets, and cognate matters were fully investigated, and a report and recommendations drawn up and presented last April. As many of the questions raised at the sittings of this commission are embraced within the limits of the Dog-fish Reduction Works Scheme, and in the larger Fisheries Commission, referred to above, no special legislative steps followed the commission's recommendations.

IMPROVEMENT OF CANADIAN CURED HERRING.

The scheme outlined in the former report was carried out as far as possible during the past season. The most important fact of all established by the experiments in

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fishing and packing herring with the Scottish staff is, that the schools of herring in our Atlantic waters if properly handled, cleaned, cured and barrelled, are equal if not superior to the Norwegian, Scotch and Dutch herring, which have such high repute in the markets of the world.

A special steam herring drifter, No. 33, was brought out and a staff of nine fishermen (two of them Nova Scotia men) seven from Scotland and six girls, under the supervision of Mr. John J. Cowie, of Lossiemouth, Scotland, commenced operations at Canso, N.S., on June 3. The work was aided very greatly by the well-known firm of Messrs. A. N. Whitman & Sons, who spared no effort to facilitate the carrying out of the scheme authorized by the Hon. the Minister. As appears from Mr. Cowie's report, which forms No. III of the special appended reports, the herring supply was seriously disappointing, and much time was spent in finding the grounds resorted to by our Atlantic herring. The offshore feeding and spawning grounds do not appear to be very accurately known to our fishermen, and the Drifter was occupied largely in exploring for the herring schools. As a consequence the total pack of herring fell far below expectations and the actual number of barrels marketed was very disappointing both to the department and to Mr. Cowie and his staff. As Mr. Cowie reports, the barrels of herring, shipped to New York, Halifax, N.S., and St. Petersburg, were reported by the merchants and experts to be of the very finest quality. 'We are agreeably surprised at the quality and condition' said one of the best-known New York buyers. The Russian merchant declared them 'much like Downings bays, which are the very best quality of herring sold in the St. Petersburg market.' In order that no time may be lost during the coming season and the earliest runs of herring netted, which were missed last year, the minister decided to purchase the steam drifter, and when the staff are ready in April next to commence work there will be no repetition of last year's delay on account of the absence of the steam fishing vessel with its outfit of nets and gear. Had fishing begun as soon as the earliest herring appear it is possible that the quantity estimated, viz. : about a thousand barrels could have been cured and shipped to the various markets, whereas only a little over one-twentieth of that quantity was actually handled, some being disposed of as bait to local fishermen as a small portion of the fish were unsuitable for curing, while half a barrel was smoked and made into Scotch kippers and were pronounced to be of excellent quality. As Mr. Cowie gives the full details in his report it remains only to say that the 11 half-barrels sold in New York, and the 22 half-barrels sent to St. Petersburg were found by the foreign buyers to be of the finest quality, and were much superior to the pickled herring hitherto put up and shipped by Canadian herring curers.

There is a practically unlimited demand for pickled herring of the standard of the best European cured fish. The United States markets cannot obtain more than a fraction of these herring which are required, while Russia, Germany, and many other European countries, not to mention the colonies, Australia, New Zealand, the Straits Settlements, &c., besides our own increasing Canadian needs, all afford a field for the development of a most desirable and remunerative trade. From Stettin, Dantzic, Königsberg, and other continental centres, inquiries have already come, and if, in the ensuing season a more extended experiment can be carried out with anything like adequate success, our fishing population will have a stimulus to equal or rival the Scottish curers, which has hitherto been apparently wanting.

If, as Mr. Cowie recommends, the experimental herring fishing and curing be extended to the shores of the Bay des Chaleurs and the Bay of Fundy, as well as western Nova Scotia, and if a trial can also be made in British Columbia, where the herring cured on Vancouver Island and marketed, have created a considerable demand already ; but by the adoption of superior Scottish methods would bring greatly enhanced prices and a more active demand, the measures sanctioned by the Hon. Mr. Préfontaine, as was said in my report last year, 'will effect nothing short of a revolution in the herring industry of Canada.' The words of the London (England) Fish Trades Gazette may be here justifiably repeated :—

'Our Canadian friends in the herring trade are bestirring themselves, or it would be more correct to say that they are getting stirred up a bit, in order that they may attend better to their own interests. The Dominion Minister of Marine and Fisheries, Mr. Préfontaine, has the opinion that Canadian herring do not command the price and favour they would do were more attention paid to the curing and packing by those interested with this important part of the business. It is authoritatively stated that the Canadian herring are quite as good as those taken in the Scottish waters, but the fact is familiar with every one with a knowledge of the market, that the latter can command from 50 to 100 per cent more money in Canada than those caught by our Colonial cousins. That the attention paid to packing and the careful system of cure by the Scottish herring merchants has much to do with the difference in price, there can be no question.' Mr. Préfontaine is going the right way about the business. The plan he has chosen is that recommended by Professor Prince, Dominion Commissioner of Fisheries, upon whose report the experiment was organized and has been carried out.

'Scotch fishermen and others practical in the catching and curing of herring taken over to Canada will, after the preliminary tests are completed initiate the local fisher-folks in the best way of preparing the fish for market in much the same way as the Scotchmen are employed in Ireland by the Congested Districts Board. There is abundant evidence that the fishing population has awakened to the importance of this scheme. They realize that the herring fisheries of the Dominion have yielded them not more than a fraction of the wealth that will come into their hands by the adoption of the improved methods of handling and curing the herring, which the Honourable Mr. Préfontaine is anxious of seeing adopted generally by our Canadian fishermen.'

MARINE BIOLOGICAL STATION.

In accordance with the rule, adopted by the Board of Management since the station commenced its important work, a second season was spent at the location chosen, viz : Malpeque, Prince Edward Island, where the staff had carried on fishery researches during the preceding season (1903). Professor Ramsay Wright, the Assistant Director, in the enforced absence of the Director, (Professor Prince), again had the responsible task of supervision, and upon him fell the duty of carrying out the scheme of work, outlined by the Board at their meeting in Ottawa on March 26, 1904. The famous Richmond Bay oyster grounds, including the valuable Curtain Island beds, formed the main field of research, and some valuable work in the investigation of the spawning, life history, and habits of the oyster, was carried out. Some very striking results were accomplished in those lines of study ; but

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not less in the tests made of various methods of oyster cultivation. Quite a number of new methods of laying the oysters and of working oyster areas were practically tested, and Professor Wright's report will be of the highest value when it is published at an early date. The breeding peculiarities and embryology of the oyster are being dealt with in a detailed report by Dr. Joseph Stafford. In addition to these two important reports, which will point out feasible methods of increasing the productiveness and value of our maritime oyster beds, the forthcoming report of the station will include papers by Professor R. R. Wright, 'on the Plankton of Eastern N. S. Waters'; by Professor A. P. Knight, on 'the Effects of Dynamite Explosions on Fish-life'; by Dr. Joseph Stafford, on the 'Invertebrate Fauna of Canso, &c.'; by Professor E. E. Prince 'The early life-history of the Gaspereau'; by Professor Knight 'Further Report upon Sawdust and Fish-Life'; by Professor Fowler, on 'The Flora of Canso' and by Dr. Mackay, Mr. Cornish, Mr. C. B. Robinson, and Dr. Stafford, upon Canso fishes, Fish Parasites, Marine Polyzoa, Canso seaweeds and Plant-life, and the Diatoms of Canso Harbour, in addition to the valuable oyster reports already mentioned.

The work of the Station was aided to an extent not to be exaggerated, by the department's oyster steamer *Ostrea*, under the experienced command of Captain E. Kemp.

The question of a new location for the Marine Biological Station will be discussed at a meeting of the Board to be held early in the New Year, and a programme of further fishery investigation will be drawn up.

GEORGIAN BAY STATION, ONT.

This, the only fisheries research station upon the vast inland waters of Canada, continued its work at Go-Home Bay, Parry Sound, under the supervision of Dr. B. Arthur Bensley, Toronto University. The breeding habits of a number of valuable fishes, such as the doré or pickerel, the black bass, &c., formed the subject of further researches, and additions were made the whole season to the fine collection of fish specimens, examples of fish food, &c., which has now assumed extensive dimensions. In order to bring the work more into touch with the fisheries investigations carried on under the Board of the Marine Biological Station, the Georgian Bay Station has now been placed under the control of that Board at the request of the Committee (of which Principal Burwash, of Victoria University, Toronto, was President) which had managed it since it commenced work four years ago. During the coming season it is intended to make arrangements for a more systematic examination of the spawning grounds of valuable commercial fishes in the lakes, in view of the dissatisfaction existing as to the appropriateness, or otherwise, of the present close seasons defined in the Dominion Fishery Regulations. The experiments, carried on for two seasons, will be continued in order to frame some scheme for the improvement of the supply of black bass in Georgian Bay waters, while a series of other investigations is being arranged all bearing more or less directly upon the economic fishery resources of the great lakes.

FISH-BREEDING OPERATIONS.

The details of the Fish-breeding work in the hatcheries operated by the department will be found in the report of the Dominion Commissioner of Fisheries together

with the report of the Superintendent of Fish-Culture and the officers in charge of the fish-breeding institutions, forming Appendix No. 11 of this report.

Professor Prince points out that twenty-two hatcheries are now devoted to artificial fish-incubation and that no less than 473,258,000 young fry were planted in the marine and fresh water areas of the Dominion.

In addition to this, the usual work of fish-breeding, certain special lines of fish propagation have been carried out. A pond at Gabarus, Cape Breton was used for impounding parent seed-lobsters under an arrangement with Mr. H. E. Baker, a well known lobster canner. Over 56,000 large lobsters carrying eggs, and in reality destined to be canned, were secured by purchase during the open fishing season, and after being impounded until the close season began, were then liberated in the Atlantic waters, where they hatched out their young in the ordinary natural way. This scheme should in a very few seasons be effective in enormously benefiting the waters off Cape Breton, where the supply, as on most other portions of the coast of Canada, of that valuable crustacean has been considerably depleted.

Black bass were also hatched and reared in the department's ponds, Bay of Quinte, and this fall for the first time a supply of land-locked salmon eggs was obtained in the well-known St. Croix lake system of New Brunswick.

OYSTER CULTURE.

The history of the oyster fishery in the Dominion has been already dealt with in detail in previous reports of this department, and received very full and elaborate treatment in Mr. Ernest Kemp's report entitled 'The Oyster Fishery of Canada and Oyster Culture' published as Appendix No. 11 in the department's (Fisheries) report, 1898. (Page 259.)

The particulars of the work done on the various oyster beds under the direction of the department's oyster expert (Mr. Kemp) are given in the usual report forming part of Appendix No. 11 of this report. In addition to the operations carried on at Annapolis Basin, N.S., Murray Harbour, Richmond Bay, Prince Edward Island and other localities. Mr. Kemp, under instructions from the department, rendered valuable assistance to Professor Ramsay Wright, and the staff of the Marine Biological Station with the oyster steamer *Ostrea*. The special researches and oyster culture experiments carried on upon the famous Malpeque beds, near which the station was located during the past season, were materially aided by the experienced practical help of Mr. Kemp, and the *Ostrea* in addition did some valuable dredging and surveying work.

During the coming year the operations carried on in northern New Brunswick will require to be continued and carried to completion, while the Prince Edward Island, and Nova Scotia areas will demand urgent attention in order that adequate results in the improvement and productiveness of the beds can be secured.

BAIT FREEZERS.

Mr. Peter Macfarlane's report, which forms Appendix No. 12, gives the particulars of the work carried on under the Government Cold Storage Scheme. Up to the end of December, 1902, the total number of fishermen's bait freezers was 20, but at the

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end of this year (1904), there are no less than 29 of these institutions, while two new ones are actually in process of construction and proposals for three or four more are under consideration.

It is not to be expected that the full advantages offered by these local bait freezers will be seen until the scheme has been in operation for some years, but already in many localities the fishing population regard the facilities afforded for the storage of bait in the government aided cold storage establishments as of vital importance.

Of course the needs of the great deep sea fishing fleets cannot be met by these small freezers. It was not expected that they would. Hence the building of freezers of large capacity, under the government cold storage system was foreseen, and during the past year the first steps have been taken for the erection of a bait freezer of large capacity at Canso, N.S., one of the principal centres resorted to by the 'bankers' and vessels of the great fishing fleets. This large freezer will be ready for operation early in 1905, and if it realizes anticipations, it will probably be the precursor of a series of bait cold storage institutions, at important fishing centres in the maritime provinces.

The four small bait freezers constructed during the year, viz. : at LaHave, N.S., St. Peters, C.B., Half Island Cove N.S., and Capelin, P.Q., are all at well-known fishing centres, and will furnish supplies of frozen bait, at times when fresh bait is scarce or unobtainable, which will be of the utmost value to the fishermen. The two new freezers, not yet completed, are at Lockeport N.S., and Anse à la Barbe P.Q. Of the total number of freezers built under the departmental scheme, six, it may be added, were practically not operated this season for various local reasons to which reference is made in Mr. Macfarlane's report.

DOG-FISH REDUCTION WORKS.

Opinions as to the best method of dealing with the dog-fish nuisance upon the Atlantic coast appeared to be so diverse that much difficulty arose in deciding how best the government could aid in abating the plague. Professor Prince treated the whole subject in a special report last year, and summarized the many schemes, which had been urged upon the department's attention.

The Fishery Commission in Gloucester county, N.B., which specially inquired into the matter along the south shore of the Bay des Chaleurs found that the fishermen generally favoured a government bounty and the commissioners, in consequence recommended the payment of an adequate bounty to encourage the fishermen to exterminate the dog-fish. The Commissioner of Fisheries himself favoured departmental action through its officers as the most direct method of coping with the evil, as it appeared that a large bounty could not be offered and the fishermen could not be expected to forsake their ordinary remunerative occupations, and sufficiently exert themselves to capture the schools of dog-fish. A further scheme was the organization of reduction works at the certain central points, where valuable products could be manufactured from fish waste, dog-fish, &c. The manufacture of oil and fertilizers from dog-fish, fish offal, &c., it was claimed would make possible adequate payment to the fishermen for the dog-fish captured and the fish offal brought to the reduction works, and the extensive and rapid destruction of the schools of dog-fish would be actively stimulated.

Hence a large building is being erected at Canso as the first of these government-aided reduction works, and the plant manufactured by the American Process Company

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of New York, is being installed so that the utilization of dog-fish and fish offal will be carried out next season.

Two other plants have been obtained by the government, and reduction works will be erected this year at some point north of Canso and at some point in Western Nova Scotia. They will probably be run under departmental auspices unless it appears more advantageous to have them operated under some mutual arrangement between the department and the local fishing firms. Whatever will most rapidly and effectively secure the extermination of the dog-fish and their conversion into marketable products will, it need hardly be said, meet the general approval of the fishing population, who have suffered such serious losses, in recent seasons, from the dog-fish plague.

Their use as food has long been recognized in Norway, the Channel islands and in the Hebrides and northern islands of Scotland and, indeed, in Aberdeen, Scotland, dog-fish prepared in various more or less appetizing ways, have found a ready market, and some such scheme is being tried by several parties in the maritime provinces. Recently three or four enterprising lobster packers in Prince county, P.E. Island, Cape-Breton and Richmond counties, C.B. and in Shelburne and Digby counties, Western Nova Scotia, have most successfully put up canned dog-fish, which have been pronounced in that preserved form as 'superior to salmon.'

In most markets a prejudice exists against dog-fish and all such members of the shark tribe, especially amongst our own population who have such a superabundance of the most excellent kinds of food fishes available in the lakes, rivers and seas of the Dominion. No means, however, of creating a demand for dog-fish products should be neglected in view of the fact, that unless extensive measures be taken, and the wholesale extermination of dog-fish stimulated, this greatest and worst enemy of the fishermen may continue to inflict loss and destruction along our Atlantic shores.

GENERAL STATISTICS *re* FISHERIES.

Extent of Coast.

The fisheries of Canada are the most extensive in the world, extending our immense sea-coast line, besides innumerable lakes and rivers. The eastern sea-coast of the maritime provinces from the Bay of Fundy to the Strait of Belle Isle covers a distance of 5,600 miles, while the western sea-coast of British Columbia is reckoned at 7,180 miles, which is more than double that of Great Britain and Ireland.

While the salt water inshore area, not including minor indentations, covers more than fifteen hundred square miles, the fresh water area of that part of the great lakes belonging to Canada is computed at 72,700 square miles not including the numerous lakes in Manitoba and the North-west Territories, all stocked with excellent species of food fish.

Fisheries Expenditure and Revenue.

The statements of the total expenditure for the different services connected with the Fisheries of Canada during the last fiscal year, amounting to \$634,824, form the first appendix of this report. This amount comprises the fisheries proper \$105,111; fish culture, \$109,286, fisheries protection service, \$204,654; miscellaneous expenses, \$56,828, including also \$158,943 distributed as fishing bounties.

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The net total amount received as revenue from fishery licenses, fines, &c., during the same period in the different provinces is given at \$95,756. This sum also includes the *modus vivendi* licenses granted to the United States fishing vessels, \$10,165.

A comparative statement of all fisheries expenditure and revenue for the last fourteen years concludes this appendix.

Full details of these different expenditure may be found in the Auditor General's report under their different headings.

Fishing Bounties.

The deep sea fishermen of the maritime provinces, received the sum of \$158,943 as bounties on their respective catches of fish for the season of 1903. The owners and crews of the 851 fishing schooners received \$72,936, or nearly half of the amount; showing that fifty-six more vessels than in 1902, participated in this bounty. On the other hand, 600 boats less than in the previous year shared in this distribution of \$86,007, amongst 19,149 boat fishermen. Altogether 12,178 claims were paid, thirty-nine having been rejected and refused payment as being fraudulent.

By provinces, Nova Scotia received by far the largest amount of the bounty, viz.: about \$100,000. While Quebec drew \$34,700, New Brunswick only secured \$14,872 and P. E. Island received less than ten thousand dollars for its share.

Since its inception (1882) the sum of \$3,474,910 has been thus distributed amongst the fishermen of the above mentioned provinces to better enable them to prosecute their calling.

Further details respecting the payment of the said bounties as well as the regulation governing their distribution will be found in appendix No. 2 of this report.

VALUE OF THE CANADIAN FISHERIES.

The total value of fish caught and fish products prepared in Canada during the year 1903 aggregates \$23,101,878.

With one exception, in 1901, when the phenomenal catch of salmon in British Columbia swelled the total value beyond twenty-five million dollars, this is the largest aggregate on record. It exceeds the amount of the previous year by over a million dollars.

This result has been achieved without any abnormal yields in any of the provinces, and this increase seems to have been almost general to all parts of the Dominion.

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THE following table shows the values of fish by provinces as compared with that of the previous year.

Province.	Value of all Fish.	Increase.	Decrease.
	\$	\$	\$
Nova Scotia.....	7,841,602	489,849	
British Columbia.....	4,748,365		536,459
New Brunswick	4,186,800	274,286	
Quebec	2,211,792	152,617	
Ontario.....	1,535,144	269,438	
Manitoba and N. W. Territories.....	1,478,665	280,228	
Prince Edward Island.....	1,099,510	212,486	

While a similar table in last year's report showed a falling off in every province but one, this year we have the reverse, a surplus in every province except in British Columbia where the fluctuation of the salmon industry caused a shortage of over half a million dollars as compared with the previous season's yield.

The most important increase is noticed in Nova Scotia, nearly half a million dollars, which is mostly ascribed to large takes of mackerel, especially in the counties of Guysboro' and Halifax.

New Brunswick also shows an increased yield of over a quarter of a million dollars which bears the same ratio to its total value as does its sister province above mentioned.

The inland waters of the Western Territories and Manitoba show no sign of depletion. No less than 11,293,000 lbs. of whitefish are reported from the large lakes of the west.

The various features in the fisheries of every province are fully explained by the different inspectors of fisheries in their respective reports forming the appendices three to ten of this annual report.

The figures here given do not include all the quantity of fish consumed by the Indian population of British Columbia and the Yukon district as well as the remote parts of the North-west Territories where fish constitutes their staple food.

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The following statement shows the relative values of the principal kinds of the commercial fishes (above \$100,000) for the year 1903, as compared with those of the previous year.

Kinds of Fish.	Value.	Increase.	Decrease.
	\$	\$	\$
Cod	3,778,430	.....	250,358
Lobsters.....	3,625,382	491,645	
Salmon.....	3,521,158	.....	\$13,881
Herring.....	1,998,950	275,852	
Mackerel.....	1,644,319	804,951	
Whitefish....	883,932	72,159	
Trout	728,153	90,943	
Halibut	631,563	56,122	
Haddock.....	586,806	.....	12,431
Pickarel.....	577,283	169,198	
Sardines	509,021	126,695	
Smelts.....	480,804	22,292	
Hake.....	260,828	4,550	
Pollock.....	250,592	.....
Pike	202,913	12,665	
Sturgeon.....	199,286	25,971	
Oysters.....	178,785	23,617	
Clams.....	175,026	.....	63,149
Alewives.....	131,345	.....	55,661
Eels.....	121,599	13,195	
Shad.....	103,871	27,604	

The quantity of fish used as bait during the season of 1903 is valued at \$448,182, that of fish oil at \$225,537, and the fur seal skins of British Columbia realized the sum of \$307,440.

A glance at the above table confirms the previous remarks and proves that the betterment in the fisheries was almost as general to the different species of fish as to the different provinces of Canada.

Out of the twenty-one kinds of fish whose value exceeds \$100,000, only five indicated a decrease, while all the others show marked improvement over the previous result.

Salmon, which held the first place in 1902, has fallen to the third rank, being slightly superseded by cod and lobsters. While the shortage in the salmon pack of our western province has caused a deficit of over \$800,000, the lobster industry of the east both preserved and shipping alive, has proved a good season, showing a surplus value of nearly half a million dollars over the preceding yield. But the most important fluctuation is noticed in mackerel which has more than doubled the yield of the previous year. This betterment was specially felt in Chedabucto bay and off the Halifax county coast. The next in importance are the increases of nearly half a million dollars in the lobster industry, and over a quarter million in the yield of herring, not including the \$100,000 surplus in the sardine industry.

In the fresh water species of fish, whitefish, trout and pickerel all show fair increases over the values of the preceding year.

From the year 1869 to 1903 inclusive, the five principal commercial fishes yielded the following large values :—

Cod	\$128,978,513
Salmon	78,073,972
Lobster	72,270,477
Herring	68,105,595
Mackerel	45,089,021

EXPORT OF FISH.

During the last fiscal year, the fish and fish products as well as marine animals exported from Canada to foreign countries amounted to \$10,759,029, chiefly to United States and Great Britain.

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RECAPITULATION.

Of the Yield and Value of the Fisheries in the Dominion of Canada for the Year 1903.

No.	Kinds of Fish.	Quantity.	Value.	Total.
1 {	Cod, dried Cwt.	830,883	\$ 3,741,440	\$
	" fresh Lbs.	504,500	20,180	
	" tongues and sounds Brls.	1,685	16,850	
				3,778,430
2 {	Haddock, dried Cwt.	75,131	225,393	
	" fresh Lbs.	8,073,503	242,206	
	" smoked (finnan haddies). "	1,986,780	119,207	
				586,806
3 {	Hake, dried Cwt.	101,125	227,533	
	" sounds Lbs.	66,581	33,295	
				260,828
4	Pollock Cwt.	125,296	250,592	
5	Tom Cod or frost fish Lbs.	2,468,030	71,551	
6	Halibut "	11,420,128	631,563	
7	Flounders "	1,006,095	30,182	
	Salmon, preserved in cans	22,754,727	2,275,976	
8 {	" fresh "	5,242,046	797,724	
	" smoked "	522,415	53,408	
	" pickled Brls.	7,543	77,770	
	" dry salted Lbs.	6,325,600	316,280	
				3,521,158
9	Trout (all kinds). Lbs.	7,669,927	728,153	
10	Ouananiche "	24,300	2,430	
11	Whitefish "	14,034,420	883,032	
12	Smelts "	9,616,075	480,804	
13	Oulachons (in B.C.) "	1,883,520	96,436	
	Herring, pickled Brls.	271,076	1,230,451	
14 {	" fresh Lbs.	22,920,500	461,649	
	" smoked "	11,482,215	273,120	
	" kippered Cans.	345,300	31,730	
				1,998,550
15 {	Sardines, preserved in Cans.	2,951,500	147,575	
	" fresh or salted Brls.	180,482	361,446	
				509,021
16	Shad Brls.	10,036	103,871	
17	Alewives Brls.	33,411	131,345	
18	Pike Lbs.	6,325,425	202,913	
19	Maskinonge "	16,950	71,695	
20	Perch "	2,050,200	82,576	
21	Pickarel "	10,233,340	577,283	
22 {	Bass striped sea "	130,225	13,012	
	" (Achigan) "	72,300	7,109	
				20,121
23 {	Eels, fresh "	917,650	55,659	
	" salted Brls.	6,654	66,540	
				121,599
24 {	Mackerel, salted Brls.	64,799	971,992	
	" fresh Lbs.	5,602,726	672,327	
				1,644,319
25 {	Sturgeon "	1,660,920	146,860	
	" caviare "	64,835	52,426	
				199,286
26 {	Lobsters, preserved "	10,604,158	2,651,040	
	" alive or fresh Cwt.	108,527	974,342	
				3,625,382
27	Oysters Brls.	35,757	178,785	
28 {	Clams "	58,341	118,829	
	" preserved or in Cans.		56,197	
				175,026
29	Squid Brls.	19,154	76,616	
30 {	Coarse and mixed fish "	83,063	168,638	
	" " " " Lbs.	16,272,200	441,320	
				609,958
31	Fish as home consumption, not included above "		338,436	
32	Fur seal skins in B. C. No.	20,496	397,440	
33	Hair seal skins "	11,691	11,669	
34	Beluga, or white whale skins "	32	128	
35	Fish used as bait Brls.	298,787	448,182	
36	" fertilizer "	348,551	200,775	
37	Fish oil Galls.	714,529	225,537	
	Totals for 1903			23,101,878
	" 1902			21,959,433
	Increase			1,142,445

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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.	
			\$		\$		
1	Cod, dried.....	Cwt.	496,595	2,234,677	6,127	30,635	89,555
	" tongues and sounds.....	Brls.	857	8,570			*250
2	Haddock, dried.....	Cwt.	62,570	187,710			3,681
	" fresh.....	Lbs.	6,438,703	193,162			1,459,000
	" smoked (finnan haddies)....	"	1,845,880	110,753			140,900
3	Hake, dried.....	Cwt.	78,424	176,455			18,690
	" sounds.....	Lbs.	41,627	20,813			17,935
4	Pollock.....	Cwt.	104,482	208,964			20,814
5	Tom cod or frost fish.....	Lbs.	302,530	9,076			1,838,500
6	Halibut.....	"	964,316	96,432	10,209,000	510,450	127,600
7	Flounders.....	"	813,095	24,392			191,000
	Salmon, preserved in cans.....	"	5,171	776	22,744,656	2,274,465	4,900
	" fresh.....	"	519,862	103,972	2,506,850	250,685	1,289,840
8	" smoked.....	"	5,865	1,173	510,750	51,075	5,800
	" pickled.....	Brls.	99	1,485	7,075	70,750	
	" dry salted.....	Lbs.			6,325,600	316,280	
9	Trout, all kinds.....	"	131,477	13,148	364,200	36,420	218,600
10	Ouananiche.....	"					9,700
11	Whitefish.....	"					7,755,200
12	Smelts.....	"	360,475	18,024	450,060	22,503	
13	Oulachons.....	"			1,883,520	96,436	
	Herring, pickled.....	Brls.	51,272	230,724			159,513
	" fresh.....	Lbs.	11,096,500	110,965	3,620,000	176,000	3,983,000
14	" smoked.....	"	942,045	18,841	568,440	56,844	9,712,400
	" kippered in cans.....	"				14,000	177,300
15	Sardines, preserved in.....	Cans.					2,951,500
	" fresh.....	Brls.					180,000
16	Shad.....	"	3,486	34,860	60	600	6,125
17	Alewives.....	"	14,025	56,100			18,407
18	Pike.....	Lbs.					
19	Maskinonge.....	"					
20	Eels, salted.....	Brls.	2,308	23,080			2,980
	" fresh.....	Lbs.					
21	Perch.....	"					
22	Pickarel.....	"					117,900
23	Bass (achigan).....	"					
24	Striped sea-bass.....	"	15,725	1,572			114,500
	Mackerel, salted.....	Brls.	49,532	742,987			440
25	" fresh.....	Lbs.	5,075,126	609,015			483,000
26	Sturgeon.....	"			30,000	3,000	6,000
	" caviare and bladders.....	"					475
27	Lobsters, canned.....	"	5,153,712	1,288,428			2,136,612
	" fresh or alive.....	Cwt.	90,474	827,772			17,545
28	Oysters.....	Brls.	1,354	6,770		18,000	12,470
29	Clams.....	"	10,981	31,814		30,352	45,535
30	Squid.....	"	16,775	67,100			2,183
31	Coarse and mixed fish.....	"	73,453	146,906	255	2,550	8,120
	" ".....	Lbs.	274,300	2,743		65,375	
32	For home consumption (not included above) ".....	"				300,000	
33	Fur seal skins (in B.C.).....	No.			20,496	307,440	
34	Hair seal skins.....	"	192	240	5,950	4,462	124
35	Fish used as bait.....	Brls.	78,767	118,151			104,550
36	Fish used as fertilizer.....	"	58,076	29,038	10,600	31,800	179,030
37	Fish oil.....	Galls.	283,046	84,914	223,550	78,243	49,300
	Totals.....			7,841,602		4,748,365	

* Add 504,500 lbs. fresh cod, \$20,180.

† Add 212,900 cans of clams, \$21,290, also \$2,430 of scallop

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LATION

different Provinces of Canada for the year 1903.

BRUNSWICK.	QUEBEC.		ONTARIO.		P. E. ISLAND.		MANITOBA AND N. W. TERRITORIES.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
\$		\$				\$		\$	
402,998	220,865	993,256			17,741	79,834			1
2,500	308	3,080			270	2,700			
11,043	8,005	24,015			875	2,625			2
43,770	55,500	1,665			120,300	3,609			
8,454									3
42,053	326	734			3,685	8,291			
8,967					7,029	3,515			4
41,628									
55,155	321,500	7,155			5,500	165			5
12,760	117,262	11,726			1,950	195			6
5,730					2,000	60			7
735									8
257,968	921,994	184,399			3,500	700			
1,160									9
	369	5,535							
21,860	368,300	36,830	6,492,110	613,971	23,240	2,324	72,000	3,600	10
	24,300	2,430							11
1,455	64,050	6,405	2,667,170	264,997			11,293,500	610,175	12
387,760	309,600	15,480			740,740	37,037			13
									14
717,808	32,263	144,351	3,268	26,148	24,760	111,420			
39,830	528,850	5,288	3,088,150	123,526	604,000	6,040			15
194,248	119,330	2,387			140,000	2,800			
17,730									16
147,575									
360,000	482	1,446							17
61,250	365	7,161							
71,330					979	3,915			18
	240,600	12,030	1,539,325	61,573			4,545,500	129,310	
	16,950	1,695							19
29,800	204	2,040			1,162	11,620			
	879,700	52,782	37,950	2,277					20
	205,500	10,275	868,700	26,061			1,006,000	35,240	
8,253	244,000	17,936	2,604,540	260,454			7,266,000	290,640	21
	66,250	6,625	6,050	484					22
11,440									23
6,600	10,201	153,015			4,626	69,390			
57,960	1,500	180			43,100	5,172			24
480	150,670	9,040	494,250	39,540			980,000	94,800	
428			31,260	18,898			33,100	33,100	25
534,153	978,434	244,609			2,335,400	583,850			
143,230	108	540			400	2,800			26
62,350					18,333	91,665			
†83,115						6,025			27
8,732					196	784			
16,240					1,235	2,942			28
	1,606,400	29,587	2,711,000	97,215			19,180,500	246,400	
							1,180,000	35,400	29
									30
186	5,425	6,781							31
156,825	77,752	†116,628			37,718	56,578			
89,515	98,265	49,132			2,580	1,290			32
14,790	151,421	45,426			7,212	2,164			33
4,186,800		2,211,792		1,535,144		1,099,510		1,478,665	34
									35
									36
									37

and \$3,036 of dulse.

† Add 32 white whales, \$128.

RECAPITULATION—Showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1903, 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 and North-west Territories.	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	"	1,033,612	193,524	"	"	7,573,199
1872.....	6,016,835	1,903,439	"	1,320,189	267,633	"	"	9,376,116
1873.....	6,577,885	2,283,662	297,545	1,391,564	293,091	"	"	10,734,997
1874.....	6,652,302	2,685,794	288,863	1,608,660	446,267	"	"	11,631,886
1875.....	5,573,851	2,427,654	298,927	1,596,759	453,194	"	"	10,350,385
1876.....	6,023,050	1,933,389	494,967	2,097,668	437,229	104,697	"	11,117,000
1877.....	5,527,858	2,133,237	763,036	2,360,147	438,223	563,433	"	12,005,934
1878.....	6,131,600	2,305,790	840,314	2,664,055	438,223	925,767	"	13,213,678
1879.....	5,752,937	2,554,722	1,402,301	2,820,395	307,133	631,766	"	13,529,254
1880.....	6,291,061	2,744,447	1,675,080	2,631,556	444,491	713,335	"	14,499,979
1881.....	6,214,782	2,930,904	1,955,290	2,751,962	509,903	1,454,321	"	15,817,162
1882.....	7,131,418	3,192,339	1,853,687	1,976,516	825,457	1,842,675	"	16,824,092
1883.....	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	1,644,646	"	16,958,192
1884.....	8,763,779	3,730,454	1,085,619	1,694,561	1,133,724	1,358,297	"	17,766,404
1885.....	8,283,922	4,003,431	1,293,430	1,719,400	1,342,692	1,078,038	"	17,722,973
1886.....	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	1,577,348	186,980	18,679,288
1887.....	8,379,782	3,539,597	1,637,426	1,773,567	1,531,850	1,374,887	129,084	18,386,103
1888.....	7,817,030	2,941,863	876,862	1,860,012	1,833,869	1,902,195	180,677	17,418,510
1889.....	6,346,722	3,007,039	886,430	1,876,194	1,963,123	3,348,067	167,679	17,653,256
1890.....	6,636,444	2,699,055	1,041,109	1,615,119	2,009,637	3,481,432	232,104	17,714,902
1891.....	7,011,300	3,571,050	1,258,733	2,008,678	1,806,389	3,008,755	332,969	18,977,878
1892.....	6,340,724	3,263,922	1,179,866	2,236,732	2,042,198	2,849,483	1,088,254	18,941,171
1893.....	6,407,279	3,716,121	1,133,368	2,218,905	1,694,930	4,443,963	1,012,093	20,686,661
1894.....	6,547,387	4,331,526	1,119,738	2,303,386	1,654,968	3,950,478	787,087	20,719,573
1895.....	6,213,131	4,403,158	976,836	1,867,920	1,584,473	4,401,354	752,406	20,199,338
1896.....	6,070,895	4,790,433	976,126	2,025,754	1,695,674	4,183,999	745,543	20,407,425
1897.....	8,090,346	3,934,135	954,949	1,737,011	1,280,822	6,138,865	638,416	22,783,546
1898.....	7,226,034	3,849,357	1,070,292	1,751,440	1,433,632	3,713,101	613,355	19,667,121
1899.....	7,347,694	4,119,891	1,043,645	1,953,134	1,590,447	5,214,074	622,911	21,891,706
1900.....	7,809,152	3,769,742	1,059,193	1,989,279	1,333,294	4,878,820	718,159	21,537,639
1901.....	7,989,548	4,193,264	1,450,623	2,174,439	1,428,078	7,942,771	958,410	25,737,153
1902.....	7,351,753	3,912,514	1,087,024	2,050,175	1,265,706	5,284,824	1,198,437	21,939,433
1903.....	7,841,662	4,186,800	1,669,510	2,211,732	1,553,141	4,748,365	1,478,665	23,101,878
Total.....	231,598,404	108,906,026	32,207,237	66,741,591	37,842,930	83,379,726	11,873,289	572,449,223

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CAPITAL INVESTED IN THE CANADIAN FISHERIES
1903.

No less than 79,134 men were engaged during the year 1903 in the Canadian Fisheries, not including the thousands of persons employed in the lobster branch of this industry. These fishermen used over six millions and a half of fathoms of gill-nets and seines besides other fishing gear and fixtures, representing an aggregate capital of \$12,241,454.

This shows nearly one million dollars in excess of the capital invested in the same industry during the previous season.

Alone the lobster plant is valued at \$1,378,197, comprising all the equipment of the 714 canneries dispersed on the sea coast of the maritime provinces. Nova Scotia had 242 such canning establishments, New Brunswick 199, Prince Edward Island 190, and Quebec only 83. Over 14,000 persons found employment in this lobster packing industry which placed on the market over ten millions and a half 1 lb. cans, besides a larger quantity of this crustacean disposed of alive or in a fresh state, both aggregating the handsome value of \$3,625,000.

The salmon canning industry of British Columbia during the year 1903 consisting of seventy-five canneries valued with all equipments at \$1,312,500, gave employment to over seventeen thousand persons and placed on the market nearly twenty-three million cans of salmon, exclusive of the ten millions lbs. otherwise disposed of fresh, salted or smoked. The whole catch of this valuable fish aggregating nearly *three million dollars*.

The *sealing* fleet from the same province during the season of 1903 consisted of only *twenty six* vessels using 92 boats and 164 canoes, manned by 299 white men and 338 indians. This fleet with its full equipment is valued at nearly one half million dollars. As noticed elsewhere the value of the fur seal hunt for that year (20,496 skins) is given at over \$300,000.

RECAPITULATION.

Showing the Value of Fishing Vessels, Boats, Nets, &c., and of the other Capital invested in the Fishing Industry of Canada in 1903.

PROVINCES.	FISHERMEN IN		VESSELS.			BOATS.		NETS AND SEINES.		Value of Pound and Trap Nets, Weirs, Trawls, &c.	Value of Lobster Plant.	Approximate Value of Freezers, Ice-houses and other fixtures.	Total Value.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.	Value.				
Nova Scotia.....	5,669	17,729	576	25,051	1,214,625	14,867	356,063	1,627,532	638,677	243,857	640,739	843,527	3,937,428
New Brunswick.....	1,200	11,242	352	4,837	153,675	7,388	216,333	940,609	446,263	352,048	335,837	500,495	2,005,391
Prince Edward Island.....	202	3,504	41	839	17,350	2,013	53,424	83,379	28,635	13,152	303,321	48,910	164,792
Quebec.....	214	14,661	38	1,580	30,215	7,687	222,275	332,351	208,999	225,824	98,300	339,235	1,124,848
Ontario.....	560	2,443	109	1,798	286,275	1,370	95,878	2,011,240	233,133	147,441	.....	83,621	846,368
British Columbia.....	585 *637	17,915	169 421	4,430 1,717	335,050 452,250	5,024 256	306,640 \$27,000	809,950	615,637	12,025	.....	1,487,500	3,256,402
Manitoba and N. W. Territories.....	227	2,336	131	2,460	245,410	2,338	60,150	737,800	134,080	6,000	.....	160,585	606,325
Totals.....	9,304	69,830	1,343	42,712	2,755,150	40,943	1,338,063	6,542,861	2,365,414	1,378,197	1,000,317	3,464,313	12,241,454

*Scalers and hunters. †Mostly Tugs. ‡Scaling fleet. §Includes equipment.

RECAPITULATION.

STATEMENT of the Lobster industry in Canada during the season of 1903.

Provinces.	Number of Persons employed.	PLANT.				CATCH.					
		Number of Canneries.	Value.	Number of Traps.	Value.	Total value, Plant.	Number of Cans, Lbs.	Value.	Fresh or Alive, Cwt.	Value.	Total value of Catch.
Nova Scotia	4,802	242	193,170	628,602	447,569	640,739	5,153,712	1,288,428	90,474	827,772	2,116,200
New Brunswick	4,891	199	116,300	240,449	219,537	335,837	2,136,612	534,153	17,545	143,230	677,383
Prince Edward Island	2,612	190	143,291	253,195	160,030	303,321	2,335,400	583,850	400	2,800	586,650
Quebec	1,653	83	40,850	86,310	57,450	98,300	978,434	244,609	108	540	245,149
Totals.	14,018	714	493,611	1,208,556	884,586	1,378,197	10,604,158	2,651,040	108,527	974,342	3,625,382

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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 1879 to 1903.

Year.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			\$		\$	\$	\$	\$
1879.....	1,183	43,873	1,714,917	25,616	854,289	988,698	456,617	4,014,521
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	1,499,328	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

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COMPARATIVE TABLE showing the number of men employed in the Fishing Industry since 1879.

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.
1879.....		8,818	52,577	61,395	
1880.....		8,757	51,900	60,657	
1881.....		8,359	50,679	59,056	
1882.....		8,498	52,785	61,283	
1883.....		9,966	52,259	62,225	
1884.....		9,968	51,854	61,822	
1885.....		9,539	53,282	62,821	
1886.....		8,927	53,073	62,000	
1887.....		8,911	55,247	64,158	
1888.....		9,574	53,109	62,683	
1889.....		9,621	55,382	65,003	
1890.....		8,726	55,000	63,726	
1891.....		8,666	56,909	65,575	
1892.....		8,330	55,348	63,678	
1893.....		8,899	58,854	67,753	
1894.....		9,525	61,194	70,719	
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

THE FISHERIES STAFF.

Including the twenty inspectors of Fisheries below enumerated, the outside staff of officers connected with the Fisheries Branch of the service during the last calendar year aggregates 750 employees as follows :

There are 105 regular fishery overseers with magisterial powers (*ex-officio*) and 434 fishery guardians employed at different periods of the year to assist the permanent

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officers. The different crews of the protection fleet actually engaged this year on the Fisheries service was 151.

The number of officers in charge of our 22 fish hatcheries with their assistants was forty; not including the number of persons employed at times for the collection of eggs as well as the distribution of the fry.

The following are Inspectors of fisheries in the different provinces of the Dominion.

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.
Ford, L. S.	Milton, N.S.	District No. 3.—Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's counties.
Pratt, J. H., capt.	St. Andrews, 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.—King's, Queen's, 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.
Lavoie, N., M.D.	L'Islet, Que.	That portion of Quebec south of River St. Lawrence and north and east of and including county of Bellechasse.
Belliveau, A. H.	Ottawa	Province of Quebec, north of River St. Lawrence and west from and including River Saguenay, and the portion which lies west and south of the county of Bellechasse to Pontiac.
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.
Miller, E. W.	Qu'Appelle, N.W.T.	Eastern part of the North-west Territories.
Young, Harrison S.	Edmonton.	Western part of the Territories.
Stewart, Theophilus.	Dawson City.	Yukon district.
Sword, C. B.	N. Westminster, B.C.	Province of British Columbia.—No. 1. Southern district.
Williams, J. T.	Port Essington.	" " No. 2. Northern district.

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The following are the officers in charge of the Government Fish Hatcheries :

Name.	P. O. Address.	Rank.
Cunningham, F. H.	Ottawa.	Superintendent of Fish Culture.
Finlayson, Alex.	"	Inspector.
Armstrong, Wm.	Newcastle, Ont.	Officer in charge of Government Fish Hatchery.
Parker, Wm.	Sandwich, Ont.	" " "
Walker, John	Ottawa, Ont.	" " "
Deseve, A. L.	Magog, Que.	" " "
Catellier, L. N.	Tadoussac, Que.	" " "
Lindsay, Robert.	Gaspé Basin, Que.	" " "
Elliott, Jos.	St. Alexis des Monts, Que.	" " "
Longpré, M.	Mont Tremblant, Que.	" " "
Mowat, Alex.	Campbellton, N.B.	" " "
McCluskey, Chas.	Grand Falls, N.B.	" " "
Sheasgreen, Isaac.	South Esk, Miramichi, N.B.	" " "
Landry, Arcade.	Shippegan, N.B.	" " "
LeBlanc, N. S.	Cape Bald, N. B.	" " "
Ogden, A.	Bedford Basin, N.S.	" " "
*Doherty, E.	Pictou, N.S.	" " "
Carmichael, A. G.	N. E. Margaree, N.S.	" " "
Young, W. S.	Selkirk, Man.	" " "
Sword, C. B.	New Westminster, B.C.	" " "
Whitwell, Thos.	Skeena River, B.C.	" " "
Mitchell, D. S.	Granite Creek, B.C.	" " "
Robinson, T.	Harrison Hot Springs, P.O.	" " "
Kempt, Ernest.	Charlottetown, P.E.I.	Oyster Culture.

* Died December 1904.

FISHING SEASON OF 1904.

PRELIMINARY REPORTS OF THE FISHERY INSPECTORS OF
CANADA.

From a cursory glance at the following brief reports from our inspectors of fisheries, it becomes evident that while the fishing season of 1904 just closed will fall short in its general yield, the cash value to the fishermen might prove as remunerative as heretofore, the prices of most species being generally reported higher than last year.

The salmon preserving industry of British Columbia will be inferior to that of 1903. In fact the Fraser River Branch of the industry was almost a failure. Hardly more than a third of the number of cases packed in 1903 was put up this summer. Fortunately the Skeena and other northern districts came to the rescue and brought the aggregate pack of the whole province within fifteen thousand cases of last year's product.

The new inspector for the northern part of British Columbia reports the halibut fisheries in a prosperous state. He is of opinion that many other deep-sea fisheries would prove profitable investments for enterprising persons with capital.

In the inland western districts the smaller yield is ascribed to unfavourable weather, but prices of fish ruled higher as the transportation problem is being gradually solved.

In Ontario and Quebec there are complaints of overfishing with undersized gear destroying immature fish, and it requires more implements to keep up the supply. Drastic measures are recommended by our officers to save the situation.

In the maritime provinces one fluctuation will balance another and the final result may not prove very inferior to that of 1903, which showed one of the largest aggregate value on record. However, the season was stormy and the staple species like cod, herring and mackerel will fall quite short of last year.

It is noted that the dog-fish nuisance was not so general in the provinces as during the last few years.

NOVA SCOTIA.

Inspector Robt. Hockin, of Pictou, says that the result of the past season's fishery operations in this district that there has been a considerable decrease in the catch of most of the line seafish, such as cod, haddock, hake, pollock and halibut, amounting to probably twenty-five per cent. There was a very large catch of mackerel last year, and when this season's catch is compared with it, the shortage will be about sixty per cent.

The herring fishery was also short of last year by about ten per cent. The lobster returns show that the catch is nearly equal to that of last year, it may be 5 to 7 per cent short.

The salmon fishery shows results nearly equal to last year while the shad fishery was again a failure and those interested are calling for remedial legislature.

From all parts of the district reports are received of the depredations of dogfish.

Inspector L. S. Ford, of Milton, Queen's county, reports that in the absence of authentic figures, which are now being collected, it will be impossible to give an exact estimate of the year's fishing.

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Taking the county of Lunenburg for instance, as a standard for bank fishing, it makes a better showing than last year, comparatively speaking, as there were fifteen vessels less than last year engaged in the business. The boat fishing also shows better than last year. Herring will show a large increase and mackerel about the same. This estimate will hold good for all the western Atlantic counties, so far as deep sea fisheries are concerned.

The Lobster fishing will probably show a marked increase in the seasons work. Up to the close of the season they were plentiful.

The river fisheries are improving, although some more effective regulations are needed for their protection.

Taking the whole season into consideration, the fishermen on the whole did fairly well. Some good work was done in clearing out the river or allowing the fish to pass through the dams. Lequille river, Annapolis county, was favoured with a Bower's fish-way, a gem of its kind.

Our river fisheries are of more importance than they are generally credited for. An idea is prevalent, that any expenditure on them, is for the benefit of the sportsman. But it is well known that the deep sea fish come into the harbour and estuaries of the rivers for the sole purpose of feeding on the young fry that come down the rivers during the fall and spring. This may largely account for their absence from the harbours where once they abounded. Scarcity of bait and the ravenous dog-fish are important factors in the profit and loss account of fishermen. Taking it all together an average yield can be safely estimated which the coming statistics of the next annual report will show.

NEW BRUNSWICK.

Inspector Pratt, of St. Andrew's, says: The aggregate catch for the season just closing will show quite an increase over that of 1903, and the majority of the fishermen are well pleased with their season's work. Large size herring struck in early during the winter season and the many net fishermen made good catches and received a remunerative price for their herring. The smaller size for sardine purpose struck the shore in small schools quite early in the season and the demand being good for the Eastport factories, as high as \$25 per hogshead was paid for them. This gradually dropped in the middle of the season to \$3 per hogshead, at which price it remained till the end of season.

Hake will show a good increase in the catch and value over previous years, in fact the price paid our fishermen per quintal has not been so high for many years. About the same catch of pollock as in 1903 will be shown, and, although the Grand Manan schools will show a lessening in their size, the catch in Quoddy River will indicate quite a pleasing increase. The price per quintal received by the fishermen during the season was very high, in fact, much higher than for many years past. The catch of cod and haddock will show about the same as in 1903, and perhaps a slight increase may be shown. There was quite a large increase in the value of both of these fish.

The dog-fish were not as plentiful as in previous years, which fact was of immense assistance to all the line and trawl fishermen in their operations, and it is to be earnestly hoped that this scourge to our fisheries is now taking its departure.

The returns for the lobster fishery will show a catch about the same as last year, in all probability somewhat less, owing to a change being made in the size limit in Charlotte county, where the limit was raised from nine inches to ten and one half inches, thereby curtailing the catch somewhat in that county. As the fishing was extremely good in St. John county the decrease in Charlotte county will be compensated for to a great extent.

The fisheries commissioners appointed by your department visited the many fishing villages in the Bay of Fundy, most of the time on the *Curlaw* making careful and exhaustive inquiries into the state of the numerous fisheries, and there is not the slightest doubt that this inquiry will bring forth beneficial results.

Inspector R. A. Chapman, of Moncton, says that the aggregate quantity will scarcely come up to that of the previous year, but owing to the very high prices prevailing the results have been generally satisfactory to those engaged in the business with, perhaps one exception, salmon,

Salmon fishing generally was poor, a fair catch was reported on some portions of the coast, but generally was not up to the average, yet the guardians report the streams full this fall, especially on the head waters of the south-west Miramichi river.

Shad fishing of course owing to destruction of the parent fish in St. John harbour and river during spawning time in the spring, is almost a thing of the past.

Spring herring were caught in immense numbers for every available use including increased quantities smoked. Fall herring on the Caraquet, Miscou banks, struck in fairly well, but heavy storms broke up nets, &c., and interfered much with the catch, more care should be taken in the curing of these fish which would insure better prices.

The take of codfish in the aggregate is fully as large as last year and except for the scarcity of bait, would have been larger, as the dog-fish nuisance does not appear to have been quite as detrimental as in 1903. Prices ranged higher than ever before; these fish only partly dried sold for five dollars per 100 lbs. at Caraquet.

Smelt fishing was good during winter of 1904, the fish were of good size and brought higher prices than ever heretofore; weather being very cold enabled dealers to get them to market in fair condition and thus made good profits. This fall the first run is of small size. This fishery is of great importance being generally worth fully half a million dollars.

The quantity of oysters raked will be about the same as last year, but they have sold at higher prices than ever before. The take of hard shell clams (quahaugs) has been enormous, in all upwards of forty thousand barrels, worth one hundred thousand dollars. The fishermen raking them realized from three to five dollars per day. Soft shell clams were also taken in large quantities for canning purposes.

The pack of lobsters will be about the same as in 1903, a large increase north of Escuminac and a corresponding decrease south of that point. Much is expected from the new hatcheries.

The catch of other kinds of fish will be about an average one.

Inspector H. E. Harrison, of Fredericton, reports that the fisheries in his inland district will probably be found a little short of 1903, if reports from some of the fishery officers are correct. While the catch of salmon will perhaps not be quite as good as last

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year on the St. John, where they are all netted, the fly fishing has been most satisfactory on the Tobique river, probably as good as that of last year, which was the best in the history of the Tobique Salmon Club. Most probably the salmon ascended the St. John earlier this year than usual. They were caught at the mouth of the river before the ice ran out, and probably a large number reached well up to the Tobique before the nets could be set, which was fortunate for the fish and their future supply, as the Tobique is their best available spawning grounds.

The amount of shad taken seems to be somewhat less on the lower reach of the river and the tributaries, but is reported good further up, and the demand is far beyond the supply.

The market for alewives again is quite satisfactory after an off year, and the quantity taken was quite large.

Bass fishing was unsatisfactory, in fact is reported a failure by the few who had licenses to fish. It is difficult to account for this. Not many years ago two persons caught \$600 worth of bass in one season.

Some sturgeon were caught in the St. John river again this year, but not 5 per cent of what could be caught twenty years ago.

Trout are reported plentiful in all the lakes and brooks where they are usually found, and sportsmen can generally get enough to satisfy themselves.

PRINCE EDWARD ISLAND.

Inspector J. A. Matheson, of Charlottetown, says that the fishing industry of this province has been well maintained during the last season, and fishermen are generally well satisfied, with the year's work. On the south side of the island the catch of lobsters was short, but the increases on the north side will bring the catch fully up to that of last season.

Codfish and hake were plentiful but owing to the increase of dog-fish the catch was scarcely an average one. Mackerel were not plentiful but of good quality. The catch of oysters was about as usual and good prices prevailed throughout the season. Smelt fishing was good and owing to the continued cold weather fish arrived in good condition and large returns were the result. Sufficient herrings were taken for baiting purposes for which they are generally used.

QUEBEC.

Doctor Wakeham, officer in charge of the Gulf of St. Lawrence division, reports that as far as can be ascertained a decrease will be shown in most of the commercial fishes of the division, but from various causes prices were high, and the actual return to the fisherman has fully compensated him for his lessened catch. Very little snow fell in the gulf division during the winter of 1903, while the spring was early, so that by the time the salmon struck the shore the water was low in the rivers, and the fish did not run in. The summer also was dry, so that in many rivers, certainly in the smaller ones, the fish only ran in after the close of the fishing season. In the very large rivers, especially on the north shore, which are not so much affected by the snow fall and spring freshets, salmon were very abundant.

Strong westerly winds prevailed during the late spring and summer, this kept both cod and herring off shore, while during the fall the weather was constantly rough, so that fishermen gave up early, and sought other employments. The larger and heavier boats which fish well off shore, and could hang it out did well, and reported both fish and bait abundant.

It is noticed that owing to the demand for labour, especially in the lumber mills and camps and the numerous public works which are being carried on, it is getting yearly more difficult to secure fishermen, so that fewer men are engaging in the fishery and therefor a shorter season, while the men are becoming less expert, not so hardy and unwilling to run the risks and accept the hardships of the old time fishermen.

The shortened packing season at the Magdalen Islands fully accounts for the smaller pack, as the open season closed (June 25) just as the season was at its best, had the fishing lasted another 10 days, and continued as good as it was during the last week of the fishing, the pack would have been quite up to the average. As an experiment, on the recommendation of the Lobster Commission, a month's fishing was allowed in the fall, but it did not amount to anything. Some of the larger packers did not re-open, those who did found the lobsters scarce, and in poor condition, empty and thin. While owing to the heavy weather which prevailed during all the time of the fall fishing, it was only in the most sheltered localities that traps could be risked out. Those who were most urgent in demanding an open season in the fall are now pretty well satisfied that it will not work. The evidence seems conclusive that if we can thoroughly protect the lagoons, the lobster supply can be kept up, that is of course along with a reasonable open season—say from April 20 to July 10—together with certain restrictions as to the amount of packing to be allowed.

Herring were as abundant as ever in the spring, but scarce in the inshore waters during the summer and fall.

The dog-fish did not interfere as seriously with the fishery as they did in 1902 and 1903, in fact in most of the upper waters, at the head of the Baie Chaleurs, and well up the gulf, where they were abundant two seasons ago, we did not find them at all this year. It is therefore to be hoped that they may be backing off again.

Many people have been experimenting with the dog-fish, as an article of food, all those who have given it a trial speak well of it, as being wholesome and palatable, those who were given it, not knowing what it was, were quite ready to accept it as halibut.

Inspector Joseph Riendeau, of Montreal, says: The district under my supervision comprises that part of the province of Quebec between the county of Champlain to the county of Soulanges and on the North side of the St. Lawrence and its tributaries.

In a part of Nicolet county, facing the St. Lawrence, the fishermen are fishing the whole year, without stopping even in July and August. The same may be said of many other sections in my division. This explains sufficiently the wholesale destruction of small fish; generally the seine used have one inch meshes and sometimes less. The best fish are sent to the Montreal markets and the remainder goes to Three Rivers and in the country villages. In my humble opinion, fishing should be prohibited during the summer months.

In lake St. Peter, the law is neither observed nor respected. All kinds of nets are used, principally hoop nets, gill nets, seines, and drag nets. Some are as much as 75

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feet long and all they pay for a license is from two to three dollars. It may also be said that they are not very particular as to meshes ; small meshes prevail, though the regular ones may also be seen. There has been a large decrease in the fish in all the places bordering lake St. Peter.

The small minnow net ought to be prohibited. People bait their night lines indifferently with small bass, doré, perch, pike, silver fish as often as with the genuine minnow. In Richelieu river from Sorel as far as St. Ours, the fishermen of Ile St. Ignace go and catch the doré with nets in the close season. If that part of the river was put under prohibition great benefit would be the result. Thousands of doré would have a chance to spawn. From Contrecoeur to Laprairie, the law is fairly respected. The same may be said of Lake St. Louis. The Lake of Two Mountains does not give satisfaction. Hoop nets and gill nets are used there and they are acknowledged as being destructive implements. This answers for the great quantity of fish uselessly caught and thrown on the shore.

Last summer, drag and gill nets were largely used on lake St. Francis. People loudly complained about this abuse and wondered if licenses were granted to these fishermen when the Federal law forbade it. All the other rivers may be said to give a fair satisfaction, with the exception of Back river where the overseers seem to be negligent. On the lakes in the counties of Terrebonne, and St. Maurice, the law is ignored. The overseers, if there are any, never give any sign of life. Night lines are used in different places, in all these lakes.

I consider it my duty to suggest that if fishing with nets in all the small rivers, was prohibited during the spring, great advantages should follow immediately.

I also believe, very sincerely, that the use of coal tar should be put a stop to in Lake St. Peter. Fishermen soak their nets in coal tar and throw them immediately in the river to fish. This constitutes an active and a regular poison easily ascertained when we are on the spot. Spearing of any kind of fish should be strictly prohibited the year round.

Lastly, I would suggest that fishing for speckled trout in the lakes should be restricted and a certain minimum length be determined when being fished. The general length of the trout that reach Montreal is only four to five inches which is too small.

Inspector A. H. Belliveau, of Ottawa, states that judging from his few visits to the principal localities of the inland district under his charge, the fishery yield of the season just closed will be still inferior to the previous one. Not only the fish are scarcer and of smaller size, but the better grades are steadily making way to inferior species. To overnetting in the past, and the indiscriminate use of small-meshed gear capturing immature fish, may be ascribed this deplorable result.

A pleasing feature was the re-appearance of shad in fair quantities along the St. Lawrence. So poor had the catch of that anadromous fish been, for the last few years, that fishermen had almost given up the hope of ever seeing them again return to their former haunts.

In the eastern townships, fishing was poor, especially for bass and pickerel which seem to be steadily decreasing in those beautiful lakes and their tributaries. At Missisquoi bay, the catch of 1904 was not quite so good as the previous one, but the prices were much better, so the result is satisfactory to the few seiners of that vicinity.

For the first time since my appointment as inspector, I visited the upper waters of Pontiac county or the Mattawa district. I found Lake Temiscamingue, which is an enlargement of the Ottawa river, there dividing the provinces of Ontario and Quebec, a much more extensive sheet of water than could be imagined by a glance at the maps. I was surprised to discover that not only this large lake is not protected in the interest of the settlers on its shores, but the provincial authorities of Quebec have leased large areas of it to a non-resident firm, who is fishing it indiscriminately with a large number of pound-nets. It is regrettable that such extensive commercial fishing with tugs and pound-nets is tolerated in these interprovincial waters to benefit a couple of non-resident speculators who will simply move elsewhere when their task of depletion is accomplished to the detriment of the genuine resident settlers of the locality.

Lake Massawippi in the county of Stanstead has been recently set apart for the natural propagation of fish therein. Angling only is permitted and that itself from May 24 to October 20 in each year.

ONTARIO.

Inspector J. M. Hurley, of Belleville, says: Fishing along Lake Ontario, from Cobourg east, Bay of Quinté, and on the St. Lawrence river, for whitefish and herring, has been better than for several years past.

Fishing for coarse fish has also been very good and the season of 1904 may be considered a very profitable one to the persons engaged in this industry in Eastern Ontario.

The waters over which my inspectorate extends abound in sporting fish, and anglers have had a splendid season. As an example of this during the season, a black bass weighing five and a half pounds was taken in the Bay of Quinté and at Glen Island a very large Maskinongé was captured. A black bass weighing six pounds two ounces was also taken in the river Trent. This is supposed to be the largest fish of this species ever taken in these waters.

Trout fishing is on the increase and this satisfactory result can safely be attributed to the judicious distribution of fry from the fish breeding establishments under the control of the federal government. Whilst the regulations are fairly well enforced it is necessary, that the inland lakes and rivers should receive more attention in this direction, owing to the large increase in the number of tourists and local anglers.

Owing to the fact that the provincial government derive no revenue from the inland lakes and small rivers there are only a few persons employed in protecting the fish and they are allowed only a very small remuneration. In the large lakes and rivers from whence the bulk of the revenue is received the regulations are very well enforced and fishermen are learning that it is to their interest and welfare to observe them and foster the fishing industry as much as possible.

The departmental bass pond located on the Bay of Quinté being in my district has received a great deal of my attention during the year, and I am pleased to make reference to the very satisfactory results derived from it. Specimens of the young bass hatched there were exhibited at the Toronto Exhibition and formed one of the most popular features of the exhibition.

During the coming season it is my intention to visit and inspect a number of lakes in my district with a view of re-stocking such waters as have been depleted and which

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a continuous judicious distribution of the various species hatched in the government establishments will re-stock.

Inspector O. B. Sheppard, of Toronto, reports as follows: As far as I can learn, the fisheries in my division have not been up to the average of the past four or five years.

This applies particularly to the rod and line fisheries which in international as well as inland waters show a very material decrease. I am satisfied that this decrease will continue from year to year unless more drastic regulations are made and enforced. In my opinion no netting of any kind should be allowed on the breeding grounds of game fish. To my mind the close season for whitefish and lake trout, (including salmon and gray trout) should be lengthened to include the month of October, making the close season from October 1, to December 1, as there is no question that in the average year the above fish are nearly through spawning by November 1, the time when the close season begins—thus allowing them to be caught when on their spawning beds, depositing their spawn. If this were done I think it would in a few years, have a very beneficial effect on our fisheries, as it is impossible to go on year after year destroying the seed and still look for a crop.

While I do not think it would be wise to prohibit the taking of whitefish during the entire spawning season, which varies in different parts of the province, from September 1, to December 1, I am satisfied that the above close season, viz.: October and November, would have very beneficial results. One thing, to my mind, is certain, that the time for more drastic regulations has arrived if the fisheries are to be kept up to anything like their average standard. I would suggest a conference between the Dominion Fishery Officials and the principal fishermen from various parts of the province, (international and inland waters) when the whole situation could be gone into and the actual facts ascertained and proper remedies suggested. I am satisfied that in this way accurate information could be gained, which can be obtained in no other way, that would be of immense benefit to the department.

Inspector A. G. Duncan, of Marksville, reports that as far as he can learn the fisheries of his district are gradually falling off, principally the chief food fishes as whitefish, trout and sturgeon, excepting perhaps in that part of the north channel east of Little Current to Killarney. This is attributed to the capture of immature fish in the small meshed pound-nets. He recommends the prohibition of any net under five inches for a period of five years, the setting apart of certain breeding grounds for whitefish and trout, the prohibition of all netting everywhere between November 1st and April 1st, the obligation under penalty for the fishermen to fertilize the eggs of ripe fish they would find, and plant them on their natural beds. He also urges a fish hatchery at St. Joseph island. There was less poaching by citizens of United States in this district than usual, and the laws were fairly enforced by the local officers.

Most of the catch is exported across the border. Fewer tourists and sportsmen than last year visited our resorts this summer, owing, no doubt to more attraction elsewhere.

Inspector Wm. L. Young, of Selkirk, says that the season of 1904 has been a very unfavourable one both for the companies and fishermen engaged. Stormy weather prevailed throughout the open season, which lasts from the first of June to the fifth of October. During the year a greater number of men were employed consequently more

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nets, &c., were used. This under favourable conditions, should have given a yield beyond all records.

Not having received any returns on the yield of the fisheries for the year 1904, I am unable to give you any reliable data. But I hope the aggregate yield will equal that of last year.

The demand for all kinds of fish was greater than the supply, consequently prices received by the dealers were in advance of those received during the previous year. While there may be a slight falling off in the catch of whitefish and tullibees, the decrease will be more than made up by the increase in the other varieties caught.

While the aggregate number of pounds will not more than equal the preceding year, I expect the value derived from it will exceed the previous one.

NORTH-WEST TERRITORY.

Inspector E. W. Miller, of Qu'Appelle, says the exceptionally stormy weather that prevailed in Assiniboia during the latter part of last winter, followed by a long season of high water which reached higher levels than at any time since 1882, has materially reduced the catch of fish for the year in this part of the district. Long lake has again gained considerably in volume and the catch was fair, the lands around its northern shores have been extensively settled of late and the water in that part of the lake, hitherto almost untouched, are now being fished. In the Qu'Appelle lakes there was in July a remarkable mortality among the tullibee, thousands of fish being thrown up on the shore, this may be attributed to the great amount of waste matter brought down by the flood water. The loss of fish was so great that it will probably affect the catch this winter.

In Southern Alberta, the rod and line fishermen continue desirous to see a revision of the regulation which will permit trout fishing to continue some weeks later in the fall than at present allowed. This year the number of days available for angling has been very limited, and the demand for a longer season deserves consideration. A supply of trout has been placed in the waters of the National Park at Banff this summer, where on account of the large number of visiting fishermen more angling is done than elsewhere.

In the Prince Albert district, the operations have been about normal, there are signs however of a much more extensive fishery this winter. The lakes are all in good condition, the prevention of the big catches formerly made in the spawning season having had very beneficial effects.

At Cumberland, the sturgeon fishery was pressed vigorously through the summer, fish were found plentiful but the experimental trials with pound nets gave but moderate results, compared with the catches by gill nets, a large catch of whitefish was made at Clearwater lake in the winter, but transportation arrangements proved defective and the fishermen lost considerably. This lake has now been reserved for the use of the local bands of Indians. Lack of transport also proved disastrous at Moose lake last winter, though splendid catches of whitefish were made, better arrangements have been effected for this season and good results are expected. The Saskatchewan river has quite subsided from its abnormally high stage of 1902 and 1903 and the fishing in Cedar lake has correspondingly improved. The catch of sturgeon has been very good

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both winter and summer but the buyers claim that profits are small owing to the cost of collection and transport of the fish.

In the Nelson River district much enterprise has been shown in the extension of the sturgeon fishery, fish being bought and collected as far down as below Sepi-Wesk lake this summer. The winter fishery is however now mostly confined to Playgreen lake. The extent of these waters is so great and the number of available fishermen so limited that with the enforcement of a close season there can be no fear of their exhaustion.

Inspector Harrison S. Young, of Edmonton, reports the catch of whitefish in Pigeon lake not so large as in previous years, the Indian fishermen did not fish after new year, all leaving to hunt muskrats, which were very numerous and brought good prices. The lake, however, is in as good a state as ever. A great many new settlers have taken up land at this lake, they are principally Swedes, and are all fishermen. The catch of coarse fish all over the district on south side of Saskatchewan, will show considerable increase. Nearly every lake is now well stocked with pike, pickerel and suckers. Most of the fishing is done with hook and line, and it is impossible to arrive at a correct estimate of quantities killed, but the country is settling fast, and the increase in number of fishermen must mean an increase in the catch. The lakes north of the Saskatchewan are all in a very satisfactory condition.

A considerable catch of whitefish was made by a few fishermen in White Whale lake, and sold to a Winnipeg buyer. Warm weather interfered with the fishing, and a quantity of fish was spoiled for the export trade. The district has been more effectively patrolled than ever before. A number of fishermen were prosecuted and fined for spearing and shutting up creeks, and some nets seized for being of smaller mesh than five inches. Good work was done by the guardian employed, but as nearly every creek is full of fish it would require a small army of guardians to completely stop the illegal killing of coarse fish in the spring.

The warm weather of past fortnight has prevented much fishing being done since opening of season for whitefish on November 16.

BRITISH COLUMBIA.

Inspector C. B. Sword, of New Westminster, reports that the sockeye run on the Fraser river has been the poorest known for several years. The total British Columbia pack of these fish was 72,688 cases against 204,809 cases in 1903. On Puget Sound the total sockeye pack was only 107,943 cases against 151,828 cases in 1903. It will thus be seen that taking together the Fraser river and Puget Sound packs the total is only 180,631 cases against 356,637 in 1903, which was also a poor year and 399,593 in 1900 which is the year corresponding to this in the four year cycle. The northern salmon fisheries show a considerable increase so that the total pack of sockeye for British Columbia amounting to 323,000 cases is only 46,000 cases below that of last year.

The pack of other varieties on the Fraser river was also much smaller than last year 51,163 cases against 243,713 in 1903 so that it is to the northern district that we owe the total of the British Columbia pack for 1904, 458,508 cases is so little below

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that of 1903, 473,674 cases. I have not yet been able to get the particulars of salmon put up in other ways and exported fresh, but do not anticipate any falling off in this item.

Halibut, though taken almost wholly in the northern district is landed mainly at Vancouver and Westminster and such as always been included in the returns for 'Fraser River' district. The take this year is about the same as last.

From appearances this year herring is not likely to fall off, but as it has practically just commenced it is too early to speak with certainty.

With regard to other varieties whose products show up to a smaller extent in the returns I have not yet got full enough reports to judge very exactly but expect to have at least as good returns as last year.

Inspector John T. Williams, of Port Essington, submits the following preliminary report of his work and observations in District No 2, Northern British Columbia, for the season 1904.

This season has been a most successful one, both for the cannerymen as well as the fishermen; all the canneries and fisheries were running their full capacity, and 'filled up'; the prices for canned salmon were exceedingly good, and altogether it has been a most satisfactory season.

There has been a decided increase in the revenue in the district, the total number of licenses issued in the district for the season of 1904 was 1,529, producing a revenue of \$16,399; the fines for illegal fishing amounting to the sum of \$1,106. The following are the total packs of canned salmon for the seasons of 1903 and 1904, showing the increase during this season.

Total pack for 1903 was 224,189 cases, and that of 1904, 319,957 cases of salmon.

Our halibut fisheries will probably show an increase of 25 per cent on last year, but I shall go exhaustively into this subject later in my statistical report.

The oulachon which is caught principally by the Indians for food, to manufacture into oil, which is called by the white man 'Hum grease' on account of its obnoxious smell, shows a marked falling off in quantity, the reason for this I will explain; nine tenths of the oulachon are caught by the Indians on the Naas river, which is called the 'home of the oulachon', during the months of March and April, unfortunately for them there was a gale of wind blowing down the Naas river, for eight weeks, just at the time the Indians wanted to proceed up the river, this gale rendered it impossible for them to make their annual trip to the oulachon fishing grounds, consequently the 'small fish' catch was considerably reduced.

I have not obtained the returns in connection with the dry salted dog salmon, for the Japanese market, but the figures will most probably show a considerable improvement on last year, owing to the demand for the Japanese Army; the price has doubled within the last two months.

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One of the officers went to Owekayno lake, Rivers Inlet, for the purpose of examining and reporting on the fisheries in that vicinity. The condition of the fisheries was not nearly so bad as at the head waters of the Skeena, and I now have this matter completely under control.

I am able to report most favourably on the work of the Cruiser *Falcon*, which steamer the department purchased in April last, especially for the fisheries protection service in my district. We made forty seizures during the season, consequently putting a stop to a large amount of illegal fishing. We have a fishing ground of over 1,500 miles in extent to cover, and it is impossible for her to do the work properly, however she has done invaluable work this season among our northern fisheries.

With regard to obstructions natural and otherwise on the Skeena and Naas rivers, and including the different kinds of barricades that the Indians are in the habit of building on the creeks in our northern waters; I consider this a most important matter in connection with the conservation of our fisheries in our waters.

It is clear that if we protect the salmon on their natural spawning grounds, thereby assisting nature in her work of propagation we are helping a system of natural propagation that will discount cent per cent anything that we can possibly do in the manner of artificial culture. With reference to natural obstruction, I may say, that there are several rocks, boulders and timber jams on our different spawning creeks at head waters of the Skeena and Naas rivers, and the removal of these is of paramount importance. Thousands of salmon can be seen swimming around at the base of these obstructions, vainly attempting to ascend, and in most cases only the strongest fish can make the ascent. The remainder die at the bottom of the falls or are dashed to pieces bruised and bleeding against the sharp rocks.

With regard to the artificial barricades this matter is easier and less costly to deal with. The Indians are the principal offenders as they build barricades for the purpose of detaining the salmon longer in the salt water, so that they can catch them with their seines, supplied them by the canneries for this purpose. This applies to the southern portion of the district.

At the northern part at the head waters of the Skeena and Babine lake they are caught with the barricades, for the sole purpose of being sold to the different tribes of Indians in the interior and also to the minors and those who keep stores in the neighbourhood.

Mention should be made of our deep sea fisheries; and the almost boundless possibilities that lie open for commercial enterprise in this direction, there is an almost inexhaustible supply of all kinds of deep sea fishes, this I consider a grand opportunity for a profitable investment for our local capitalists. Our halibut fisheries are practically intact up to the present time, the herring fisheries untouched, and the cod, oulachon and dog salmon are in countless quantities. Even the whaling industry has apparently been entirely overlooked, although they are to be seen in immense numbers all over our northern waters.

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FISHERIES PROTECTION SERVICE.

The report of the Fisheries Protection Service for the season of 1904 forms appendix 13 of this publication.

With the exception of a slight collision between the cruiser *Constance* and a foreign schooner near St. John harbour, the whole season passed without accidents and in a satisfactory manner.

The fleet consisted of following cruisers: *La Canadienne*, *Curlew*, *Osprey*, *Kingfisher*, *Constance*, *Kestrel* and *Petrel*, and four steam launches doing patrol work. Two new cruisers were added to the fleet this fall, the *Canada* and the *Vigilant*.

Eighty United States fishing vessels took advantage of the *modus vivendi* licenses and the amount of fees received therefrom was \$9,205.

The long list of 270 United States vessels using our ports during last year demonstrates the importance that our harbours and ports are to them.

FISHERIES INTELLIGENCE BUREAU.

Detailed reports from the different stations dispersed on our Atlantic coast re the movements and captures of sea fishes will conclude appendix 13. They are prepared by officer MacKerrow of the Halifax agency.

THE BEHRING SEA QUESTION AND PELAGIC SEALING.

There has been no change in the diplomatic phase of this question; and the Paris Award Regulations of 1893, as ratified by Imperial legislation still continue to control the operations of British sealers on the high seas in that part of the North Pacific ocean, inclusive of the Behring sea situated to the north of the 35th degree of North latitude and eastward of the 180th degree of longitude till it strikes the water boundary of the Treaty of 1867 between United States and Russia.

The fleet which cleared from Victoria, for the sealing season of 1904, numbered 23 vessels, or one less than last year, representing an aggregate tonnage of 1,615 tons register, with crews comprising 212 white men, and 332 Indians employing 60 boats and 161 canoes.

This fleet of vessels so distributed their sealing operations at different times during the season that nineteen of them participated in the North American Coast fishery, against twenty-one in 1903, seventeen in the Behring sea fishery against nineteen in 1903, and six in the fishery in the vicinity of the Russian Seal islands off Kamtschatka being the same number as in 1903.

Although twenty-three vessels cleared for sealing, but twenty-one returned with catches, the *Penelope* having been wrecked on the way out and the *Triumph* is reported missing and given up for lost.

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The catch of these twenty-one vessels is summarized as follows :—

North American coast catch.....	3,118
Behring sea catch.....	8,237
Catch in vicinity, Russian Islands.....	1,790

Total.....	13,145
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Add to this the catch of the Indians along the inshores of British Columbia amounting to 1,501 skins and the total yield of the fur seal fishery by Canadians on the North Pacific ocean during 1904 aggregates 14,646 seal skins against 14,701 for the year 1903, a decrease of only fifty-five skins, although the number of vessels employed fell short by three of the fleet employed the year previous.

Some years ago the United States authorities adopted the plan of branding with hot irons young female seals before their return to the ocean from the islands. Such an expedient can have two effects at least, that of identifying the seals caught by the pelagic sealers and of decreasing the value of the skin taken if so treated. It is interesting to note however, that out of the 14,646 skins taken this year only seventeen branded skins, are reported by the sealers.

Last year's report referred to the extension by Canadian vessels of sealing operations in the South Atlantic ocean, principally in the vicinity of the, Falkland islands, but up to the present time no information has been received as to the result of this branch of the business for the season just ended.

In this connection the department has recently learned of the seizure and detention of the Halifax sealing schooner *Agnes G. Donohoe* at Monte Video, by the authorities of the Uruguayan government. The exact offence for which this vessel is detained and the laws under which subsequent proceedings are to take place are left in some obscurity up to the date of the information covered by this report ; but every possible means is being exhausted by His Majesty's government through the British representative there to conserve the interests of His Majesty's Canadian subjects affected, and to bring about as speedy and satisfactory a settlement of the incident as is possible under the circumstances.

HUDSON BAY EXPEDITION.

The report of last Hudson Bay Expedition by Mr. A. P. Low, officer in charge, forms appendix 12 of this department's report (Marine Branch).

The *ss. Neptune* left Halifax on August 23, 1903, reaching Port Burwell on September 1. After exploring these northern seas for one year and fifty days, the *Neptune* returned safely on October 11 last, having surveyed over two thousand miles and navigated nearly eleven thousand miles, often under great difficulties.

Mr. Andrew Halkett, an officer of this department, who accompanied the expedition as naturalist, sends the following preliminary report upon the animal life there, as observed by him.

Mammals.

The mammals observed were limited to the four orders, the carnivora, the rodentia, the ruminantia, and the cetacea ; and embrace the Atlantic Walrus (*Odobenus rosmarus*), the Ringed Seal (*Pagomys foetidus*), the Harp Seal (*Pagophilus groenlandicus*), the Hooded Seal (*Cystophora cristata*), the Polar Bear (*Thalartos maritimus*), the Barren-ground wolf (*Canis albus*), the Esquimo Dog (*Canis familiaris borealis*), the Arctic Fox (*Vulpes lagopus*), the Polar Hare (*Lepus arcticus*), certain small rodents, such as Marmots and Lemmings, the Musk Ox (*Ovibos moschatus*), the Barren Ground Caribou (*Rangifer arcticus*), the Right Whale (*Balæna mysticetus*), and the Beluga or White Whale (*Delphinapterus catodon*).

Specimens of the skins of several of the mammals, suitable for mounting, were preserved, with a series of skulls, bones, teeth, &c.

Birds.

The skins of about thirty species of birds, embracing over one hundred specimens, were preserved ; these include, among others, the Lapland Longspur (*Calcarius lapponicus*), the Snow Bunting (*Passerina nivalis*), the Red Poll (*Acanthis linaria*), the American Raven (*Corvus corax principalis*), the Horned or Shore Lark (*Otocoris alpestris*), birds of prey, various shore birds, including the Red Phalarope (*Crymophilus fulicarius*), the Whistling Swan (*Olor columbianus*), Hutchin's Goose (*Branta canadensis hutchinsii*), the Snow Goose or Wavy (*Chen hyperborea*), the Eider Duck (*Somateria mollissima*), the King Eider (*S. spectabilis*), the Long-tailed Duck or Sou-wester (*Harelda hyemalis*), the Arctic Tern (*Sterna paradisæa*), various gulls (*Larida*), Jägers (*Stercorarius*), the Murre or Brunnich's Guillemot (*Uria lomvia*), the Sea Pigeon (*Cepphus mandti*), the Red-throated Diver (*Urinator lumme*), and the Black-throated Diver (*U. arcticus*).

Numerous birds' eggs, some of them in sets, a series of birds' nests and avian anatomical preparations were also collected.

Various other species of birds were observed, such as the American Titlark (*Anthus pensilvanicus*), the Rock Ptarmigan (*Lagopus rupestris*), and the Dovekie (*Alle alle*).

Fishes.

The fishes observed, or collected, were various Salmonoids and Codfish (*Gadus calarius*), together with a specimen each, of *Lycodes* and *Gymnelis* (dredged), two specimens each, of two species of Blennioids (dredged), a Sand-lance (*Ammodytes*). Cottoids or Sculpins, a species of fresh water Stickleback (*Pygosteus*) and a Basking Shark (*Somniosus microcephalus*).

Insects.

Among the insects collected were two species of humble or bumble bees (*Bombus*) : Dipterons, chiefly of the families Culicidæ, Cætridæ, and Muscidæ, including the large larvæ of a fly which infest the flesh of the caribou ; caterpillars and diurnal moths : several species of beetles (including aquatic kinds) ; the larvæ of Caddis Flies (Phryganids) ; and a curiously modified louse, found on a walrus, and on a seal.

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Spiders of different kinds and sizes, and other Arachnids were found.

Numerous Marine Invertebrates were dredged, or otherwise obtained, and embrace ; Ascidians, Crustaceans, Mollusks, Polyzoans, Annelids, Echinoderms, and Coelenterates.

CONCLUSION.

The Dominion fisheries extending, as they do over so vast an area and including seas, rivers, and lakes, varying in every physical feature, yield the most varied food products, and afford a field for almost every possible fishery enterprise.

In addition to their importance from the commercial point of view and as a source of food for farmers, settlers, prospectors and residents in the most remote regions, they have a value not to be over estimated for angling and sport generally. Hence the necessity for conserving the fisheries for all these various important purposes.

It will be seen from the foregoing pages that steps are being taken to protect the fisheries of Canada and to prevent, where possible, any depletion of its waters. The great interests at stake are constantly kept in view by the department, whilst at the same time all is being done that can be to encourage and foster a desire in fishermen and others engaged in the industry of fishing to assist in properly maintaining regulations that will preserve our great heritage.

I have the honour to be, sir,
Your obedient servant,

F. GOURDEAU, Lt. Col.,
Deputy Minister of Marine and Fisheries.

SPECIAL
APPENDED REPORTS

BY

PROFESSOR E. E. PRINCE

Dominion Commissioner of Fisheries

I. CANADIAN STURGEON AND CAVIARE INDUSTRIES.

II. METHODS OF COARSE FISH EXTERMINATION.

III. THE SCOTTISH HERRING CURING EXPERIMENT IN CANADA.

By Mr. JOHN S. COWIE, Lossiemouth, Scotland.

(With Prefatory Note by Professor PRINCE.)

1904

SPECIAL APPENDED REPORTS

I.

THE CANADIAN STURGEON AND CAVIARE INDUSTRIES.

By PROFESSOR E. E. PRINCE, DOMINION COMMISSIONER OF FISHERIES, OTTAWA.

Few people realize the value and importance of the sturgeon industry of Canada. It has been said on high authority that of caviare, one of the most valuable sturgeon products, Canada contributes 75 per cent of the world's supply. Certainly the assertion that almost every Canadian river emptying into the Atlantic and Pacific oceans is a salmon river, may be extended in the case of the sturgeon, and it may be said of the principal inland waters of the Dominion, as well as the rivers on either seaboard, that they are inhabited by sturgeon. The Russian sturgeon fisheries, especially the caviare industry, has long been accorded the premier place, but when it is remembered that of the three and a half million square miles superficial area of Canada, 627,530 square miles are water, and that it includes half the fresh-water upon the surface of the globe, it need cause no surprise that the sturgeon is a species of fish occurring widely and abundantly in Canada.

DISTRIBUTION OF CANADIAN STURGEON.

The group of fishes known as the sturgeons, the Chondrostea, includes over twenty different species, and of these seven or eight occur in North America, and four or five have been recorded in Canada, one, viz., the paddle-nosed sturgeon (belonging to the family Spatularidae) has been captured in Lake Huron and Erie waters only four or five times; while the huge white sturgeon, *Acipenser transmontanus*, is confined to the Pacific waters, the much smaller lake sturgeon (*A. rubicundus*) is distributed through the lakes of Ontario and Manitoba, and is found more or less plentifully in the waters of the North-west and the Hudson Bay basin, the common sturgeon (*A. sturio*) occurs often far inland; not always where access to the sea is possible. Other species of the family Sturionidae have been recorded in Canada; but they are uncommon and of no commercial importance. From the St. John river, in New Brunswick, at one time noted for its abundance of fine sturgeon, up to and including the River St. Lawrence and its tributaries, most of the rivers have yielded more or less sturgeon, and even as far north as Hudson Bay the sturgeon has been captured from time immemorial. I have myself, within the last four or five years, handled fine specimens of this fish from the St. John river, N.B., and indeed made a careful study of the food of the sturgeon from specimens studied on the banks of the river, of which I gave an account in the department's 31st Annual (Fisheries) Report, 1898. Dr. Robert Bell, head of the Geological Survey of Canada, most kindly gave me for determination a specimen of a sturgeon from the waters near York Factory, Hudson Bay. I gave a detailed account of this and of a number of other Hudson Bay fishes in a paper read in Section D. (Zoology) of the British Association when the great scientific body met in Toronto in 1897. I pointed out that as the specimen was very young, its diagnosis was less certain than would be the case in a more mature specimen, for in its external features the sturgeon undergoes marked changes

as it grows. The snout in the young is more lengthened and slender, the body more angular and attenuated, and the rows of enamel plates and spines are more projecting, proportionately larger, and the tooth-projection more hooked than in the adult. The small specimen showed 16 plates dorsally, 35 laterally on each side, and 35 or 36 ventrally, numbers which do not agree with the common species, but in which great variation introduces a large element of uncertainty.

GREAT LAKE STURGEON.

The great lakes have in times past furnished vast quantities of sturgeon, and Lake of the Woods, in the extreme western portion of Ontario, is remarkable even amongst Canadian lakes for the incredible quantities of sturgeon, of the very finest quality, which it has supplied to the markets. Lake Winnipeg, Lac du Bonnet and tributary waters (in Manitoba), are inhabited by sturgeon, but curiously enough the lakes immediately to the west (Lakes Manitoba and Winnipegosis) are either destitute of these fish or they are very scarce; but the lakes further north and west, Cedar, Cumberland, Moose, Reindeer, &c., and the great Saskatchewan, the Nelson, Hays river and others that might be named, teem with this valuable species. Further west again sturgeon appear to be absent, both east and west of the Rocky Mountains; but as the Pacific coast is approached a gigantic species is encountered (*Acipenser transmontanus*) which not uncommonly reaches 400 to 500 pounds weight, or even 800 pounds or 900 pounds; indeed, I myself, in 1894, saw some huge specimens whose heads after decapitation were almost as large as the head of a bullock, and whose weight, I was informed, ranged from 1,100 pounds to 1,200 pounds.* In the more eastern waters of Canada, sturgeon of 60 to 100 pounds are common, but examples have been taken weighing 160 pounds to 190 pounds. In former times the sturgeon was mainly utilized by the Indians and in the more remote regions, this fish for a considerable portion of the year, was the main food upon which they could rely. There was practically no demand for sturgeon as a white man's food. It is true that twenty-five years ago, there was a demand for sturgeon on the St. John river, N.B., but the fishery was stimulated practically by one or two New York firms, who wished to supply certain sturgeon products to Germany, Russia, &c., and as stated further on in this report, the fishery lasted only a few years, and was of a sporadic, and from a Canadian point of view, unimportant nature. As a rule, the sturgeon was regarded by the fishermen with disfavour, and any captured in salmon, shad, whitefish, or pickerel (doré) nets were thrown out on the beach, or placed on the land for fertilizing purposes.

RECENT GROWTH OF FISHERY.

Within the last 10 or 12 years only has the sturgeon been regarded as having any substantial value in Canada. First commercially utilized on the St. John river, N.B., in 1880, the fishery was later developed on the great lakes, and in Lake Huron assumed extensive proportions, though it was on Lake of the Woods that the industry developed not only with rapidity, but to a high commercial value, so that eight or nine years ago the sturgeon fishery on the last-named lake was claimed to be one of the most valuable in the world. In Lake Winnipeg and the Manitoba waters, the fishing firms later turned special attention to the industry, and in 1895 it had become important, while a year or two later the Fraser river in British Columbia and the Pacific waters of Canada were being fished extensively for sturgeon. Only within the last two or three years have the more northerly waters been exploited, and at this moment fishing firms in Canada (urged, no doubt, by U. S. buyers) are making every effort to utilize the sturgeon, which it is generally conceded the Canadian western and northern waters

*The newspaper statement that a Columbia river sturgeon of 848 lbs. weight is the largest Pacific sturgeon known is, of course, an error.

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inhabit. It is, however, only too true that vast virgin waters in which sturgeon doubtless occur, have not yet been touched, and the value of these fish is not understood or realized. One recent authority affirms that Canadians are at last waking up to the value of the sturgeon fisheries, which they have for so long permitted to be ruthlessly despoiled. For many years any implement of capture could be employed. The result has been that while a few years ago the fish were so plentiful as to be practically of no market value, they have now decreased so rapidly that they have become the highest priced of our commercial fishes.

FUTURE DEVELOPMENT OF INDUSTRY.

It is fully ten years ago since I publicly expressed my opinion when officially inspecting Lake Winnipeg, at a time when the sturgeon industry was little developed, that the industry had great possibilities before it in the west. On my many visits to these waters my views have been confirmed, but, it was on one of my earliest trips (in 1895) when I made some observations which a local newspaper reported as follows:—

‘The representatives of the various companies have pressed the Commissioner of Fisheries for an earlier season for sturgeon, and also the permission to adopt other methods of fishing than the gill net, which at present the regulations alone allow.

The commissioner was very much impressed with the character of the whitefish which are prepared for the United States market in a manner which much enhances their value. Immediately after being taken from the nets they are cleaned and at once undergo the cold storage process. The fish are then sent to the United States market in splendid condition.

He was also greatly interested in the sturgeon industry. The Lake Winnipeg sturgeon, he thinks, takes premier place in the market on account of their rich edible qualities. Samples of fresh sturgeon were shown Mr. Prince and he did not hesitate to pronounce them superior to anything else he had seen from other waters.

With due protection, the commissioner predicts a great future for the Manitoba sturgeon fisheries, though no fish is so easily depleted by reckless methods, as the exhausted United States sturgeon fisheries demonstrate. The preparation of caviare is yet in its infancy and there is no manufacture of isinglass, one of the most valuable products of the sturgeon. From the commissioner’s visit to the lake and from his conference with the representatives of the leading fish companies he was convinced that the Lake Winnipeg fisheries are capable of vast development and in the future are certain to be of immensely increased value.’—(*Daily Nor’Wester*, Sept. 15, 1895.)

During the last two or three years applications received at Ottawa have been very numerous from parties wishing to develop fishing industries in the more remote waters of Canada. These may abound in whitefish, trout, excellent pike or jackfish, and doré or pickerel, yet almost without exception the object of applicants is to embark in the sturgeon fishery. ‘Now what I want is to get a few sturgeon this summer in order that I can be in a position to pay as high a price for fish of all kinds as the established fishing companies’ is the statement of one of the applicants, though in most cases the capture of sturgeon is not very prominently mentioned. There is indeed no fish, apart from the salmon, which there is such eagerness to capture as the sturgeon in Canada. Yet a few years ago an authority like Dr. M. H. Perley could say of this fish only that it is taken in New Brunswick and Nova Scotia waters of a length of two to eight feet, in weirs, seines and gaspereau nets, to the last of which it is very destructive.... The flesh is like coarse beef, quite firm and compact, but rank and unsavoury. The Indians cut it up in large pieces and salt it for winter use; it is only eaten by those who can obtain no better fare. The flesh of a young sturgeon is much more delicate than that of an old one; when stewed with rich gravy its flavour is not unlike that of veal.’ (Fisheries of New Brunswick, 1852). Mr. T. F. Knight

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speaks in similar terms of its food qualities in his Fisheries of Nova Scotia (Halifax, 1866), saying that it 'is found in the harbours of the Atlantic coast and in the Bay of Fundy. It prefers soft and muddy bottoms. It spawns in fresh water, before leaving it in the autumn, to return to sea.'

GREAT VALUE OF PRODUCTS STIMULATES THE FISHERY.

What are the reasons of the increased importance of the sturgeon in Canada? The reasons are that, apart from the flesh, which has some market value, the sturgeon yields certain very valuable and important products. These named in the order of their commercial estimation are (1) caviare, (2) isinglass, the product of the swim bladder, (3) the flesh salted, smoked, or otherwise prepared, (4) oil which is of great value in the leather industry, (5) fertilizer, made from the entrails and scrap, (6) the soft gristly backbone with its sheath which prepared is called *vesiga* and all over Russia is an esteemed article of diet, (7) the brain and nerve cord removed from the gristle when smoked and dried is considered a great delicacy in China, (8) the back portion of the sturgeon or dorsal region is made into *balyki* a preparation in which women are extensively employed (it is stated) in Astrakan, (9) the ventral part or belly of the fish is made also into a food product called *pupki*, (10) a valuable fish glue, differing from the isinglass of the swim-bladder, is made from the nose, fins, tail, &c., and lastly (11) leather has been made from the tough and dense skin of the sturgeon. Mill belts and boot laces are made of sturgeon leather.

SMALL VALUE FORMERLY OF STURGEON EGGS.

It will be seen that most of these numerous products are yielded not by the flesh, which is practically the only portion usually utilized in marketable fishes, with few exceptions; but by the waste materials or what is usually termed 'offal.' The spawn, for instance, is not regarded as of much value in edible fishes generally (e. g. the halibut, the salmon, &c.,) but in the sturgeon it has a value much greater than the flesh or other parts of the fish. So little was this value of the roe or spawn realized in Canada that for many years the sturgeon was fished mainly for the flesh, and I have before me a contract, made about nine years ago, in which a Canadian fisherman binds himself to supply all the sturgeon he captures to an American agent who agrees to pay him 10 cents per pound for the meat, but the waste (the roe, swim-bladder, &c.) were to be carefully kept and handed over for nothing. The waste referred to was at the time valued at 30 cents to 40 cents per pound (it is now 75 cents per pound) while the flesh was then worth at the outside 10 cents per lb. and is indeed now not more than 6 cents to 10 cents per lb.

In some localities the great value of the sturgeon was, however, recognized and in the Dominion Fishery Officer's report for St. Clair river, so long ago as 1884, the following interesting statement occurs:

'The large catch of sturgeon is worthy of notice. Some years ago these fish were considered as worthless, and even deemed a nuisance. They are now reckoned amongst the most valuable kinds of fish frequenting the waters of Ontario. When sold round, fishermen easily obtain 60 cents per fish. When dressed, nothing is lost: the flesh sells at 4 or 5 cents a pound; the prepared eggs or caviare fetch 10 cents a pound; bladders 5 cents each. Valuable oil is also extracted from the offals, and the skin is now used for mill-belt laces. Experiments have shown that a set of sturgeon leather laces will last as long as the belt itself.'

It is no doubt owing to the nearness of the great Detroit fish-markets that the Canadian fishermen in the adjacent localities had the value of the sturgeon forced upon their attention, though the price, 10 cents per pound, for the caviare was, of course, a wholly inadequate rate for that valuable product twenty years ago.

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AMOUNT OF CAVIARE YIELDED BY STURGEON.

The amount of eggs or caviare, as as they are called when properly prepared, varies very much in different sturgeon. A Lake Erie sturgeon may yield two or three gallons up to six to twelve gallons, according to size of the fish. This quantity implies very great reproductive capacity. If ten gallons be taken as an average yield per fish, that would mean a total of one million to two or three million eggs per fish, as there are 160,000 to 200,000 eggs to a gallon measure of sturgeon spawn. A lake sturgeon of 190 pounds weight contains 40 pounds of roe, which brings to the fisherman nearly \$50. A sea sturgeon secured at Pennsville, New Jersey, U.S., weighing 300 pounds, produced half a keg of caviare (over 60 pounds), valued at about \$60, and a Pacific sturgeon weighing 255 pounds gross, brought to the Trescott freezer, Astoria, Oregon, yielded about 50 pounds of caviare. It is not by any means the case that the huge sturgeon, 800 or 1,000 pounds weight, yield caviare in quantity proportionate to the size, and as a rule in these monstrous fish the roe is of inferior quality. We know that in the Volga (Russia) sturgeon have been asserted to reach a length of 25 feet; but that must be an exaggeration, as a reliable authority tells us the Russian sturgeon usually range in weight from 100 pounds to 460 pounds. In Norway there are records of sturgeon 1,000 pounds weight, but the monstrous *Acipenser huso* of Southern Russia, Professor Arthur Thomson states, may weigh nearly 3,000 pounds. The best Russian caviare is furnished by the sterlet (*A. ruthenus*), which is a comparatively small kind of sturgeon. It may be added that the small shovel-nose sturgeon (*Scaphirhynchus*) of the Mississippi valley and the Middle States is valued for its excellent caviare, while the flesh also is in demand. The fish rarely exceeds 40 to 50 inches, though examples of seven and eight feet have been reported. The paddle-nosed sturgeon of the Mississippi waters has recently become commercially valuable owing to the good quality of the caviare made from its greenish-black ova, but the flesh is not valued excepting by coloured people. It ranges in size from 3½ to 5 or 6 feet, and of a weight of 40 to 140 pounds. A fine specimen from the Lake Superior waters, examined by myself, measured 5 feet 4 inches in length and weighed over 100 pounds. I gave an account of this fish at the time of its capture, as it is of extremely rare occurrence in Canada.*

STURGEON FISHED WHEN MIGRATING.

The sturgeon are usually caught when migrating to their spawning grounds either from one part of a great inland lake or river to another, or from the sea to the upper waters far above tidal limits. They move in great schools, so that quantities can be secured if the precise route taken by them be discovered. In Russia they seem to occur in incredible quantities. Indeed, one writer describes as follows the remarkable abundance of sturgeon and the great captures made, when they swim up the Volga from the sea: It is evident that they must be caught in vast numbers, and such is the case. The great fish, weighing from 100 pounds to 460 pounds, and averaging from 5 inches to 25 feet in length, rush into the Volga at certain seasons in such quantities that a million and a half have been killed in a single season. During these migrations the scene is often a curious one. The people, far and wide, are excited at the prospect, and rush to the stream with various weapons of offence, but so vast are the numbers of fish that nothing deters them. At Rubbinsk the river is quite narrow, being about 350 feet in width and 28 feet in depth, and here, some years ago, during an unprecedented run of fish, a most remarkable scene was witnessed. The entire country round about was aroused, and so alarmed were the fish in the river below that they moved up towards Rubbinsk in a solid mass, like a great wave; as the space grew narrower they became more compressed, and finally, at the town mentioned, the river

*See Ottawa Nat., vol. xiii., p. 153 (Oct., 1899).

was fairly blocked with them, and up and down the stream for a considerable distance there was an actual bridge of sturgeon, their bodies forced out of water, while many, by the squeezing process, were thrust entirely out upon the backs of the others. In fact, the Volga was bridged with fish, and excited fishermen, armed with clubs and spears, dashed upon the monsters, standing on their backs and jumping from one struggling fish to another; now with one foot on one and one on another. Men, women and children walked upon fish, and dragged them to the shore as fast as they could, while the fishermen, standing amid the struggling mass, killed hundreds. This curious warfare continued for several hours, but finally the dam was broken, and the great mass of fish surged ahead and continued the migration, leaving hundreds of dead and wounded behind.

In the Fraser river the sturgeon, until five or six years ago, passed up from the sea, not only in numbers, but of incredibly great size, their destination being such lakes at Pitt lake, fifty miles from the mouth of the river, where they were taken in June and for a few months later. In the Atlantic rivers they also migrate up from the sea in June and July; but in inland waters like Lake Winnipeg or the great lakes of Ontario they could be taken as early as May or even April. In tidal waters they are taken usually by gill-nets in Canada, these being floated across the river two or three hours before slack, and usually taken up at slack water.

MODES OF CAPTURE.

The fish seem to grope along near the bottom, evidently feeding on edible matter lying there, sucking it up with their funnel-like toothless mouth, and feeling about with the long fleshy beards or barbels hanging down from the under surface of the head, in front of the mouth. The monstrous sturgeon in the Fraser river were found to burst through the ordinary strong twine used by the net-makers, hence I recommended strong cord, or rather rope, and a larger mesh of more than 12 inches. My advice was followed, and the fish were taken more successfully. In the Red river, Manitoba, and in other waters, baited hooks were used.* These lay on the bottom and the fish were readily hooked; but a very cruel and wasteful method of fishing has been tried in Canada, until forbidden by law, and is still adopted very generally in the United States, viz., bare grapnels or rows of sharp unbaited hooks laid on the bottom. As one well known United States authority observes :—

The method of taking sturgeon with set lines is generally and justly considered very destructive and cruel. It probably originated in China, and was for many years extensively practised by the Chinese fishermen of California. Recently, however, the use of set lines by the Chinese has been interdicted.

One of the features of the method which makes it especially harmful is the destruction of immature fish. Very large quantities of sturgeon only 15 or 18 inches long are often seen in the markets. The sacrifice of small sturgeon is said, however, to be unavoidable, as the fish that are snagged by the hooks are injured so severely that even if liberated alive most of them would soon die.

In the Sacramento, San Joaquin and other United States rivers, large-meshed gill-nets are used; but in 1893 bare grapnels were introduced, and were adopted generally on account of their effectiveness. Fish traps or pound-nets usually secure a good many sturgeon, especially in the spring. The sturgeon captured then, as indeed they are generally in the Russian and other fisheries, are found to contain most spawn, as the sturgeon appears to spawn mostly in early summer.

STURGEON FISHERIES SOON DEPLETED.

No fishery is so easily exhausted by reckless, unrestricted fishing, and the wasteful bare hooks or set lines of grapnels have, wherever used, depleted the sturgeon. As

* 'I was surprised' says Inspector W. S. Young in 1902 'to see sturgeon caught by hook and line by the Indians who make very successful catches,' in the Winnipeg river.

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an example of the extensive efforts to destroy sturgeon, I may mention that one Canadian officer reported to me that in the St. Clair waters, between Lakes Erie and Huron, he had in 1894 seized and destroyed 30 miles of set lines with about 100,000 huge bare grapnel hooks attached for illegally taking sturgeon. The rapid decline and extinction of sturgeon fisheries can be instanced in several notable cases in Canada. Thus the St. John river is described by all writers upon New Brunswick to have abounded with sturgeon forty or fifty years ago. The Indians speared them for their own use, and parties canoeing up the river were constantly startled by the jumping of huge sturgeon, which fell back into the water with a resounding splash. In 1880 some United States fish buyers urged the Canadian fishermen to capture for them all the sturgeon possible. The firm had by their extensive operations very seriously reduced the supply of sturgeon in the waters of Florida, and within five years of their arrival on the Canadian river the fish were cleared out of the St. John river. Only drift-nets were used; but the quantity obtained fell from 602,500 pounds in 1880 to 16,264 pounds in 1886. The largest fish brought 30 cents to 50 cents each, as the fishermen did not realize their value, and though a close season for seven or eight years was instituted the fish have continued scarce. Some of the sturgeon were 60 to 100 pounds weight, and the United States buyers smoked the flesh for the New York market, converted the eggs into caviare, and boiled out the oil from the refuse, so that the catches were thoroughly and profitably utilized. Similarly, the Fraser river sturgeon were cleaned out in a period of five or six years, as the industry brought to the fishermen in 1897 no less than \$67,000, but a few years later the value had fallen to \$3,350 (in 1902).

Lake of the Woods, in western Ontario, is in many respects the most remarkable sturgeon habitat in North America. The lake is 1,500 square miles in area. Canadian regulations enforced over the greater part of the lake and on Rainy river would have permanently preserved the sturgeon and the fishing industry; but a very small corner of the lake falls within the United States border, and there the most unsparing and unrestricted destruction of sturgeon was carried on, with the result that whereas in 1894 no less than 1,059,267 pounds were sent into the market from the United States nets, five years later (1899) the catch was only 197,033 pounds. In the Canadian portion 162,760 pounds, valued at \$9,780, were recorded in 1894, which had fallen in 1902 to about 46,000 pounds (of which 1,853 pounds was caviare), and of a total value of only about \$3,600. The New York *Fishing Gazette*, in June, 1896, made the following interesting reference to the growth and importance of the Lake of the Woods sturgeon fisheries. Quoting from the *Winnipeg Colonist*, it said:—

‘Next to lumbering, probably fishing is the industry that up to the present has been of most benefit to the towns of the Lake of the Woods. In a quiet, unobtrusive way a very large amount of business is done, in particular in that aristocratic luxury, caviare. It may possibly surprise many a resident of the place itself to hear that the Lake of the Woods practically controls the world’s market for this delicacy. It is estimated, indeed, that the Lake of the Woods produces 75 per cent of the caviare supply of the world. Consequently, it will be understood that the sturgeon is the fish that most attention is paid to, though there are a great many whitefish, bass, pickerel, and other fish caught and sold. The total catch for the season 1896 is estimated at 5,000,000 pounds, a large part of which would be sturgeon, from which 190,000 pounds of caviare was made. The business is divided between Canadian and American companies, though Rat Portage is the headquarters for all. The American companies operating are the Lake of the Woods Co-operative Company and the Lake of the Woods Fish Company, while the chief of the Canadian companies are the Rat Portage Fish Company, the Norman Fish Company, E. W. Brydges and Captain Hooper. There are engaged in the industry altogether fourteen steamboats and fifteen barges, besides a very large number of so-called pound-boats. It is estimated that the work gives employment to fully 500 men, and that the amount of money brought to Rat Portage through the industry last year was about \$200,000.

From the sturgeon, besides caviare, another valuable product is obtained, namely, isinglass, which is taken from the bladder. The caviare is treated mostly in Germany at present, but the amount treated and put up in Canada and the United States is increasing every year.

I have above made several references to the St. John sturgeon fishery and its rapid decline after a brief period of prosperity. The case is so typical, that I venture to quote from the fisheries reports issued at the time. Thus in 1881 the New Brunswick inspector reported:—

‘During the last summer a new industry has been developed on the St. John river. Several Germans came from New York in the month of June, and engaged in the capture of sturgeons, which are plentiful in the St. John, but have never previously been turned to any profitable use. These foreigners brought several nets with them, but had their boats built on the river, under their instructions, by resident workmen. They also employed resident fishermen on the river to work these boats and nets, and paid them one dollar each for all the sturgeons they caught. The following is a brief description of the mode of catching and handling this fish.

‘The boats are large flat-bottomed affairs, roughly made of thin planks, but well adapted for their purpose. The nets are made of strong cotton cord, about 12½ inches in the mesh, from 40 to 60 yards long, and 15 to 20 feet deep. They are operated by drifting, each net attended by a boat and two men. Fishing commences at dark and continues until daylight. Sometimes as many as 20 fish are taken in a night by one boat; but more commonly about 5 to 8 per boat. In the morning the fish are taken to a floating platform attached to the shore. The heads and tails are cut off; the entrails removed; the skin taken off; the back bone cut out, and the two sides of the fish are packed in ice in large boxes and exported to New York, where the flesh is smoked by small dealers for immediate consumption.’

But in 1884 the effects of unwise over-fishing were apparent, and the inspector had the unwelcome duty of saying: ‘The great decrease in the catch of this fish which I have had to report for several years past has, this year, been still more marked. The catch is not more than half that of last year, which showed an equal decrease, as compared with the year preceding. Those engaged in the business have hitherto attributed this falling off to high freshets and unfavourable weather; but the experience of this year points to a different solution of the trouble. The opinion expressed in my last report would seem to be borne out by the result of this season’s fishing. I never believed the stock in the river would stand the excessive fishing which followed the commencement of the business, still there were some peculiarities in this season’s experience, which are not easily explained, in my present knowledge of the habits of this fish. The principal of these is the fact that very few small fish were taken; most of the season’s catch consisted of large fish, and it would seem as if the smaller fish were not in the river. Why they did not come as formerly I am at a loss to explain, and I have little faith in theories unsupported by facts. The most marked feature in a failing fishery is the scarcity of large fish and the preponderance of small ones. But this rule seems to have been reversed this year, and though the numbers taken have diminished, the size has increased. I am informed that a movement is on foot to obtain the removal of the tax on nets, on the ground that fishing is so poor. From my point of view, this is the strongest reason for continuing it: for no hope of improvement can reasonably be entertained until the excessive fishing that has hitherto been pursued is much reduced. But as past experience has shown that this fishery cannot be commenced earlier than the second week in June, in consequence of spring freshets, which do not subside much earlier than that date, the fishing season might be extended to September 15, without injury, as it is now pretty certain that this fish spawns all through the summer months.’

In the following year, 1885, Fishery Overseer Hetherington, in his report for Queen’s county, N.B., said: ‘Not a single sturgeon was caught in the Washademoak, where formerly they were most abundant, and where, in fact the fishery commenced’;

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while a neighbouring officer in King's county, N.B., said: 'The sturgeon fishery this year was confined entirely to King's county, and the catch has fallen into insignificance, being only 26,000 pounds. The catch in 1880 was 602,500 pounds.' The same melancholy story is repeated in all sturgeon fishery enterprises on this continent. The effort has always been to operate unsparingly, give the fish no chance, and kill the industry with all speed. A recent New York State report graphically records the decline in those waters:—

'The sturgeon fishery shows a remarkable falling off, the value of the product decreasing from \$46,573 in 1898 to \$8,323 in 1901. This fish is now very scarce, not only in Hudson river, but also along the south side of Long island, where it was secured in abundance six years ago. A large percentage of the sturgeon taken in Hudson river are small—under 20 pounds in weight—and are known locally as 'peelicans.' In 1892 the state interdicted the capture of these small fish, and this is expected to have a beneficial effect on the abundance of mature sturgeon.

The catch of sturgeon on the south side of Long island furnishes an instance of the development and decline of coastal fisheries. The fish are taken by means of floating gill nets with 12 or 14-inch mesh, operated during May and June, and also to a limited extent in September. The nets are set 1 or 2 miles from the shore from Blue Point to Montauk Point, and especially off Amagansett, Wainscott and Westhampton. This fishery began in 1892. In 1896 there were 103 men employed, using 37 boats and 223 gill nets, and the catch of sturgeon amounted to 314,430 pounds, gross weight, worth \$15,125. In 1898, when the fishery probably reached its greatest development, 187 men used 70 boats and 454 nets, and the gross weight of sturgeon secured was 509,365 pounds, worth \$43,864. Notwithstanding a large increase in the quantity of twine used by each boat, the average catch of fish in succeeding years showed a great decrease, and in 1901 the 57 men, using 25 boats and 257 nets, secured only 65,130 pounds, gross weight, of sturgeon, worth \$4,801. This fishery is so unprofitable at present that it promises to become extinct in a few years.

The department's report in 1892 gave a brief condensed account of the New Brunswick fishery, which sufficiently shows the rapidity of the decline, and the ineffectiveness of protective and recuperative measures to restore this important fishery when once the minimum stock of parent sturgeon has been reduced to practical extermination. The report says :

The history of the sturgeon fishing in the St. John river, N.B., can be summed up in a few words. Like the sea bass fishery, it was of short duration. Once found to be a remunerative business, improvident speculators rushed into it irrespective of protection, and although restrictions were legislated as early as 1881, they were of little avail to check the evil.

In 1881 a close season was established prohibiting the catch of sturgeon from August 31 to May 1. The mesh of nets was fixed at 13 inches extension measure, and a license fee of \$5 was imposed. In 1882 the license fee was raised to \$15. This failed to have the desired effect, as this industry seemed to have passed into the hands of a few foreigners who furnished the gear to resident fishermen.

In 1880, the catch of this fish reached 602,500 lbs.; in 1881 it fell to 453,450 lbs.; in 1882, only 284,350 were taken; in 1883, 125,280 lbs.; in 1884, 42,450 lbs.; while the catch of 1885 yielded only 26,240, and in 1886 it had dwindled down to 16,264 pounds, a decrease of 97 per cent in seven years.

This meant practical exhaustion of the supply if further fishing was allowed to continue; so, in 1886, the Inspector of Fisheries recommended a total prohibition of the fishing for a number of years. This suggestion was adopted, and the issue of licenses by the department ceased. Signs of improvement have been alleged since the closure was enforced; but those best able to judge assert that as compared with its former productiveness in sturgeon the St. John river has by no means been restored,

and before re-opening the fishery stringent measures will have to be enacted to regulate the operations, with a view to preserving a stock supply.

STURGEON IMPORTANT TO CANADIAN INDIANS.

In view of the large Indian population scattered over the vast western areas of Canada, it has again and again been urged that a fish so important to these native tribes for food was entitled to special protection, and with proper restrictive measures, a sturgeon industry and a lasting supply of food for the Indians could, it is claimed, be maintained for years to come. Some years ago an exceptionally able and well-informed Dominion officer reported on the sturgeon in western Canada in the following terms: 'I urge,' he said, 'the formation of reserves for fish on Lake Winnipeg and other waters of the west. I do so because of the sturgeon. There are no sturgeon in Lakes Manitoba and Winnipegosis, but the waters north and east of them teem with these fish, the value of which is only becoming known, and these waters have the last available supply in the known world untouched. In this one fish the Indian has an unfailing source of food and revenue for very many years to come, if it be properly conserved. The roe or caviare is in demand for export, the body of the fish and the sounds the Indian has for his family, the head and the oil—a better food than the head no man can get, and the oil, is the Indian's butter, and very good it is, too. Now, what is the value of these fish in the market? The flesh is worth more, or as much, as that of any other of our fishes, such as the lake whitefish, pickerel or doré, &c., and will never again be less. A female sturgeon with roe is worth more than a beaver, for the roe is worth over 50 cents per pound, and a ripe fish may yield 20 pounds. Such a fish is worth, say, \$12.60, viz.: the flesh, 50 pounds at 5 cents, is \$2.50; the roe, 20 pounds at 50 cents, is \$10, and the sounds are worth 10 cents. The saleable parts of one fish, leaving the oil and the head for the Indian fisherman, are thus of substantial value. If anyone thinks this statement incredible, let him ask any dealer in Selkirk, and he will gladly pay these prices for as many tons as can be brought. An American came to Manitoba a few years ago and bought sturgeon and other fish, buying chiefly from Indians. He strictly kept the law in all his dealings, but he was able to clear \$4,000 in a single year on sturgeon. No doubt this money is lost to Canada, and our Indians got no proper share of it, and if the system continues the country will have to feed the Indians and their families. Should not the extermination of the Lake of the Woods sturgeon have been prevented, as no white settlement existed in the vicinity of the fishery? It was purely an Indian population. It may be said that the Indian might farm, but on Lake Winnipeg, north of Dog Head, he has no land to farm on, and he must move south for that purpose. He must in the north hunt and fish, hence nets and boats are of more use than ploughs to him, and once his fishery is on a business basis he will not starve. The Berens river Indians have shown that the system is feasible. They take out licenses from the Dominion government and they sell their catches of fish, making several hundred dollars, often at a time of the year when as a rule they are nearly starving. The profit they made could easily be trebled by a little direction and by providing ice-houses for storage. It will be hard to keep outsiders from the sturgeon waters to the north. Commercially the sturgeon are in demand and will be sought after more and more every day. The Fisheries Department in Ottawa would be in a better position to resist the greed of outsiders, who wish to clean out the sturgeon and make money fast in these northern waters, by taking into account the just claims of the Indians, and their future, both as regards food and appropriate employment.' Of course there are difficulties in the matter, not the least being the innate indolence of the Indian and the irregularity of his methods and habits. It is difficult for him to realize that the markets require supplies of fish products even when he does not feel inclined to procure them; and the establishment of any commercial fishery on a business basis, where reliance is to be placed upon Indians, is a hazardous

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project. But the extermination of the sturgeon by white fishing firms in our more remote waters, is a contingency that should be wisely guarded against.

USES OF CAVIARE.

As it is mainly for the ripe mature roe that sturgeon are everywhere eagerly sought in order to manufacture caviare therefrom, a few details respecting this product and its mode of preparation are desirable.

It is hardly necessary to say that caviare is used as a savoury, or as an '*appétisan*' preceding the first course at dinner. For this purpose it is not to be excelled, its intense rich, if somewhat fishy, flavour, being, in the opinion of epicures, much superior to anchovies or any other savoury. It may be served up on thin toast or brown bread buttered, without any cooking or preparation, pepper and lemon juice adding to its piquancy, or there are numerous ways of serving it in a variety of cooked forms, as *hors d'oeuvres*. On account of its intensely strong or piquant flavour it is usual to spread it sparingly, much as thin jam is spread, although in Russia the freshly made '*zernistaia ikra*,' a light-coloured grain caviare, may be eaten in quantity as one eats rice or green corn. Many persons never acquire a taste for caviare, but to those fond of it there is no savoury edible more esteemed, and to stimulate an appetite before dinner it has no equal.

THE HARD STURGEON ROE IS BEST.

A sturgeon in the third or fourth year is said to produce the best caviare, and a roe nearly ripe, but not fully so is preferred. Just as in the roe-herring the nearly ripe fish contains the hard grained ovaries which the *connoisseur* approves, whereas the ripe ovaries are soft and have a slightly changed flavour, so the hard roe of the sturgeon, rather than those very soft and ripe are most valued. It is sometimes asserted that Russian caviare is superior because of the larger size of the individual eggs composing the roe; but the Fraser river sturgeon and those in Lake of the Woods and Lake Winnipeg are quite large, whereas the roe of the Russian sterlet, which are most valued, are smaller than those of the common species—the eggs of the sterlet being 2 mm. in diameter while those of the sturgeon are 2.6 mm. in diameter. One authority tells us that although the preparation of caviare in Russia does not differ from that adopted in other countries, its superiority is due to the fine quality of the roe. It would be more true to say that the freshness of the roes and the promptness exercised in at once handling and carefully preparing it, are the secret of its excellence. All fish products, as a rule, demand immediate preparation.

VARIATIONS IN CAVIARE.

Caviare shows much variation in colour, all gradations from light brown or even yellowish white to deep brownish or bluish-black being seen in the markets. For immediate use the lighter colours are preferred, but the preserved caviare is usually made of the deep coloured, almost black roes.

It is interesting to note that lake sturgeon produce larger eggs than species which ascend from the sea to spawn. The paddle-nose sturgeon of the Mississippi yields an inferior quality of caviare, but many other fishes have been utilized and their eggs converted into various kinds of caviare.

For example, the eggs of the bream (*Abramis brama*), of the perch (*Lucioperca sandra*), and of the 'vobla' or chub (*Leuciscus rutilus*) are also used for making a form of caviare which finds a market principally in Constantinople and Greece. Merchants from Greece visit the fishing establishments near As-

trakhan, purchase the fresh eggs, and have the caviare prepared under their own supervision in a manner quite similar to the salting of mullet roes in the United States. The roe bags with the eggs therein are carefully removed and mixed with dry salt in bulk. After sufficient salting the mass is placed between boards weighted down by heavy stones, and after remaining thus for a month is shipped in casks. In the retail trade it is usually cut into disk-like slices and is much sought after in Greece. From 500,000 to 700,000 pounds of the caviare from perch eggs are prepared every year in Kuban. During recent years the Greek islanders have prepared large quantities of roes from the above named species of fish.

Day states that the roe of carp (*Cyprinus carpio*) is made into caviare by Jews in Italy and Eastern Europe, as by their regulations they may not eat caviare made of sturgeon, that fish being destitute of scales.

The fishermen of the Dardanelles prepare a kind of cheese from the roe of several species of fish by drying it in the air and then pressing it. By dipping it in melted wax, a crust is formed over it which prevents its being affected by the air. Inside this crust the roe undergoes a sort of fermentation, giving it so piquant a flavour that one can eat but little of it at a time. It is said to taste like a mixture of fine sardines, caviare and old cheese. Before it is eaten, the crust of wax is taken off, and if it has become mouldy, which frequently happens, it is soaked in strong vinegar.

In Germany a form of caviare is made from the eggs of the pike, in the following manner. The fresh eggs on removal from the fish are rinsed in cold water and rubbed through a coarse sieve to separate them from the membranous tissues enveloping them. On completion of this, they are rinsed two or three times and are placed in a finer-meshed sieve to drain. Next, they are well mixed with fine salt and flavouring ingredients, there being added to each 100 pounds of eggs about $3\frac{1}{2}$ pounds of fine salt, $2\frac{1}{2}$ ounces of citric acid, and a small quantity of lemon oil. After being thoroughly mixed with these ingredients the eggs are put in a cool place, and after remaining undisturbed for eight days the jars or tubs containing them are tightly sealed.

Shad eggs have also been used, being mixed with the roe of the sturgeon, but the resulting product decreased its value and quality.

METHOD OF CAVIARE PREPARATION.

There are certain precautions which must be observed in making caviare, apart from the actual process itself, if the resulting product is to possess the features most desired.

(1.) Various colours of eggs must not be mixed. If the roes are pale or dark these must be kept separate or a piebald particoloured caviare of undesirable appearance will result.

(2.) No water must be brought near the eggs, as it has a tendency to soften and break the eggs.

(3.) The ovaries must be kept clean, carefully separated from other parts of the fish, and scrupulously handled so that the eggs may not be crushed or broken.

(4.) The egg must be taken from the fish as soon as possible after it is killed by cutting it across the region of the neck. Eggs not perfectly fresh yield only low grades of caviare.

It is not really difficult to manufacture good caviare as the process consists essentially in merely cleaning the eggs from the enclosing bag or membranes, fat, &c., and properly salting the cleaned eggs, yet much bad, almost worthless caviare has been produced in Canada and the United States owing to careless cleaning or inferior salting. Sturgeon oil is often used to soften the caviare if it appears too dry in its final condition.

Dr. Nikolas Borodine, of St. Petersburg,* states that there are two kinds of caviare, the fresh or grain caviare (zernistaiä ikra), and hard or pressed caviare (paiousnaïa

* Revue Internationale de Pêche, Dec. 1899.

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ikra). He says that *caviar à grains* is prepared by clearing away the skin, ovarian membranes and tissues of the stroma from the eggs while in a fresh unsalted condition. A stand or table with a top of meshed material, like a sieve, 39 in. long by 18 in. wide is used for cleaning the eggs. The sieve material which is destitute of knots or inequalities has meshes $\frac{2}{3}$ to $\frac{3}{4}$ of an inch across, large enough to allow the spherical eggs to drop through unbroken, when gently rubbed by the hands. As the hands gently press backwards and forwards over the egg-masses they are forced through the meshes; but the skin and fatty flakes remain on the surface of the sieve. Ovaries not perfectly fresh are more difficult to handle as the eggs do not separate from the enclosing bag, or ovarian membrane readily, and some of this substance goes through with the eggs. From this impure egg-material lower grades of caviare are made. On dropping through the sieve, they collect in a trough below, and pass off into tubs. Salt of the best quality is then mixed with the eggs by means of a wooden paddle or fork or by hand, and in 10 or 15 minutes the salt draws out some of the watery contents of the eggs so that they become resistant and dry and the brine which sinks to the bottom is poured off. Dr. Borodine says that 10 lbs. of fine Lüneburg salt or salt from the lakes of Indere, Baskountchac is used. More salt is used in summer, less in winter. It is put up in round tin boxes ready for sale as fresh caviare and it brings a high price.

The pressed caviare is made by soaking the cleaned eggs in a brine solution, more or less salty, according to the length of time the product is intended to be kept. They become hard, but must not be kept too long in the brine or the caviare is over-salted, and the process requires great skill and judgment on the part of the workmen. When sufficiently pickled in the brine the eggs are placed in coarse, thin bags under a press, and squeezed until 'le lait' or the milky albumen of the egg oozes through. The surplus fluid is allowed to run off, and the pressed, salted eggs are placed in wooden barrels holding 1,000 lbs. (480 kg.) or in sacks or thin linen bags about 20 in. by 8 inches, or varied in size according to the customer's wishes.

SUMMARY OF PROCESS.

To summarize the process in preparing the two kinds of caviare, it may be said that there are four stages in producing fresh or grain caviare.

GRAIN CAVIARE.

(1.) Careful removal of the ovaries or egg-sacs from the fish, without breaking them, crushing the eggs, or permitting water to touch them.

(2.) Rubbing the egg-masses by hand upon a table with meshed or sieve top through which the egg falls intact, the skin, membranes, &c., remaining on the sieve.

(3.) Mingling the eggs with varying proportions of salt according to the season, and stirring with a wooden spade. (The best German or Lüneburg salt is preferred).

(4.) After standing 10 or 20 minutes, the brine formed is poured out and the salted eggs are packed in 1-lb., 3-lbs., or 5-lbs. tins, often lined with parchment paper, or into wooden kegs for wholesale trade. Small packages in tin-foil or silvered paper are made up for the retail trade.

For pressed caviare the treatment, as already seen, is different after the second stage and may be summarized as follows:—

(3.) The cleaned eggs drop into a tank of brine where they lie until hardened, a delicate operation, requiring experience. If soaked too long the caviare is over-salted, if too short the caviare will not press properly.

(4.) Pressed in a coarse, thin linen bag until the milk or frothy albuminous moisture exudes.

(5.) The pickled caviare is packed in casks of 1.083 lbs. Av., or in sacks 20 inches long by 8 inches wide.

Properly made caviare exhibits the rounded granular appearance due to the entire and unbroken character of the eggs. In the final small retail packages this is largely lost, and the caviare has the consistency of a dense black paste.

CANADIAN CAVIARE, WHERE SOLD.

Very little Canadian caviare is sold in the Dominion. At some of the best hotels, notably at the Canadian Pacific Railway hotels on the Transcontinental route, it usually appears on the daily *menu*; but the bulk of it is shipped in kegs to United States dealers, who send it *via* New York to the Hamburg caviare merchants. These Hamburg dealers monopolize the business, and no doubt make handsome profits out of the Canadian product, though it is well known that the United States fish merchants from Duluth, or rather St. Paul and Minneapolis, as well as Chicago, Detroit and Buffalo in the west to New York and Boston in the east, did for many years reap a golden harvest from this valuable Canadian product for which our fishermen either received no recompense at all, or a very low rate of payment. The final destination of much sturgeon roe secured in Canada was either Germany, Russia or London, and much of it no doubt returned to this side of the Atlantic put up in characteristic European packages and marketed at exorbitant European market prices. Some small shipments of Canadian caviare were shipped direct to London from Rat Portage, Lake of the Woods six or seven years ago, the English buyer, whose annual sale was from 5,000 to 10,000 lbs. paid 75 cents per lb. wholesale. This caviare at once established itself in the market, but doubtless owing to the fact that the handling of the product on this side of the Atlantic has been, all along, in the hands so largely of the United States firms, the direct business did not develop as was expected. The following interesting press notice refers to the experimental shipment: '*Canadian caviare*, a new Canadian product of an unusual sort has been placed on the market in London, England, through the efforts of the Canadian Department of the Imperial Institute, 1,500 lbs. of caviare having arrived there from a Rat Portage house as a trial shipment. It came in cold storage, and the London consignee was well satisfied both with the quality and the condition in which it reached him. It is said that the appearance the Canadian product closely resembles the best Russian, and is greatly superior to much that reaches the United Kingdom.' The demand for caviare in this country is rapidly increasing, and the article brings high prices, so that the trade is doubtless worth cultivating. The high prices referred to have been maintained, and I have seen reliable statements recently that caviare has risen to \$1 per pound at the fishing wharfs, and no doubt the price will ere long advance even much beyond that high figure. An American journal points out that the inferior caviare of the sea-run fish has risen to 95 cents per pound within the last few months. The statement referred to is as follows:—

There have been seasons when the shipment of caviare from Bayside, N.J., to the European markets has amounted to more than 500 kegs, says an exchange, but unless there is a big run of fish shortly less than one-third of that amount will be produced this year. At the rate at which caviare is now advancing in price all previous records promise to be broken. The present price is 95 cents a pound on the wharf, which is equal to \$120 a keg.

STURGEON FLESH, ETC.

For the flesh of the sturgeon there is no great demand in Canada, though Indians and western travellers esteem it highly. Its appearance to most people is not appetising on account, partly, of the variety of colours seen in its meat. 'It is said,' the late Frank Buckland stated 'that a good cook can obtain beef or mutton, pork or poultry out of one sturgeon, in other words, fish, flesh and fowl,' and the peculiarly streaked colours

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in a sturgeon steak bear out this statement. In Paris, sturgeon flesh is classed amongst the highest grades. Sturgeon, salmon, trout, soles, lobsters, oysters, &c., are indeed classed as 'fine fish' and pay the highest duty when imported, viz.: 10 per cent, whereas the lower grades, *i.e.*, ordinary fresh fish, pay only 5 per cent duty. The large sturgeon of the west, specially the monstrous specimens captured in the Fraser river after being cleaned, and placed on the shelves of the fish-refrigerating houses looked like gigantic sides of bacon. They are shipped in that frozen or chilled condition to dealers in New York and other cities, where they are cured and smoked, and sold to the Russian, German and other foreign residents, amongst whom there is great demand for sturgeon, smoked or otherwise prepared.

ISINGLASS PREPARATION.

A very valuable product of the sturgeon is that finest quality of glue called isinglass. The large vesicle or membraneous swim-bladder of the sturgeon provides this material. After removal from the fish it is cleaned, all fatty matter, blood, &c., being carefully washed and scraped away. It is cut into strips and exposed to the sun and air to dry, being often nailed to boards to facilitate this.

The inside layer of the bladder is carefully detached and pressed to prevent its contraction and ten or fifteen sheets of these pieces weighing 18 or 20 oz. are packed in linen and often sealed in metal boxes. The clear lining membrane of the swim bladder is nearly pure gelatine; not much gelatine or isinglass occurs in the whole organ, and in the lower parts of the Volga in Russia, the gelatine is boiled out as a fine quality of glue, and poured into moulds of various forms. Mr. P. L. Simmonds in his account of isinglass manufactured in India says:—

'The lining membrane of the air-vessel of the sturgeon, as already noticed, yields the best isinglass, but it has been rejected in the Indian forms, which accounts for its more fibrous nature, although not proving that this lining portion in India is of the best. East Indian isinglass has some positive defects, such as retaining a fishy smell, besides being partially insoluble, perhaps due to some portion of the albuminous membranes remaining. In fact, it requires more care in its preparation, which should be undertaken whilst it is quite fresh; and greater caution is necessary in the drying process. If it be not properly dried, it might possibly undergo a slight change or decomposition, and become partially converted into a more insoluble form of gelatine. A more important objection is the smell, which, however, may likewise, to some extent, be traced to the preparation. Care should be taken that it is not contaminated by the animal fluid of the fish, for then it becomes very difficult to purify. Likewise, it is too thick, which may be obviated by beating or pressure, as is now done with some American and Brazilian kinds. "The extra labour that this would require," observes Royle, could be profitably saved by not tearing it into fibres, in which form it is disapproved of in the market; it might still be cut or rasped into a state fit for domestic use." The same authority likewise states that—"It is preferable, and will be cheaper, to prepare the article and send it as sheet isinglass, that is, in the form of the slit sounds themselves, or their purest membrane, washed, cleaned, and dried in the best manner. . . . Isinglass cut into threads is unsuitable for the English market, because there is a great prejudice against purchasing wholesale, things in a cut and powdered state, in consequence of the innumerable methods adopted for adulterating marketable products.'

USES OF ISINGLASS.

Isinglass was a valued substance amongst the ancient Romans, and its uses are numerous in modern times. Its high price (nearly \$3 per pound retail) has caused many substitutes to be produced: but as a food in the sick room, nutritious, pure and unirritating, as well as its uses in cooking and confectionary, it has features not to

be perfectly imitated. Internally and externally it is employed in medicine, and is largely used in the better qualities of court-plaster, while for clarifying or 'fining' wines and beer it is invaluable. For the last named purpose its peculiar organic properties renders it superior to any artificial substitute.

The best isinglass is a flexible white semi-transparent substance usually in thin flakes, destitute of taste and smell. It readily dissolves entirely in water, and gelatinizes as a soft tremulous solid on cooling. Inferior kinds are thicker, more opaque and yellowish or brownish in colour with a fishy smell or taste. The commonest grade called cake isinglass is used only for inferior purposes, chiefly in making solutions of glue. It is marketed in sheets or flakes in lumps, long and short tongues or pipes, purse-shaped lumps, blocks, honeycombs and fine threads.

Russia for long supplied isinglass to the world, but in 1851, the famous British anatomist, Professor Richard Owen, noticing that Canada sent no specimens of isinglass to the great exhibition of 1851, drew the Canadian Commissioner's attention to the fact, especially as the North American rivers abounded with sturgeon. Since that time more attention has been given to the preservation of the air-bladder or swim bladder of the sturgeon, and it is not now thrown away amongst the entrails and garbage as it was formerly. It is nearly 25 years ago since a firm of foreigners demonstrated to Canadians the value of the main products, as well as the waste, or by-products of the sturgeon. As the Dominion inspector at the time (1881) said of the industry on the St. John river, N.B., to which reference has already been made on a previous page:—

'In the morning, the fish are taken to a floating platform attached to the shore. The heads and tails are cut off; the entrails removed; the skin taken off; the backbone cut out, and the two sides of the fish are packed in ice in large boxes, and exported to New York, where the flesh is smoked by small dealers for immediate consumption. Every portion of the sturgeon, as handled by these foreigners, is turned to profitable account. The roe, which is developed in astonishing quantity, closely resembles turnip seed in size and colour. This is manufactured into caviare so highly relished by European gourmets. The 'sound,' or air-bladder, which is very large, is carefully dried for export, being used in the manufacture of gelatine and the finer qualities of glue. The head, tail, skin, entrails and backbone are dried over a slow fire, and yield a considerable quantity of valuable oil, which is in great demand by leather dressers. The refuse, after the oil has been extracted, makes a good fertilizer and is composted by farmers in the neighbourhood of the fishery. Thus, every part of a fish hitherto considered valueless by our people, was turned into profitable account when properly handled, and became a source of remunerative employment to the fishermen of the vicinity while it lasted.'

The oil is extracted from various parts of the viscera and the body, and quite a proportion is obtained in the skin under the bony plates of the back. It is a clear oil of agreeable smell and flavour, and valuable in cooking operations, though for long used in Europe by saddlers and leather dressers for preparing certain kinds of leather.

FOOD OF STURGEON.

If the quality of a fish for the table has any relation to its food, the sturgeon should possess the most esteemed comestible excellencies. It feeds largely on very select food, indeed, and does not appear to be the scavenger that most people declare it to be. In 1893, I studied very carefully the food of the sturgeon in the St. John river, N.B., and published a report upon the subject five years later. (See 29th Annual Report of Marine and Fisheries Department, 1898.) My results showed:—

- (1.) The sturgeon was not predaceous and did not as a rule devour other fishes.
- (2.) Its food did not consist of fish spawn to any appreciable extent.
- (3.) Mollusks or shell fish of various small species, and crustacea of the shrimp and crayfish type, form its staple food.

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I find that in the year following my investigation on the St. John river, Professor A. J. Woolman studied the food of Lake of the Woods sturgeon, and the conclusion he reached after examining the stomachs of 55 sturgeon, was very much the same as my own. He found in 28, digested crustacea, chiefly crayfish, in 6 there were mollusks, or water snails and clams; in 6 there were insect larvæ or grubs; 8 contained gravel, and 22 were empty. The remains of a fish egg is said to have been found in one sturgeon, but probably the determination was uncertain. Many objects resemble fish eggs, especially after being in a fish's stomach for a short time. As I pointed out in the case of the St. John river, notwithstanding that the sturgeon I examined were near the famous spawning grounds of shad, gaspereaux and other spring spawners, no trace of eggs or of newly-hatched fry was perceptible under the most minute and patient examination. It is true that some British Columbia sturgeon which I examined nearly ten years ago were crammed with the smelt-like oolachan or candlefish, one specimen two yards long containing thirty of these small fish, but I attributed their presence to the fact that the fish had probably been thrown into the water dead by some fisherman, and thus fell an easy prey to the sturgeon. The fact has been frequently emphasized that the schools of sturgeon appear simultaneously with the appearance of vast quantities of small fishes upon which, it is surmised, that they feed. Thus, in the rivers of California it was long ago pointed out that sturgeon became most plentiful in July and August, when the great runs of sardines and small herrings are noticed. This applies to the Pacific rivers of this northern continent generally. Also when the smelts come in January and February, the sturgeon are most numerous. From these facts it was surmised that the large Pacific sturgeon habitually feed on these small fish. It has even been alleged that the sturgeon feed on salmon. The *Daily World* (Vancouver) a few years ago, published a paragraph emanating from New Westminster, as follows: 'It is reported here upon good authority that a big sturgeon opened for the local market was found to contain two large-sized sockeye salmon. Professor Prince might make a note of the fact, as it is generally supposed that the sturgeon subsists on salmon spawn, but not on the full-grown fish of the salmon species.' That sturgeon ever capture salmon when swimming up the rivers is most improbable. A pair of large gum-boots have been found in the maw of a huge Labrador cod; but the normal food of the cod could not be deduced from that fact. As I have dealt fully elsewhere with the subject of the usual food of the sturgeon, I need not say more in this place.

SPAWNING HABITS.

There is a good deal of obscurity on the subject of the spawning habits of the sturgeon. The time and place are alike uncertain, and most sturgeon fishermen claim that ripe fish are to be found at all seasons of the year. It would appear as though June, July and August covered the main period, and it is probable that the spawning operation is a slow one and occupies a prolonged space of time. It is certainly most difficult as a rule to carry out the artificial spawning process, which is so easy in the case of most market fishes. The ripe spawn issues readily and streams from the fish when slight pressure is applied, but as Prof. J. A. Ryder long ago pointed out, this 'is not feasible in the case of the sturgeon, and the removal of the ripe ova must be accomplished by slitting the abdomen.' A similar operation is, as a rule, necessary with the male when it is desired to fertilize the eggs. The eggs when ripe are usually very dark, a deep olive green, or brownish black with a tinge of purple, and measure about 1-12 of an inch in diameter. They are very glutinous and have a soft stringy appearance when handled in a fresh condition, the round seed-like eggs adhering in ropy masses, but on being placed in water the gummy covering hardens and the eggs are at once cemented to any adjacent object. Sturgeon ascend from the sea to shallows in fresh water lakes or streams, or in the land-locked species, they migrate from deep water to inshore areas 1 to 5 fathoms depth, where the bottom is hard. There, it is

usually stated, they spawn by pressing the abdomen upon the rough ridges, and forcing out the glutinous masses of eggs. A Pacific sturgeon weighing 243 pounds was found to yield 51 pounds weight of spawn, the flesh or dressed meat weighed 130 pounds, and the head and offal weighed 62 pounds, and the quantity of ova thus obtainable from a few large ripe females is very large indeed. Various methods of artificial incubation have been suggested, the most feasible apparently being the attachment of the glutinous ropes of eggs to cords suspended in the water where a current flows.

It would appear, however, that the propagation of sturgeon by protecting the parent fish in their natural habitat is the only really trustworthy method at present, and if the spawning grounds can be ascertained and defined with some certainty, and a certain number of parent fish permitted to reach those grounds, there need be no fear of the extermination of the sturgeon, so great is their capacity for multiplication.

II.

METHODS OF COARSE FISH EXTERMINATION.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR CANADA.

One of the difficulties encountered in the efforts of the Department of Marine and Fisheries to stock, in some cases, or restore, in other cases, valuable kinds of fish in Canadian waters, is the presence of other species of less valuable kinds. These coarse species, often regarded as valueless both for market and for sport, are in various ways directly detrimental to better class fish.

Inferior species of fish may actually devour and live upon the superior kinds (either the eggs or the fry, or the mature fish), or they may devour the food upon which the superior kinds subsist, resulting in the depletion or at any rate the starvation of the more esteemed varieties, and their serious decrease in condition and in numbers.

COARSE FISH USUALLY VERY PROLIFIC.

There can be no doubt of the correctness of the opinion expressed by Mr. Willis Bund*, that the cause of the rapid increase in the numbers of inferior fish is due to their more prolific character, as well as to the nature of the ova which effectively protects them from many enemies to which the eggs of salmon, trout, lake whitefish, &c., fall a prey. 'No one' says Mr. Bund, 'who has paid any attention to the matter but is aware that, fish for fish, the number of eggs produced by a Salmonoid fish is far less than that produced by a coarse fish. It is not necessary here to give details; but let any one who doubts this statement take the spawn from a 4-oz. trout and a 4-oz. dace and count it. He will find the balance in favour of the dace most startling. Even allowing that a greater proportion of the eggs of Salmonidæ hatch out than the eggs of the coarse fish, although there is no really satisfactory evidence that this is the case—even allowing this, the balance in favour of the coarse fish is enormous. . . . We have not reached yet on land the Hebrew prophet's ideal of the wolf lying down with the lamb: but when we do, perhaps in our rivers the salmonidæ and coarse fish will thrive together; but it will not be until then.'

GAME FISH OVER-FED ON COARSE FISH MINNOWS.

From the angler's point of view, the increase in coarse fish presents another serious objection. The schools of fry of the inferior species when immature or even when mature, may provide such a superabundance of food that the game fish lose their customary sporting qualities and 'won't bite.' I know of many instances of this state of things. The fish will not take the fly because they are so gorged with food of a more substantial nature. In some of the southern lakes of the maritime provinces the land-locked salmon found in them are universally reported to be lacking in game qualities, and won't take either fly or bait owing to the plentitude of food in the shape of the delicate smelts which abound in the lakes in question. In the spring (in May and June) after the ice breaks up and melts away, these fish will then take the hook voraciously, as they have not begun to feed upon the smelts (which appear to have

* A Handy Book of Fishery Management, London, 1893.

moved for spawning purposes into the shallows). and the salmon are thus hungry after their winter fast. In many black bass lakes, as in the Gatineau region, near Ottawa, the anglers generally attribute the poorer fishing, which they have, to the increase in the abundance of small carpoids called 'chub,' 'shiners,' 'minnows,' &c.

COARSE FISH DRIVE AWAY BETTER SPECIES.

The presence of these inferior fish in increasing numbers, has the effect of driving the better fish from their accustomed haunts, as for instance the intrusion of German carp on many fine black bass grounds has caused the latter fish to wholly forsake the localities where they formerly abounded, or in the case of the incursions of more predaceous fish, the superior varieties are devoured and depleted. Of this latter destruction I have in a previous report given examples (special report, 1901, the Propagation and Planting of Predaceous Fish), and the views of Mr. Willis Bund, upon this point, are again most apt and instructive: 'If you settle that you are going to preserve trout' he says, 'and the trout do not considerably outnumber the coarse fish your next step is to get out some of the coarse fish, and you have to decide which. *Prima facie* I should take out chub, pike and ruff (a kind of perch). The number to be taken out depends upon two things, the number of your trout, and the number you can catch. It is all very well to say take out the pike, but it is not easy to catch them. However, it is to be done; and no means, net, trimmer, shooting, spearing, or snaring, should be spared. Get them out with rod and line, if you can, but get them out.' There are two points, however, in Mr. Bund's advice, which require modification in our Canadian waters. In the first place the law prohibits the shooting of fish of any kind, and on account of the vast size of most Canadian rivers and lakes some more effective, wholesale method of extermination is necessary than any which he suggests.

INFERIOR FISH GENERALLY SPRING SPAWNERS.

Now it is a remarkable fact that, with the exception of the pickerel, doré or pike-perch, the species of fish which are spring spawners, are chiefly objectionable. This fact is of the highest importance as it at once suggests the readiest means to be adopted for effectually reducing, and indeed, exterminating the undesirable kinds. By appropriate methods it is a matter of no extreme difficulty to secure the spawn or eggs, and in this way ensure the destruction of incalculable quantities of the fry or young brood before hatching. Very little experience will enable this to be done if once the mode of procedure is made plain. I propose, therefore, to make such practical suggestions, as a fishery expert, in the following pages, that any parties determined to take effective steps can do so. My suggestions are based upon my knowledge of the breeding habits, nature of the eggs, and character of the young or fry of the fishes referred to.

EGGS OR SPAWN MUST BE DESTROYED.

If the eggs can be destroyed on an extensive scale, the extermination begins at the fountain head. Kill off the parents as far as possible; but spare no effort to take the spawn and ensure its destruction. All authorities are agreed that if the breeding adults and the young brood of any animal, bird or fish, can be protected, there need be no fear for the abundance of them in the future. Conversely, destroy these, and you cut off all hope of future plentitude. I remember well in his Lent Term lectures at Cambridge, England, exactly twenty years ago, the venerable and distinguished Professor Alfred Newton declaring that 'There is one cardinal rule for the preservation of any species. Whatever species we would protect we must protect the parents before and during the breeding season. We do this in case of our domestic animals, and we can safely thin them out at any other time. The partridge in England, notwithstanding its persecution for five months every year, survives in plenty by being rigidly protected

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for seven months. I once knew a mole-catcher,' (added the Professor) 'who was paid for the number of moles he caught. He said that he always gave them a close time when breeding so that he could be sure of keeping up the number and thus continue to kill as many as possible.' The same principle applies to fish, and it is worthy of remark that the spring-spawning habit of the less-valued species involves some advantages to which Mr. Willis Bund, I believe, first called attention. Not only is it true that of the ova deposited the percentage hatched out in spring-spawning fish is considerably greater than in autumn-spawning fish; and also that the quantity of ova produced by the former exceeds that produced by those spawning in the fall, but 'in autumn there is little food for fish, and that little is entirely under-water food; in spring there is a good deal of surface food. The fish in the autumn are feeding on the bottom, and so take a far larger proportion of the ova for food than they do in the spring: for this reason, that in the autumn this is the only source of food, in spring it is one of many sources.'

As I pointed out in my report last year upon the marine dogfish pest (Rep. of Marine and Fisheries, Fisheries, pp. xlv-lxi):—

Fishermen and others should be discouraged in the common practice of liberating young dogfish in the ocean, and the destruction of the parent fish with their broods of contained young should be enjoined. If, as is stated, the dogfish taken in December are for the most part females, their capture at that time is of immense importance. The destruction of breeding female fish has been abundantly shown to be a direct means of reducing the supply of fish in the future. The fishermen, especially fisher boys, almost daily capture a number of dogfish, rip them open, and drop the living brood of young into the sea. It is a common amusement to do this, and to watch the active and well armed young, 5 or 6 inches in length, swim vigorously away. Each has a bag of yolk hanging like a sac under the body, and this supply of food gives them additional security; but though thus provided they have the predaceous instinct very strong, and pursue living fish quite readily. Dogfish, like all the shark tribe, produce each season very few eggs; but nature has defended the young in the most effective manner. The viviparous species extrude their young in a condition well fitted to secure them from harm. They are of large size as compared with newly hatched fish like cod, salmon, &c., and with their hard rough skin, spiny back, powerful tail, and precocious nature they are well able to look after themselves. No greater folly is possible than to assist these vermin into the world, and scatter them in the very areas, where the more valuable food fish occur. It is artificial fish-breeding of a most successful kind; but it is a most pernicious course for a fisherman to adopt.'

The importance of destroying the eggs and young of valueless fishes cannot be too greatly emphasized. Its effect in reducing their numbers, in the seasons following, is direct and immediate. The clearing out of adult fish does not necessarily mean so large a destruction as may at first sight appear, for the eggs they have deposited, or the minute fry, in countless numbers remain, and the pest continues little abated.

DANGER IN NETTING OUT MINNOWS.

The destruction of the eggs is preferable to the extermination of the young for this reason, that unless a specially trained expert is present, vast numbers of valuable fry may be destroyed along with the useless kinds. From my own almost unequalled experience in handling the newly-hatched young, or the later larval young, of several hundreds of species of the most important fishes, I can in many cases at a glance determine the kind of fish, whether it is a valuable or a useless variety. Very few living experts can do that, excepting to a limited extent, on account of the close resemblance between very different species in an early stage of their existence. It is, for instance, difficult, unless one has some experience, to always determine amongst a series of puppies (dogs) the exact variety to which any one may belong. It is still more difficult to distinguish between the young chicks newly-hatched of different varieties of domestic

fowls, and hardly possible for an ordinary observer to say which is a young partridge and which is a young domestic fowl, if both kinds are placed before him. Even experienced fishermen are as a rule wholly astray when asked to decide the species of any young minnows placed in their hands. Some years ago, I showed some young specimens of the doré or pike-perch (*Stizostedion*), 2 inches long, to a crowd of Lake Ontario fishermen, and they all agreed that they were dogfish fry, that is the young of the bowfin, or lake dogfish. These men were unable to determine which was the young of one of the most valuable of market fishes and confused it with the most detested and worthless of all. Drs. Jordan and Evermann refer to the same inability when speaking of the various small fishes, called 'minnows' by the live-bait dealers. These so-called minnows include, they say, darters, killifish, and various kinds of suckers: the mud-minnow (*Umbra limi*), which, of course, is no minnow at all, any more than it is a young dogfish (*Amia calva*), as many fishermen will assure you, may be found amongst the species offered for sale.' I have frequently found that young whitefish are called chub, and even spoken of as shad, and as menominee, when slightly larger, 4 or 5 inches long; and respecting the latter fish, which is a veritable recognized species inhabiting certain waters of Canada, it is called shadwaite, or in some places frost-fish, pilot-fish, or blackback. It is sufficiently clear that in any attempt to net out schools of young fish there is great risk, and vast quantities of important fishes may be ignorantly destroyed.

SPAWNERS AND EGGS DESTROYED WITHOUT RISK.

There is no such danger involved in destroying eggs, or the full-grown parent fish when about to spawn. Such egg-bearing female fish contain quantities of eggs varying from 200 to 200,000, or even up to many millions. Most of the suckers, perch, pike, &c., found in our interior waters, if of average size, contain from 50,000 to 500,000 eggs; but fish like the trout, salmon, grayling, ouananiche, &c., rarely produce more than 1,000 to 7,000 or 8,000 eggs, as a rule, indeed, about 900 to 1 pound weight of fish. The late Frank Buckland's well-known table is given below for comparison's sake:—

Carp of 14½ lbs.	633,350
Cod of 20 lbs.	4,872,000
Cod, roe 7¾ lbs.	6,867,840
Conger Eel, 28 lbs., roe 23 oz.	15,191,040
Herring of ½ lb.	From 20,000 to 50,000
Jack or Pike, 32 lbs., roe 5 lbs.	595,200
Jack or Pike, 28 lbs., roe 21 oz.	292,320
Lamprey of 2¼ lbs.	136,800
Lump Fish of 2 lbs.	116,640
Mackerel of 1 lb.	86,120
Perch of 3 lbs. 2 oz.	155,620
Plaice, 4 lbs. 15 oz.	144,600
Roach, 28 lbs.	480,480
Salmon contains on an average 800 to 900 eggs to the pound of the fish's weight.—A Salmon of 12 lbs. about	10,000
Smelt of 2 oz.	36,652
Sole of 1 lb.	134,466
Trout of 1 lb.	1,000

BREEDING FISH MUST BE DESTROYED.

The capture of parent fish, when crowding the breeding areas, effects the destruction of such vast quantities of eggs, each of which eggs would in a short time be deposited in the water, and in due course give birth to an active young fish, that it should

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be carried out in every possible instance. For the purpose of diminishing the numbers of less-valued or wholly worthless kinds of fish, their destruction in spring is by far the most effective. Why is this? It is because at any other time of the year the killing of a mature fish implies no more than the destruction of one fish which, if it survived the constant perils and dangers besetting all fishes in their native element, might become the parent of a numerous progeny. Experts have found that very few parent fish will suffice to keep up the minimum supply of any species and save them from too serious a diminution. This applies to valued and worthless kinds alike.

The conclusion was reached by the Tweed Salmon Commission in 1896 that the supply of salmon can be kept up, if a sufficient proportion of each run of fish is enabled to reach the rivers and ascend to the spawning grounds.

Hence, if a useless or detrimental species is allowed to propagate freely and without disturbance, and the eggs and newly-hatched fry are left unmolested, the surplus fish produced, in excess of the normal quantity necessary to maintain the species in existence, is so great that they over-run the waters frequented by the better-class fish and become a serious menace to them.

COARSE FISH VALUED IN SOME WATERS.

Of course, a species which may be undesirable in some localities is regarded and valued in others. Yellow perch, and doré or pike perch are esteemed in some districts, and well-known anglers in New York State have assured me that they regarded the yellow perch as a sporting fish by no means unimportant and worthy, therefore, of protection and artificial propagation. In Canada, it is viewed by the angler with contempt, and in most localities voted a nuisance, yet Drs. Jordan and Evermann (*American Food and Game Fishes*, p. 366) say that 'as a game fish the yellow perch can be commended chiefly on account of the fact that anybody can catch it. It can be taken with hook and line any month of the year, and with any sort of baits. . . . Many an inland summer resort is made vastly more attractive because our wives and children, who are spending the summer at an inland lake, are always able to bring in good strings of delicious yellow perch.' Similarly, many species of fish are protected and valued in Europe which are viewed with no favour in the choice waters of Canada.

I make reference on a subsequent page to the table qualities of one species of chub, which indeed has been passed off or mistaken for that excellent lake Salmonoid, the whitefish (*Coregonus*); but in considering the claims of inferior species to be ranked as sporting fish, and valued as such, this species (the fall chub) cannot certainly be viewed with contempt. As a well-known authority recently said:

'I suppose that it does not matter very much to many anglers whether chub are plentiful in Canada or whether they are not, for if anglers come so far north at all, they may just as well have trout fishing as fishing for chub. But I am lead to refer to the abundance of chub in Canadian waters because of the enthusiasm which I saw displayed the other day by an angler who was enjoying what he considered magnificent sport with these despised Canadian fish. They were rising to his flies with an avidity worthy of a better fish, and though they gave rise to no very protracted battle, yet their first rush after feeling the hook was not unlike that of a trout. With this first show of resistance, however, their struggles ceased, and they came quickly to the net. The best of this sport is the rapidity with which the fish rise to surface lures. Wherever they are found they are usually plentiful, and it is by no means uncommon to find them from a pound to two pounds in weight. If the sport were more cultivated, specimens could undoubtedly be found of from two to four pounds each, but because trout are also usually found where chub abound, the rising of the latter to the angler's flies is considered to be more or less of a nuisance, and when it can be seen that one of them is rising, an effort is usually made to snatch the fly away from it. I remember the late Mr. Cheney passing rather a favourable judgment upon the flesh of a Canadian chub which had been carefully cooked imme-

diately after having been caught out of a cool stream, and the famous fishculturist was far from declaring it so unfit for food as some authorities have done. In this connection, one recalls Canon Kingsley's statement that a most accurate imitation of the chub may be made by taking one of Palmer's patent candles, wick and all, stuffing it with needles and split bristles, and then stewing the same in ditch water.

If Canadians do not prize the chub, or *ouitouche*, as it is called by the French-Canadians, as an article of food, they make considerable use of its flesh for bait. The smaller specimens are used whole for spinning and rolling, and the white flesh of adult fish is cut up into squares and employed in bottom fishing for ouananiche, pike, pike-perch, touladi or namaycush, and large brook trout.

Even Kingsley, too, admitted that in spite of the contempt in which they are generally held, they afford very good sport. There is certainly trouble enough taken to catch it, and all the early fishing books, as well as many of the more recently published guides for British anglers, devote considerable space to directions for taking it. It will be borne in mind that Walton, on account of its shyness, speaks of it as 'the fearfulest of fishes,' and I well remember how, as a boy, hour after hour was often vainly spent by me upon the banks of a tributary of the Trent, not far from Dove, endeavouring to seduce the chub from its clear pools with gentles, worms, and paste. I had not then attained to the dignity of a fly fisher, and it was indeed a prize to catch a chub.

The distribution of the chub, both in Canada and the Northern States is very wide, the fish being often found in waters of such elevation that its existence in them would scarcely have been suspected. Trout waters in which none of these chub are to be found are much more highly esteemed by anglers and fishculturists alike than those containing them; for not only have the chub an unenviable reputation as eaters of the spawn of better fish than themselves, but they are fond of disappointing the trout fisherman by seizing his flies. This latter can usually be avoided by imparting a fairly rapid movement to the cast, and by keeping the flies pretty well upon the surface of the water, since it is usually some little distance below the surface that they are taken by the chub, and then when almost stationary, as in the case of fly fishing for whitefish.

In the North-west Territories, the common pike (*Esox*) occurs in many streams and lakes and, as I can personally testify, possesses there the most excellent flavour and table qualities. I do not know a firmer, whiter, more delicious fish than a small pike caught in October or November in Alberta or Saskatchewan, it contrasts greatly with the flabby somewhat muddy flavoured pike of eastern waters. Hence the pike is esteemed by westerners and is justifiably protected by special Dominion regulations in Manitoba and the west. In most parts it is detested and, if completely exterminated, many lakes and rivers would soon abound in the delicious whitefish, speckled trout and other species. It is referred to by Drs. Jordan and Evermann as follows: 'Its great size and fairly good game qualities made it a fish which is much prized by many anglers.' The important point should, never be lost sight of, that waters which will support only a few predaceous fish such as pike, &c., will maintain in a well-fed condition far more game fish of a less ravenous nature. Even a fine and robust fish like the maskinonge cannot hold its own against the pike. Both inhabit the same waters in the great lakes in localities such as the Bay of Quinte, the Thousand Islands, &c., but the general opinion prevails that the diminution of the more highly valued species, the maskinonge, is due to the pike, and that a reduction in the number of pike would give the young maskinonge a better chance and restore them to abundance. As one Kingston authority told me, a few years ago: 'Perch are more plentiful than ever in the eastern waters of Lake Ontario and off Kingston, while pike have also greatly increased; but the maskinonge has not been able to hold its own, and seems to be seriously diminishing.'

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HOW TO GET RID OF PIKE OR JACKFISHL.

It is necessary under such circumstances to adopt vigorous and effective measures, and the pike for various reasons can be readily reduced in numbers by unsparingly destroying the spawning fish and their ova. As Mr. J. Willis Bund has very pertinently pointed out: 'The first of the coarse fish to spawn are pike; and if it is desired to get rid of them, there is no time like the breeding season, for the pike then run up back waters and ditches and are easily taken by an expert. Netting for pike is always an operation the success of which is doubtful; but in February or March, with the snare—or even a gaff or spear much may be done to keep down the pike. Something may be done with a net. It is the best chance there is to destroy them, as they have got into places fitted for their destruction. Where it is desirable to kill down pike, all the ditches and backwaters should be carefully examined on a fine day in February or March*. There will then be no difficulty in seeing the pike. As soon as they have spawned, they drop back into the river; and very soon recover, probably on account of the quantity they eat. After April a pike out of condition is a rare fish. No other large fish are to be seen in ditches and back waters in the early spring. . . . Pike seem to remain in the ditches and back waters until there is a rise in the water, and then at once return to the river. They also come up from the river in a winter flood or high water. Pike are then always on the move, and those who know how to use that most poaching of all fresh water nets—a cleaching net—will best appreciate the way that pike in the winter floods make for the ditches. If the opportunity of killing down the pike in the winter and spring is neglected, there is but little chance of doing it during the rest of the year, as once they have recovered from spawning and returned to their old haunts, it takes a very expert fisherman to catch them with a net, and in nine cases out of ten he only does it by accident.' The capture of the female fish full of ripe spawn is the best step, as the somewhat viscid globular pellets—the spawn of the pike—is difficult to discern amongst the dark weeds in ditches and shallow creeks.

EXTERMINATION OF YELLOW PERCH.

Having referred at some length to the perch (*Perca flavescens*) very few further words are necessary. It is a most active predaceous fish and credited with devouring trout, whitefish, black bass and other valuable spawn. It also destroys much of the food upon which the better fish subsist. It has a habit of apparently driving off the schools of bass and taking possession of the grounds haunted, it may be for years before, by the bass, both for feeding and spawning. To net them out is most difficult, as they are most vigorous and alert, even during the spawning process. They thus readily elude nets when the attempt is made to enclose them, nor can they be gilled in quantities, as owing to the small head and high back they do not easily mesh, indeed, the only really effective method is the destruction of the masses of spawn after it is deposited. Where capacious traps or pound-nets are set, perch may often be entrapped in large schools, indeed one Port Stanley fisherman told me that at one lift of his pound-net in June, in Lake Erie, he had taken no less than 2 tons of perch, or certainly not less than 5,000 or 6,000 fish. Perch increase very fast, as ducks and other destroyers of fish-spawn find the glutinous bands of perch-eggs difficult to grasp with their beaks, and swallow. The slimy strings of spawn are, as a rule, deposited on flat shallows, on smooth sandy patches near shore or on shelving rocks and often near tree roots, and are transparent white in colour, like lace, though they soon become brownish owing to a deposit of fine mud. With a little practice these flat frill-like bands can readily be detected. Each egg is globular and possesses a triple egg-shell, viz., a thin, delicate innermost membrane, surrounded by a very thick, soft layer, streaked radially in a most remarkable way, and inclosed externally by a thin viscid layer. The eggs adhere together in the form of a band, like the egg-ribbon of the Angler (*Lophius*), except that instead of being flattened it has a bellows or folded angular arrangement, up the

* Mr. Bund, of course, refers to English waters in his pages.

middle of which there passes a space allowing of aeration. These jelly-like bands, in which the eggs are massed like the cells in a honeycomb, are heavy, and often lie in the bottom of still water like a long hollow frill in a circular or semicircular form. They are 2 or 3 inches across and 12 to 30 inches long, or may be 7 feet long, as in a specimen in the fish commissioner's tanks, Washington, D.C., U.S.A., which ribbon weighed 2 pounds 9 ounces after deposition, though the fish, with the eggs contained in it, only weighed 1 pound 8 ounces, showing the great amount of water imbibed by the egg-mass. Half a dozen men were able to readily scoop up with dip-nets a boat-load of the spawn in a few hours if once they became familiar with the slimy strings which abound in the shallow parts of lakes and in partly enclosed shallow creeks opening into rivers and lakes. The individual egg deprived of its slime measures only about 1-13 of an inch in diameter, and it hatches in a few days, the small fry being very minute and difficult to see in the water before the age of 8 or 10 weeks.

REMARKS ON THE CHUB.

Many fine sporting lakes abound with various species of chub, especially the handsome silver chub, roach, or corporal, often called the fall chub. In many localities it is called whitefish, and one well known salmon angler of great experience assured me that he hooked whitefish when fishing for lake trout and for bass in the upper Gatineau lakes. As a matter of fact, I found sometime afterwards that this so-called whitefish is the very large scaled silvery fall chub (*Semotilus corporalis*). It is the largest of the cyprinoids in eastern waters, weighing as much as 3 pounds (20 inches long). Mr. Louis Papineau is stated to have caught one 3½ pounds, and Mr. W. C. Harris, the well known United States authority, took one with a fly of 2 pounds weight. Its greenish or blue back, pearly white ventral surface and brilliant silvery sides, give it a handsome appearance, and it is easily distinguished from the smaller common chub, as the latter always shows a black spot at the base of the anterior margin of the back fin. It is not necessary to say that the chubs have not the small fleshy second fin which the whitefish possess in the back, towards the tail. Mr. C. W. Peck has said: 'The whitefish is an aristocratic fish, that will not bite a hook, and the propagation of that fish is wholly in the interests of those who use nets'; but as a matter of fact the true whitefish has been taken rarely by baited hook in Lake Winnipegosis. The fall chub fights a little when it takes the fly, and on the table its flesh is white, not quite so white as the whitefish, and of a delicate flavour, the bones being far less troublesome than its near allies the true suckers. I have known it (wittingly or unwittingly) served up as whitefish at sportsmen's clubs, and my own doubts as to its true character were decided by a visit to the club's freezer, where a heap of silvery fall chub awaited the cook's treatment to transform them into whitefish—and they make not a bad substitute. Thoreau was very far astray when he said that, 'it is a soft fish, and tastes like brown paper salted.'

The fall chub readily over-run sporting lakes, and it is easy to reduce their numbers by seining the crowded schools of parent fish on the spawning grounds, shallow bays, creeks and rivers. The seine may be 60 or 70 yards long, and of a mesh of 2¼ inches or 2½ inches, and will capture quantities of the spawning fish if swept over shallows in creeks or bays, or on a shelving shore where adjacent to weeds, &c., the chub deposit their eggs soon after the ice begins to disappear. The fish at such times crowd together, depositing their spawn like soft sago, which readily clings to weeds, tree roots, gravel, &c. Strong dip-nets scraped over such areas will often bring up the slimy spawn; but no method is more destructive than enclosing the breeding fish in a drag seine and hauling them ashore before they deposit their eggs. Similarly suckers can be easily cleaned out by netting these shallow places in creeks, streams or flooded meadows. The seining must be actively and continuously carried on, as the fish remain only a short time as a rule. In some localities the resident farmers annually carry on an effective, if not wholly legal destruction of these spring spawners. The fish, as Drs.

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Jordan and Evermann say of the Buffalo sucker, 'soon disappear as suddenly and mysteriously as they came; but their brief stay has been long enough to permit great slaughter by the farmers of the surrounding country, who kill large numbers with pitchforks, clubs, and other primitive weapons, and haul them away in wagon loads.'

GERMAN CARP.

Of the carp, especially the German carp, it is not necessary to say much, though in the United States they have become very widespread and many authorities urge that war be waged upon them. Says a recent writer:—'Turn the spear loose on the carp and lake dogfish, and, for that matter, on the sucker also, as the almost total extermination of the maskinonge is laid at the door of the bony sucker. Of course, occasionally a game fish may suffer by being mistaken for a carp, but this should not occur often, and in case it does occur, they should be thrown back, even though they are sure to die. This will take away all incentive toward making such mistakes 'accidentally-a-purpose.' But we had better sacrifice a few mature fish to get rid of the spawn destroyer. Further, employ men to seine the lakes and allow them to market the carp, if they can find a market for them. If there is no fund to carry on the work, a small appropriation should be made, but at least do not protect the carp by law. An overseer should be appointed to look after the spearing.' At the close of this report I make reference to the desirable step of ensuring proper supervision of all netting for extermination purposes, as there is, of course, great risk to black bass and other esteemed fish, which may be netted in quantity at the same time. Such fish must, of course, be returned uninjured to the water. The evil effects of the carp pest were trenchantly set forth by a correspondent in the *New York Forest and Stream* not long ago. He said:—

'About twelve or fifteen years ago the private fish-pond idea swept over us, and unfortunately the government advised the stocking of these ponds with German carp, and even furnished the fish to do it. At first the people were pleased with the fish, and a large carp was considered a prize. As time rolled on, the people seemed to lose their great appetite for carp, until at present they rank but little, if any, above the dogfish. When the truth was learned, people opened the floodgates of their ponds and drained them either into the main waters or into tributaries leading thereto. The result of these careless, unthoughtful acts was to completely stock our lakes with carp. I personally know of seven such cases in my own vicinity.

'I venture to declare that at present there are more pounds of carp in our lakes than all other fish combined. I have grown up by the side of our lakes, and have observed with regret the change that is surely and rapidly being wrought by this worthless destroyer. In some of our lakes carp beds exist which are many square rods in extent, and poor luck, indeed, awaits the fisherman who drops anchor here. All the people are talking about the matter, and all foresee the end, but none are active.

'Our waters furnish fair bass fishing, but bass will absolutely not stay where carp have taken possession, therefore they have naturally crowded together in these sections and furnish fair fishing; but on the whole the bass are certainly decreasing in number.

'As carp will seldom take a bait, all fish that are caught are small and game fish, thus leaving the carp to increase indefinitely.'

PREDACEOUS CATFISHES.

The catfishes, of which over seventy species are found in the fresh waters of North America, are usually regarded as undesirable in waters suitable for better class fish. The nesting habits and the parental care exercised over the newly hatched young are well known. I referred to them in my report in 1896, p. 25, and need only point out that the use of the dip-net on the shallow areas, where their nests are made, will enable

quantities of the viscid greenish or whitish spawn to be secured, while the crowded schools of fry and like waggling black tadpoles can also be easily captured and destroyed. Of course the value of the catfishes in some places is considerable, and they afford a remunerative fishery, realizing per pound more than lake whitefish and other kinds; but wherever they happen to be regarded as pests, and as they are certainly spawn-eaters, the catfish can be reduced in numbers.

THE GRAYLING AS A PEST.

Perhaps the most remarkable case of a species regarded as a pest, and injurious to other esteemed fish, is that of the grayling (*Thymallus*). In its native waters it is one of the most cherished of game fish, and as a food-fish has a peculiarly high reputation. In European waters, especially the fine sporting streams of the north of England, the grayling are regarded as quite equal to trout, and in some respects a close approach to the salmon. It is in season when many of the finest game fish cannot be angled for. In northern parts of western Canada, as in the Yukon streams, the grayling is greatly valued, and in the United States, as in Michigan, sportsmen give it rank amongst the best game fish. Yet in Cumberland (England) it was voted a pest a few years ago. The local fishery authorities, in 1893, in the famous river Eden, where the salmon are of paramount importance, the conservators found themselves under the necessity of keeping down the coarse fish, some of which—*e.g.*, the pike, especially—are destructive to the fry of the more valuable fish for whose protection salmon boards were expressly called into existence. Among the fish against which the Eden Board thus waged war is the grayling—a fish of considerable repute in certain other rivers, where salmon are practically non-existent. The presence of these fish in the Eden is due to the introduction of three pairs of them into that river at Appleby some twenty-two years ago by an angler who had been enjoying sport in the grayling streams of Derbyshire. These half dozen grayling have multiplied to such an extent that the Eden Board, believing them to be prejudicial to the salmon, organized special expeditions for netting them out, and as many as 200 at a time were taken in this way. Assuming the facts to be correctly stated, they may fairly be adduced, in addition to the analogous cases of the carp and the perch.

BILL-FISH, OR BONY PIKE.

The bill-fish, or bony pike (*Lepidosteus*), and the bowfin or lake dogfish (*Amia*), are utterly worthless, and war may be justifiably waged against them. They must be seined out, when spawning in spring. The spawn of *Lepidosteus* forms long ropes of jelly several inches thick, twined about tree roots, &c., and, like the spawn of the bowfin, is not readily secured in quantity, hence the destruction of the schools of parent fish is the only effective method.

EELS AND THEIR EXTERMINATION.

Of all nefarious fishes the eel is most commonly complained against. 'Eels,' say the New York State fish commissioners, 1899, 'do the greatest injury by eating the spawn on the spawning beds as soon as the eggs are deposited. Lake trout spawn in the autumn, at night, on shoals, and at such times as the trout are on the shoals for the purpose of spawning the eels gather in large numbers, and have been seen eating the spawn almost as quickly as it is deposited, and before the parent fish can cover it with gravel. In such rivers as the Richelieu, in the province of Quebec, the market value of the eel is such that its extermination would be a serious loss to the fishermen, and by some of these men more protection is urged; but as a rule the eel is found to be more numerous than is desirable. I have seen it swarming in some maritime province rivers which, but for that pest, might be fine salmon and sea-trout rivers.'

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It is now known that eels descend to the sea to spawn in the fall, and that the young fish after hatching remain at some depth in the sea, and then migrate in spring up main streams and their tributaries in vast schools. Whether the eels in lakes distant from the sea, such as the great lakes west of Niagara Falls, do so is uncertain, probably like the sturgeon they permanently remain and breed in fresh water. The use of eel-pots and traps is, very necessary in bass and trout lakes where eels become too numerous. The late Mr. Cheney referring to the prohibition of eel-pots in game fish waters in certain states, argued in favour of their use as effective means of getting rid of undesirable fish in sporting waters, and said:—

‘In one lake that I am familiar with that the state has stocked with a lavish hand, planting several species of the salmon family, there are mills on the outlet stream, and it is not uncommon when eels are leaving this lake to go down to the sea, for them to so clog the mill wheels as to cause a shut down to clear the wheels. Last fall an employee of the state spent some time on the lake examining the spawning beds of lake trout, and he reported eels, eels everywhere in abundance, wherever the fish congregated for spawning.

Early in the month of May I made a visit to Mr. August Belmont, at Babylon, L.I., where he has a trout preserve. While we were wading one of the inlet streams he asked the superintendent something about eels, and the man replied that he had taken a certain number, and I then found that eel-pots were set in the pond (there were six set when I was there, and Mr. Belmont gave directions to set six more), and upon returning to the house we rowed across the pond and lifted two of the pots, finding one eel, one bullfrog and one small pickerel (*Lucius reticulatus*). The pond is shallow, and is devoted exclusively to trout, but small pickerel have found their way into it, and of course eels cannot be kept out of it, although they are kept down by using the pots, and in all the history of the pond no trout have been taken in the eel pots. It simply confirms the position of those who think the state law should be amended to permit, under restrictions if necessary, the use of eel-pots in waters inhabited by trout. Eels are excellent food, and if pots should be permitted by law a sufficient number would be taken to materially reduce the hordes of eels that are, under the present law, devastating the spawning beds of trout. Another theory: If eel-pots will take bullfrogs and pickerel, by all means set them in trout waters that have become infested with pickerel, and the bullfrog is a spawn destroyer and is much more ornamental and useful served minus his body than alive in a trout pond. So that eel-pots will serve several good purposes if placed in waters that contain trout, and work no injury whatever to the trout themselves.’

I have elsewhere dealt with the question of the relative importance of esteemed and valuable fishes which may inhabit the same waters. Thus black bass in speckled trout waters, or lake trout in rainbow-trout waters, or sea-trout and brook-trout in salmon rivers, are often very injurious. But I need not in this place repeat the important points which in a former report I fully dealt with. Suffice it to say that as a lake will usually sustain far more trout than black bass, the latter fish is in that respect less desirable, and as sea-trout, &c., are most destructive to salmon spawn and fry, they should be thinned out by every justifiable means. I cannot, however, approve of a suggestion, made some years ago, that sea-trout might be killed by dynamite in the salmon pools of a famous New Brunswick river. The terrific explosions would have destroyed the salmon adults, grilse, smolts, parr and small fry, as well as eggs, and would have injured the river for many ensuing seasons. A similar recommendation was made more recently by a British Columbia fishery officer, who recommended that a quantity of salmon roe might be obtained from a cannery, and scattered in the pools where trout swarm. This bait would collect the trout, the worst enemy of young salmon, and then by dropping explosive cartridges amongst the trout, these fish would be destroyed. ‘This would also rid us of the chubs, which are as bad or worse than the trout,’ said the officer. In going up the river we fished for about ten minutes in one place, and could hook chubs as fast as we could throw out the line. To prove that

chubs are destructive to young salmon, I will cite an instance or two. Some years ago on Rivers Inlet, sixty-three salmon fry were taken from a single trout, and at Lake Washington, U.S.A., there were over seventy-one young salmon inside a chub. We have good reason to believe that a large part of the salmon spawn is devoured yearly by hungry trout, chubs, and other fish, and it behooves us to do all we can to destroy the destroyers of our most valuable species, the salmon.' That well known United States angling enthusiast, Mr. J. S. Van Cleef, wrote, in June, 1900:—

'Where suckers abound in a trout stream they are very destructive of the trout spawn. We made a practical test in regard to this on the Rondout, and found that where suckers had access to the spawn beds the eggs were almost entirely destroyed.

'The remedy which I have proposed is to permit the catching of suckers in our trout streams under such restrictions that the trout cannot be taken, and this might be done, especially during the spawning season of the suckers, under the supervision of a game director, or persons or clubs owning trout waters might be permitted to take out the suckers with nets upon giving a bond to the effect that if any trout are taken they shall be returned alive.'

But the trout themselves are in salmon waters a perfect curse, and Mr. William Sloan, M.P., himself an accomplished and enthusiastic sportsman, recently informed of a case where large British Columbia trout were crowding the breeding grounds on a well known salmon stream, and in the interior of one trout alone no less than 177 small salmon were found—a truly appalling slaughter of the innocents by one of their own, or rather a closely related family. The chub and the trout frequent the rapid and rippling waters chosen by salmon for their spawning purposes, and are even more dangerous than cat fish and similar species which no doubt feed largely on spawn: but habitually linger in slow muddy portions of rivers and creeks.

In all cases where serious danger to valuable fishes arises from less desirable kinds the most effective means is the use of drag seines of a sufficiently small mesh. Such nets can only be used under special official permission and under the superintendence of reliable employees, or if possible in the presence of a Dominion fishery officer. The permission of the Honourable the Minister of Marine and Fisheries must in all cases be first sought and obtained, as no interference with spawning fish or with fish in close times can be allowed excepting with such express permission from Ottawa.

III.

THE SCOTTISH HERRING CURING EXPERIMENT IN CANADA, 1904.

BY JOHN J. COWIE, LOSSIEMOUTH, SCOTLAND.

*With Prefatory Note**By Professor E. E. Prince, Dominion Commissioner of Fisheries, Ottawa.*

PREFATORY NOTE.

To all who are interested in the development of the herring fisheries and allied industries upon the Atlantic and Pacific coasts of the Dominion, the report which Mr. John J. Cowie, an experienced and well known Scottish herring curer and fisherman, laid before the Honourable the Minister of Marine and Fisheries on November 30 last, is of unique interest. Its great value to our Canadian fishermen and to all interested in the advancement of our Canadian fisheries cannot be questioned, and it is now presented, somewhat condensed and abbreviated, for general information. For many years I have urged the necessity of practical measures with a view to raising the reputation of Canadian herring to the high level of the Scottish, Norwegian and Dutch products, and various suggested schemes have been favoured. Indeed, it is fully sixteen years since a scheme was actually carried out, under which two delegates were sent by the Dominion Government across the Atlantic to thoroughly investigate and report upon the great trans-Atlantic herring fisheries, but it cannot be said that the report which resulted, had any very marked effect upon the Canadian herring fisheries and the methods of conducting them.

A more direct and potent method appeared to me to be necessary. I urged that instead of sending learners to Scotland, we should bring a teaching staff here. By such an object lesson it seemed to me any beneficial effects would not only be more emphatic, but would certainly be more direct and immediate.

The project, which Scotland carried out in 1750 with such admirable and lasting results to the great herring industry of that country, appeared to me not only the most feasible, but the most practical, and, in a very real sense, the most economical. Scotland imported experienced fishermen and curers from Holland in 1750, so that her people might learn the proper methods of capturing and of curing herring. The Scottish fishermen, herring girls and curing hands, even in England are at the present time for the most part, from Scotland. England is only just awakening to the great opportunity which she has long allowed to lie dormant. At an important Fisheries Conference, held last June in a Committee Room of the House of Lords, the President of the English Board of Agriculture and Fisheries, the Rt. Honourable the Earl of Onslow presiding, one of the principal delegates said: 'We recognize now in this country (speaking of England) that this, which used to be almost exclusively Scotch, is going to become quite as much English as it has been Scotch in the past. The amount of money which has been put into steamers and boats of every description, and dock buildings at great centres like Grimsby, Lowestoft, Shields, and elsewhere, all speak to this fact, that the fishing community of England are realising that the herring industry is going to be one of their main industries in the coming years. The Scotch have done very much to protect, encourage, and to make that fishery, and have given an example, for instance, to the Norwegians, and even to the Japanese.' If in Canada we can profit by the Scottish example, too, our herring fisheries have a great future before them. They are at present of an annual value of from two to two and a quarter millions of dollars per annum or less than one-third of the value of Scottish herring

fisheries in an 'off' year. The Rt. Honourable R. W. Duff in an address given in 1883, on the 'herring fisheries of Scotland,' estimated the value of the herrings cured in Scotland in 1880 as approaching nine and a quarter million dollars, and as 20 per cent of the Scottish herring are sold fresh, he claimed that the total quantity of herring cured and fresh taken on the coasts of Scotland in that year exceeded \$11,000,000 in money value—about half the value of the entire fisheries of Canada. Of course the season of 1880, it is only fair to state, was the most productive ever experienced, and it enabled the Scottish curers to export to various European countries more pickled herring than either the Norwegian or the Dutch, who are the chief competitors of Scotland in the business. The mode of cure is regarded by experts as being the chief factor in giving the pickled herring of any country its superiority, and there is no more remarkable circumstances in the economical history of nations than the passing from Holland to Great Britain and especially Scotland of the herring business. As already pointed out, the Scotch curers learned the method from the Dutch, who first pickled a brine-salted herring in 1307, and it was the herring caught on the coasts of Britain which the Dutch for many centuries chiefly relied upon, but the British herring almost entirely displaced the great staple of Holland in the markets of the world, and Norway later shared in this supremacy. 'Whilst the British herring fisheries' says an eminent Norse authority have marched with the stride of a giant since the day they were freed from the chain of bounties, the Dutch fisheries, once so famous have remained stationary. While Britain moved on, the old Netherlands fishery has seen year by year the number of its busses (or herring vessels with crews of twenty-five men) continuously decrease.' In 1650, the Dutch had 5,000 of these large decked fishing vessels or luggers usually called 'busses' fishing on the east coast of Scotland; but they declined as the British herring fleet grew, until about 50 years ago the Dutch again showed signs of advancement and their money value grew from \$240,000 in 1857, to about \$750,000 in 1887, and at the present time they are said to bring in an annual return of over \$2,000,000. It may be interesting, indeed, to give a comparative table of the annual value of the various national herring fisheries (the figures being for the year 1902).

Scotland.....	\$6,802,000
England and Wales.....	5,474,800

(The English east coast produced of this total no less than \$5,185,000).

Holland.....	2,956,138
France.....	2,353,800
Canada.....	2,250,000
Norway.....	1,805,000
Denmark.....	265,000
Newfoundland.....	250,000

Of course the annual values fluctuate, but the supremacy of the Scottish herring in the markets of the world has been maintained chiefly owing to its high qualities as a food product. The demand for the best grades of cured herring is enormous, as the following figures sufficiently show, and the rapid rise recently of the Dutch and German herring is noteworthy in recent years, though it must be stated that considerable quantities of Scottish cured herring, after being imported into Holland, are marketed as the best Dutch fish:

	1899.	1900.	1901.	1902.
Great Britain	1,097,000	1,152,000	1,395,000	1,652,000
Norway.....	392,700	570,000	415,000	555,000
Holland.....	278,000	415,000	520,000	723,000
Germany	57,397	96,132	133,417	170,000
Sweden.....	9,300	6,000	3,000	3,000
Total.....	1,744,397	2,239,132	2,466,417	3,103,000

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The foregoing facts indicate clearly, if they indicate anything at all that Canada has an opportunity such as no other country possesses of establishing herself as one of the great cured-herring countries of the world, if only the method of curing and placing the fish on the market be such as to fulfil the necessary conditions. Just as Scotland rose to the high position as a pickled-herring producing country, and for so many years displaced Holland, so Canada may by taking proper means rise to the forefront in this great and profitable enterprise.

Mr. Cowie's experiment has proved that the quality of Canadian herring is all that can be desired and from his report it is clear that the conditions necessary to gain for our pickled herring the highest repute and the most remunerative prices are:—

(1.) Gutting and curing as soon as possible after capture.

(2.) Separation and proper selection of the fish according to grade. Mixed fish are not in chief demand.

(3.) Use of the right kind and quality of salt.

(4.) Proper packing for shipment to market.

The other details, which tend to result in the best product, are subsidiary to these, though the determination of the movements of the schools in successive weeks of the season, the use of appropriate nets and gear and the aid of steam in capturing the fish are all matters of moment.

It remains to be seen if experimental packs at various points on the Atlantic coast and the tuition of local hands will stimulate the fishing population to improve the Canadian herring shipped to market, and the interesting project of putting up the Pacific fish in a method more in keeping with the best European methods, will not raise the British Columbia herring in the estimation of the great markets of the east and of the Antipodes. Certainly no more zealous and able expert in the matter could have been entrusted with the experiments than Mr. Cowie, and his staff of Scottish fisher girls, and fishermen—coopers and other hands impressed all who saw them as the best that could be got. The aim of the Hon. the Minister of Marine and Fisheries will be fulfilled if within the next few years the pickled herring of Canada establish a reputation in the world's markets as not inferior to the Scottish, Norse and Dutch products which are in such large demand.

E. E. PRINCE,

Dominion Commissioner of Fisheries.

THE SCOTTISH HERRING CURING EXPERIMENT IN CANADA, 1904.

By MR. JOHN J. COWIE, LOSSIEMOUTH, SCOTLAND.

The following report upon the herring curing experiment conducted by me at Canso, Nova Scotia, during the summer and autumn of the past year (1904), contains the substance of the detailed report which I addressed to the Hon. Raymond Préfontaine, Minister of Marine and Fisheries, in November last. The experiment was carried out under the instructions of the hon. the minister, who followed it with unflagging interest.

PRESENT MARKET REPUTE OF CANADIAN HERRING.

It has long been admitted that herring caught in Canadian waters have in the past been, and still are, practically shut out of the best markets of the world in which herring from the United Kingdom, from Norway, and from Holland, find ready sales at good prices.

FRESH HERRING OF EXCELLENT QUALITY.

Many recognized authorities have expressed the opinion that Canadian herring, in a fresh state, are equal in quality and flavour to any herring caught on the other side of the Atlantic, and that if different methods of curing were introduced there is no reason why Canadian herring could not be placed on any market of the world and enter into successful competition with Scotch, Norwegian or Dutch herring.

Many, on the other hand, have maintained that the excellent flavour characteristic of herring caught on the other side of the Atlantic is lacking in the Canadian herring, and that no new methods of curing would gain for them a place in the cured herring markets, in competition with Scotch and other European herring.

THE EXPERIMENT ARRANGED.

To prove beyond question whether the cause of Canadian herring being debarred from the best markets was to be found in the methods of curing at present in vogue, or in the alleged want of flavour in the fresh herring itself, you authorized and instructed me to bring to Canada, from Scotland, a modern herring fishing steamer, with Scotch fishermen, and fully equipped with Scotch herring nets, for the purpose of carrying on deep-sea drift-net fishing for herring off the Canadian coast, in the manner it is carried on round the British Isles.

You further authorized me to bring to Canada a small Scottish herring-curing staff, to cure herring with the same grade of salt and market them in the same class of barrels as those which are in use in the Scottish fisheries.

The importance of the step you have taken, and that it is in the right direction is shown by the following extract from an address read by Mr. Tidmarsh before the Maritime Board of Trade convention at Moncton, N.B., in August, 1904:—

Referring to the herring fishery of the Gulf of St. Lawrence generally and to Prince Edward Island particularly, he says: 'The herring fishery is a source of wealth which is almost absolutely ignored, and yet I believe in time it will become one of the chief sources of revenue to Prince Edward Island, and portions of the Gulf of St. Lawrence.

'There is no fish that swims in the sea so popular as the herring, none for which there is such a great demand.

'The herring fisheries of England, Scotland and Norway are reckoned among the chief industries of those countries. It gave employment to thousands of people, and millions of dollars find profitable investment in it.

'The trade journals of the United States from time to time make mention of the fact that the demand for herring is increasing at an enormous rate every year, and at times it is difficult for dealers to supply the demand.

'Large consignments of herring from the United Kingdom and Norway arrive in New York every week, where they find a ready market at good prices.

'We have the herring here as good, I believe, as the Scotch or Norwegian herring, if we employed the same methods of curing. Why should Canada not get a full share of this trade?

'From inquiry and personal observation, I am satisfied that the shoals of herring that approach the Atlantic shores of Canada in the early spring to spawn, remain at no great distance from the coast, during the summer and until very late in the fall.

'That these fish could be taken in large quantities by employing the drift-net fishing system, such as is used in Scotland and Norway, I have not the slightest doubt, and the fish are as good as those taken in any part of the world, if they were cured and prepared for market in the same way.

'I am strongly of opinion that the introduction of the deep-sea drift-net system so successfully employed in Scotland and Holland would be the beginning of a new era in the history of the gulf fisheries, not only would the herring fishery be developed, but the mackerel fishery might thereby be restored to its former state of productiveness.'

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STEAM HERRING DRIFTER PROCURED.

On receipt of your instructions then, I at once proceeded with the hiring of a steamer, and the engaging of a crew, and curing staff in Scotland.

I was fortunate in securing from the Smith's Dock Trust Company, of Great Yarmouth, England, one of the best of their large fleet of steam herring drifters. *Thirty-Three*, a staunch little steel boat fitted with all the latest improvements and appliances for carrying on deep sea herring fishing.

It is only within the last seven years that steamers have been successfully used for herring fishing in Great Britain.

STEAM VS. SAIL BOATS FOR HERRING FISHING.

Previous to the advent of the steam drifter, herring fishing was carried on entirely by sailing boats, and in following the large bodies of herring, sometimes as far as 60 or 80 miles from shore, fishermen began to realize that with sailing boats they could not take full advantage of the shoals of herring on the off shore grounds, nor could they with any degree of certainty land their catches in that fresh condition which is absolutely necessary, both for curing and kippering purposes, being frequently delayed alike by calms and head winds.

Owing to the greater initial expense of the steam drifter, the majority of Scottish fishermen still, however, prosecute herring fishing in sailing boats.

As showing the superiority of the steam drifter in herring catching, I take as an instance the result of the enormous herring fishing of this year around the Shetland Islands.

Steam drifters constituted only one-fifth of the whole fleet operating around these islands, the other four-fifths being sailing boats, yet this small proportion of steamers landed three-fifths of the total quantity landed for the season, besides bringing the fish to land in a fine fresh state, thereby obtaining much higher prices than the sailing boats.

CREW AND GEAR OF STEAM DRIFTER.

The crew of *Thirty-Three* consisted of five Scotch fishermen, an engineer and a fireman, with a certificated navigator for the navigation of the steamer across the Atlantic.

This crew brought the steamer to Canada, and on her arrival two Nova Scotia fishermen were shipped to make up the full crew for fishing. As the services of the navigating officer were only required for the Atlantic voyage, he, on the arrival of the steamer at Canso, was sent home.

Three of the Scottish fishermen provided the outfit of nets.

They brought with them in all 150 nets, with the necessary ropes, and floats for conducting drift-net fishing.

In the fleet of 150 there were nets of various sizes of mesh, from 2 inches to 2½ inches.

STAFF OF HERRING GIRLS.

The curing staff, on shore, consisted of six girls, well skilled in the gutting, selecting and packing of herring in the Scottish fashion, and a competent Scotch cooper.

As Canadian herring barrels are not sufficiently well made and are, indeed, so unfitted for the best grades of cured herring, that they could not be used for the pur-

poses of the experiments, it was found necessary to import Scottish whole and half barrels, strong, well-made and capable of carrying herring satisfactorily to any part of the world. This will be unnecessary in future, as equally strong well-made barrels can now be produced in Canada.

BEST SALT NECESSARY.

I also found that the grade of salt used all along the coast of Canada was quite unsuitable for the proper curing of herring, consequently a supply was ordered direct from Liverpool of what is known as '2nd fishery Liverpool salt' and which is almost entirely used in Scottish herring curing. This is a very important matter in herring curing, and may either make or mar the chances of cured herring finding a good market.

VOYAGE ACROSS THE ATLANTIC.

Having secured a steamer, a crew, and a curing staff, I, along with the crew, proceeded from Lossiemouth to Great Yarmouth, on April 25, to take over from the Smiths' Dock Company their steam drifter *Thirty-Three*.

After thorough examination of the vessel and her furnishings, and on finding the same in good and perfect order, we sailed for the Tyne, and there took on board coal for the voyage to Canada. From thence we proceeded to Lossiemouth and put on board the fishing gear and other effects of the fishermen.

On May 4, in beautiful weather, the little steamer sailed from Lossiemouth, Scotland, on her long voyage across the North Atlantic.

Large crowds had gathered round the harbours to see the start, and to wish the crew a good and safe voyage. As the vessel steamed away the remark was freely made that if the experiment was not successful it would not be the fault of either the steamer, her crew and equipment, or the curing staff, for a better outfit for the purpose could not have been sent from the shores of Scotland.

Passing through the Caledonian canal, a stop was made at Castlebay-Barra, in the outer Hebrides, to replenish the coal bunkers.

Leaving Castlebay on May 11, rough weather and head winds were encountered most of the way across the ocean, which severely tested the seaworthy qualities of the little craft, deeply laden as she was with coal.

Nevertheless, on the morning of May 30, the staunch little craft sailed into Canso harbour, none the worse for the long and stormy passage.

On her arrival, she was visited by large and admiring crowds.

The curing staff, along with myself, sailed from Glasgow on May 7 by the Allan liner *Sicilian*, reaching Quebec on May 17 and Canso on May 19.

On the arrival of the staff at Canso, preparations were at once made for herring-curing operations on shore in a most suitable shed belonging to Messrs. A. N. Whitman & Son, so that, by the time the drifter arrived, everything was in readiness for beginning work.

As already stated, the drifter reached Canso on May 30; here two local fishermen were shipped, one as a pilot and assistant fisherman, and the other as cook and assistant fisherman.

OPERATIONS COMMENCED.

After putting on shore all the spare fishing gear, and getting things fixed up and put in shape for fishing, a start was made on June 3 for the Atlantic fishing grounds—

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or I should rather say, to find out the fishing grounds on the Atlantic, as the important annual resorts of the herring are not known as yet—with fifty nets on board, so that very little time was lost after the arrival of the drifter at Canso.

METHOD OF HERRING DRIFT-NETTING.

Drift-net herring fishing is carried on between sunset and sunrise. The vessel leaves the harbour in time to reach the desired fishing ground before sundown.

On arrival there, the nets, which have been previously tied together and carefully laid in the hold of the vessel, are put into the water, while the vessel is moving at the rate of about three knots an hour. When the whole fleet of nets is in the water it forms one continuous wall about $1\frac{1}{2}$ miles long.

The 'wall' is invariably set across the tide, so that the meshes may be kept perfectly open during the time the nets are in the water, also because bodies of herring as a rule move with the tide, and here I would point out that in drift-net fishing it is necessary to have a knowledge of the movements and direction of the tides, as well as to have a knowledge of the fishing grounds in deep water.

The fleet of nets is secured at one end to the vessel, the other end being loose, so that the vessel and nets move together with the tide, hence the term 'drift-net fishing.'

To guard against danger from passing vessels, a sheepskin or canvas buoy is attached by a line, three to four fathoms long, to the place where each net is tied to the other, along the whole fleet. The top of the nets is thus about 20 feet below the surface of the water.

Along the bottom of the fleet runs a stout rope called a 'messenger,' which is attached temporarily to the foot of each net.

This rope, besides acting as a sinker for the nets when in the water, is hauled in by a steam capstan, thereby taking the strain off the yarn, and making the hauling of such a long string of nets comparatively easy.

HAULING THE NETS.

Just before sunrise a start is made to get the nets on board. It generally takes from three to four hours to haul a fleet of nets. As soon as the nets are in all speed is made to get to land with the fish, so that curing may be started with the least possible delay, every moment of delay being serious.

On reaching port the herring are discharged into square shallow vats, and sprinkled with salt.

The gutting girls are ranged round the vats, and the gutting, selecting, or grading, and packing of the herring then commences.

Three girls work together and form what is called a 'crew.'

Two stand at the vat and continue gutting, and selecting, while the other packs the selected fish. The gutting, selecting, and packing, goes on simultaneously.

So carefully have the different classes of herring to be separated, and the poor and unsound fish to be excluded, that trained coopers continuously supervise this operation.

In all catches of herring there are always to be found fish that are not fit for curing.

AREA OF FISHING OPERATIONS.

On June 3, then a commencement was made from Canso with the drift-net fishing.

Although Canso was made the headquarters of this experiment, it by no means follows that only the waters adjacent thereto were fished.

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From the following record it will be seen that a large extent of ground, or rather water, was covered, namely: from off Isaac's Harbour, N.S., east to Scatari, C.B., on the Atlantic coast, at a distance of from 10 to 50 miles from shore, and through the strait of Canso, from St. George's Bay, up to ten miles north of east point Prince Edward Island.

I give here a record of the various fishing grounds tried, and the result in each case.

Date.	Fishing Ground.	Quantity caught.	Quality.
June 3.	17 miles S.E. of Canso.....	8 crans*	Fine large herrings.
" 4.	17 miles E. by N. of Canso.....	"	Mixed with small.
" 7.	50 miles S. ".....	"	Very large and fat.
" 8.	15 miles S. ".....	"	Large and fat.
" 9.	16 miles W.S.W. ".....	4 ".....	Fine large; some small.
" 10.	" ".....	1 ".....	" ".....
" 11.	" ".....	4 ".....	" ".....
" 14.	38 miles E. $\frac{1}{2}$ S. ".....	6 ".....	Very fine.
" 15.	24 " E. $\frac{1}{2}$ S. ".....	4 ".....	Mixed.
" 16.	24 " E. $\frac{1}{2}$ S. ".....	2 ".....	"
" 17.	47 " W.S.W. ".....	1 ".....	"
" 21.	45 " W.S.W. ".....	".....	Large.
" 22.	20 " S. ".....	".....	"
" 24.	40 " E. by N. ".....	1 ".....	"
" 25.	25 " E. by N. ".....	1 ".....	"
" 27.	40 " E. by S. ".....	".....	Many dog-fish; no herring.
" 28.	80 " E. by S. ".....	".....	" ".....
" 30.	68 " E.S.E. ".....	".....	" ".....
July 5.	Off Arichat.....	".....	" ".....
" 9.	Off Point Michaud.....	".....	" ".....
" 12.	Off Queensport.....	3 crans.....	Very young herrings.
" 13.	".....	1 ".....	"
" 14.	Canso Bank.....	".....	No herring.
" 15.	Between Mabou, C.B., and P.E.I.....	".....	Small herring, a few.
" 16.	Off Cape George.....	4 crans.....	Young herring.
" 19.	Crouse Bank.....	".....	Many dog-fish; no herring.
" 20.	16 miles S.E. of Canso.....	".....	" ".....
" 22.	Off Gabarus, C.B.	".....	" ".....
" 23.	Off St. Esprit, C.B.	".....	" ".....
" 25.	Off Isaac's Harbour, N.S.	".....	" ".....
" 29.	Off Whitehead, N.S.	".....	" ".....
Aug. 2.	Crouse Bank.....	".....	" ".....
" 3.	St. Peters Bay.....	14 crans.....	Large herring.
" 4.	".....	".....	Dog-fish; no herring.
" 5.	30 miles E. by N. of Canso.....	".....	"
" 8.	40 " ".....	".....	"
" 10.	10 " S. of Canso.....	".....	"
" 12.	Off Whitehead.....	".....	"
" 16.	25 miles S. of Canso.....	".....	"
" 18.	Off Isaac's Harbour.....	".....	"
" 23.	10 miles N. of East Point, P.E.I.....	".....	"
" 24.	Off Pictou Island.....	".....	Many dog-fish; no herring.
" 25.	Off Port Hood, C.B.	".....	" ".....
" 26.	Off Cape George.....	".....	" ".....
" 29.	Canso Bank.....	".....	" ".....
Sept. 1.	Off St. Esprit, C.B.	".....	" ".....
" 2.	Chedabucto Bay.....	".....	" ".....
" 5.	Off Liscombe, N.S.	".....	" ".....
" 6.	Off Isaac's Harbour.....	".....	" ".....
" 12.	Off Beckerton.....	".....	" ".....
" 19 to 24	Off Georgetown, P.E.I., Port Hood, C.B., and off Pictou Island, N.S.	".....	" ".....

* A cran equal to two barrels.

DOGFISH PEST STOPPED FISHING.

From the foregoing record, it will be seen that after June 25, dogfish took possession of all the fishing grounds, and no herring could be got anywhere,

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excepting on August 3, in St. Peter's Bay where a few fine large herring were caught. The very next day dogfish appeared and the herring were gone.

LATE START AND LIMITED CATCH.

The catch as you will observe, has been exceedingly poor, caused partly by the extraordinary abundance of dogfish from June 25 till the time operations were finished, and partly by our being too late in starting this year to get the benefit of the early fishing, together with the want of intelligent information as to the movements of herring on this side of the atlantic.

Of the total catch, 25 $\frac{3}{4}$ crans, or 51 barrels, as counted in Canada, 8 crans, or 16 barrels were disposed of for bait to local fishermen.

These were mostly very large, coarse herring, and herring otherwise unfit for curing, separated during the process of gutting and packing.

In Scotland or elsewhere all herring caught are not fit for curing, a proportion are rejected as unsuitable.

SAMPLE SHIPMENTS MADE.

Of the remainder, half a barrel was smoked and made into kippers, 34 half barrels were cured in pickle, of the latter 1 half barrel went to Halifax, N.S., 11 half barrels to New York, and 22 half barrels to St. Petersburg, Russia.

MESH OF NETS SUITABLE.

The opinion has been freely expressed that the meshes of the nets used were too small to capture the large herring commonly found in Canadian waters, that is a fallacy.

In the first place, the herring in Canadian waters are not all large any more than those round the British Isles, but are mixed with medium sized and small, like herring in other places.

If, as is alleged, the mesh was too small, why is it that such an enormous quantity of herring was landed in the Shetland islands this year, and caught by exactly the same nets as were used in Canada by the drifter? And, it must be noted, these Shetland herring average 14 inches in length.

LARGE MESH USED.

On July 19 I was directed by you to get some larger meshed Canadian nets, for fishing along with the Scottish nets, in order to prove whether or not it was owing to the size of the mesh that more herring had not been caught.

I accordingly got, from Halifax, 3 Canadian herring nets with meshes of 3 inches, 3 $\frac{1}{4}$ inches and 3 $\frac{1}{2}$ inches, respectively, and had them mounted and used along with, and in the fleet of Scottish nets.

The only occasion on which any herring were caught after using the large meshed nets was on August 3, when 1 $\frac{1}{4}$ crans of large herring were got, and, strange to say, these were all caught in the smaller meshed Scotch gill-nets. The Canadian nets, owing to the largeness of the mesh, being simply loaded with dogfish, in fact, the weight of dogfish was so great in one of these nets that a rope had to be passed around the middle of the net and the steam capstan used to hoist it bodily out of the water.

From this date until operations were finished the large meshed nets were in constant use, but no herring were caught in them.

FAILURE OF SUMMER AND FALL RUNS.

This, I think, is conclusive proof that the cause of the failure of the drifter to catch a larger quantity of herring, was not to be found in the size of the mesh, but

rather, as I have already said, in our being too late for the early and most plentiful run of herring, the tail end of which we seem to have got in June, and the total failure of the summer and fall runs, owing, in my opinion, to the superabundance of dogfish all through the season.

Possibly the result of the first year's operations may be looked upon by those having little or no knowledge of herring and herring fishing, as somewhat ominous and unfavourable.

To those I would say, peruse the special report, 1898, on 'The Fluctuations in the Abundance of Fish,' by Professor E. E. Prince, Dominion Commissioner of Fisheries, (Department of Marine and Fisheries, 31st Annual Report).

As every one knows who lays any claim to a knowledge of the fisheries, a failure of herring fishery, especially in any particular locality along the coast, should not be a matter of too serious concern, but should be regarded with equanimity, and even anticipated at recurring periods.

SUPERIOR QUALITY OF JUNE FISH.

While it is a matter of regret to have to report that the number of barrels cured has been small this year, I am pleased to inform you that I found the herring taken in June to be, what are known in Scotland as 'Matjes,' that is, peculiarly well flavoured, fat herring, with the roe and milt undeveloped.

'MATJE' AND 'FULL' HERRINGS.

In Scotland we find two distinct classes of herring.

On the west coast, only, around the outer Hebrides, and on the north-west coast of Ireland quite recently, are found those delicious 'Matje' herring which commonly sell at 80 marks in Germany (20 dollars), and 40 roubles in Russia (20 dollars) per barrel.

This fishery is limited and is only carried on from the beginning of May till towards the end of June, when the roe and milt begin to form and the distinctive flavour of the fish is lost.

On the east coast no 'Matjes' are found, but only what are known as 'full' herring, that is herring with the roe and milt fully developed, and not fat.

These do not bring such high prices as the 'Matje' herring, but the demand for them is practically unlimited, and immense quantities are caught and cured.

Strange to say those 'Matje' herring of the west coast when they have developed roe and milt, do not lend themselves so well to curing as the roe and milt-herring of the east coast: and this is the more remarkable when it is borne in mind that the distance between the fishing grounds is, in some cases, less than 100 miles.

PRIZED 'MATJES' APPEAR TO OCCUR IN CANADA.

I have been too short a time on this side of the Atlantic, and too little has been done this year for me to make positive statements with regard to the correspondence of the herring season on both sides of the Atlantic, whether they are simultaneous or not; but judging from the little that has been found out, I believe that 'Matje' herring of a very fine quality are to be got at a distance of from 8 to 10 miles off the coast, from Whitehead, N.S., as far east as Scatari, C.B., at a time, coinciding exactly with the 'Matje' herring fishery of the west coast of Scotland.

This is the class of herring we got there in June, and points to this conclusion.

SUCCESS OF SCOTTISH CURED CANADIAN HERRING.

The primary object of the experiment however was to show that by the application of the Scottish method of curing, Canadian herring could be placed in markets

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from which they have hitherto been practically excluded, and where they could be sold at prices equal to Scotch, Dutch, or any other herring.

With regard to the consignment sent to New York, the following letters from one of the oldest and most reliable salt fish firms in that market, show how favourably these Scotch-cured Canadian herring have been received, and their anxiety to get more.

(a)

NEW YORK, July 6, 1904.

Mr. John J. Cowie,
Canso, N.S., Can.

DEAR SIR,—We are in receipt of your favour of July 4, and we are pleased to note that have forwarded 11 half barrels 'Matjes' by SS. *Prince Arthur*, July 5.

We await the arrival with keen interest and will report to you.

Yours very truly,

THOS. WOODWARD & SON.

(b)

NEW YORK, July 12, 1904.

Mr. John J. Cowie,
Canso, N.S., Can.

DEAR SIR,—We beg to advise you that we are in receipt of the 11 half barrels of 'Matje' herring, and we are agreeably surprised at the quality and condition, as a good many of these goods that have been packed after the Scotch method have turned out badly.

We think we can sell the extra large 'Matjes' for \$5.50 per half barrel, and the large at \$5.

We think it far best to clean them up at this, although we are testing the trade and trying to do better.

We wish you would let us hear from you in regard to more of these herring, as we would like to introduce them to the trade generally, and we wish you would let us know by return of mail, whether you will be able to send any more 'Matjes,' and we should also like to hear from you in regard to new 'fulls' and large 'fulls' and when you could make a shipment of some.

We think without question these goods will sell in this market.

Yours very truly,

THOS. WOODWARD & SON.

(c)

NEW YORK, August 19, 1904.

Mr. John J. Cowie,
Canso, N.S., Can.

DEAR SIR.—What are the prospects on herring? Do you expect to ship us any more goods and have you cured any 'fulls'? We are very much interested in this herring experiment and would like to hear from you fully regarding the above and regarding future business.

Yours very truly,

THOS. WOODWARD & SON.

FAVOURABLE NEW YORK OPINION IS CONVINCING.

In face of the prejudice previously existing in this market against herring from Canada, this, I think, is ample testimony to the good qualities of Canadian herring, when properly handled, selected, and cured in strong, tight barrels. It is certainly most gratifying and encouraging to those who believe that the Canadian herring industry may be improved and at least doubled in value.

Although the consignment was small, still 10 barrels are as good as 1,000 to demonstrate that the reason why Canadian herring have been ignored in this important market, is entirely owing to the careless and unsystematic way curing has been carried on in the past, and the want of knowledge of how to place cured herring on this and other markets in such a condition as would create an increased demand at enhanced prices.

RUSSIAN CONSIGNMENT VERY FAVOURABLE.

Turning to the Russian consignment, the following letters concerning the same were received from Mr. H. J. Pallisen, the oldest and largest importer of cured herring in St. Petersburg :—

(d.)

ST. PETERSBURG, July 20, 1904.

John J. Cowie, Esq.,
Canso, Nova Scotia, Can.

DEAR SIR,—We are in due receipt of your favour of July 6, enclosing bills of lading of 22 half barrels of herring shipped to our care for sale, via Halifax-New York. We shall do our best for sale of this parcel, advising you of prospects of these herring in our market.

Your faithfully,
THE ADMINISTRATION OF H. J. PALLISEN.

ST. PETERSBURG, August 21, 1904.

John J. Cowie, Esq.,
Canso, Nova Scotia, Can.

DEAR SIR,—Referring to our respects of July 21, we herewith beg to inform you that your herring ex-SS. *Silvia-Dagmar*, after being bracked brought a net number of filled up barrels as noted at the foot.

The quality of these herring, which we find much like Downingsbays, would suit our market very well, and there will no doubt be a good outlet for them here if you could get them forwarded by a safer route.

The herrings have suffered considerably on the passage, four half barrels being totally spoiled and condemned, and the balance over-heated and consequently torn-bellied.

The parcel was shipped from Copenhagen on steamer's deck, and as weather has been very hot during the last eight or ten days, they have no doubt suffered on this route.

We shall do our best for sale of this parcel and send you account of sales and remittance to Canso.

Your truly,
THE ADMINISTRATION OF H. J. PALLISEN.

Marks.	Number of brls. shipped.	Number filled up.
Extra large matjes.....	8	6
Large matjes.....	14	10
	22	16

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There is a system existing in Russia of what is termed there, 'bracking,' that is, on the arrival of a parcel of herring the heads are taken out of the barrels, the pickle drawn partly off and a tier, and in some cases two, of herring added to each barrel, consequently the number of barrels actually for sale is less than the number shipped.

During the 'brack,' herring which have been spoiled in transit or otherwise found unfit for consumption as food, are condemned and destroyed.

In this case four half barrels were condemned owing to overheating on the passage up the Baltic, while two half barrels were required for upfilling the others.

Since the receipt of the foregoing letters, H. J. Pallisen has been instructed to send account of sales and remittance to the Deputy Minister of Marine and Fisheries, Ottawa.

It will thus be seen from the report of H. J. Pallisen that the quality of these herring, notwithstanding the fact of their having been damaged en route—and a safer transit can easily be found—was pronounced to be equal to the quality of the very best herring on the Russian market, namely, 'Downingsbays.'

The herring called 'Downingsbays' are the 'Matje' herring, I have already referred to, which are caught on the north-west coast of Ireland during May and June, and cured by Scotch curers. They frequently sell at the incredibly high figure of 50 roubles or 25 dollars per barrel, and quite commonly at 40 roubles, or 20 dollars.

OPENING IN GERMANY.

With respect to the German market where millions of barrels of 'full' herring are consumed annually although at a lower price than the 'Matje' herring, we were unfortunately unable owing to the failure of the 'full' herring fishery, on the north and east coasts of Nova Scotia, and around Cape Breton, to test these, but the following extract from a letter I received from Mr. H. Berneaud, of Stettin, Danzig and Koenigsberg, a very large importer of cured herring into these markets, on hearing that a herring curing experiment was to take place in Canada, which, in passing, shows the wide interest being taken in the attempt at developing the Canadian herring fishery.

Mr. Berneaud says:—'About 30 years ago I imported into Stettin already, Canadian herring, 50 barrels and then 100 barrels. They were bought in Dublin and re-shipped to Stettin via Leith, and sold as Scotch herring, though the buyers had their great doubts, owing to the make of the barrels, at equally good prices, herring being scarce at the time and the demand keen. The herring I imported were equal in size to 'Crown Fulls.'

I heard later on that a sailing cargo of about 2,000 barrels was afterwards sent to Hamburg, but these being of inferior quality and mixed sizes, not being selected, did not find buyers, and I have no idea how they were ultimately disposed of, maybe as manure. This shows that good, well cured, and properly selected Canadian herring can be sold in Germany, and I believe better in the Baltic. (Stettin, Dantzic, Koenigsberg) than in Hamburg.'

CANADIAN DEMAND IN ADDITION TO FOREIGN.

Apart, however, from the outlet for Canadian herring in foreign markets, there is, as is well known, a large demand throughout Canada which can be increased and made doubly remunerative by the adoption of better methods of curing.

Letters were received, during the summer from all parts of Canada requesting sample shipments of our cure, which, unfortunately, could not be made this year.

It is not only in the markets of the United States that Scotch and Dutch herring bring double the price of Canadian herring, including the famous Labrador herring, but in the markets of Canada as well.

I find, for instance, in a report of the Quebec market, dated September 29, 1904, No. 1 Labrador herring quoted at \$3 per half barrel, while Holland herring and Scotch herring, in the same market are quoted at \$6.50 per half barrel.

DEMAND FOR KIPPERS.

Besides the foreign trade in cured herring there is throughout the British isles a large trade in what are known as kippers.

These are fresh herring split, lightly salted, and smoked for a few hours, to be used for consumption within 7 or 8 days after being smoked. The best kippers in the British market are made from the fat 'Matje' herring caught on the west coast of Scotland and Ireland, which I have already referred to. I found that the 'Matjes' we got on the Nova Scotia coast also made very fine kippers.

A few of these 'Matjes' were smoked (8 boxes) and sent to Montreal and were pronounced delicious. One great essential point in making kippers is to have the herring in a perfectly fresh state to make savoury kippers.

I have seen in Canada, herring, which had been a fortnight in salt, made into kippers. No one need expect any demand for such as these.

MOVEMENTS OF CANADIAN HERRING MUST BE ASCERTAINED.

Although it is satisfactory to find that the few herring we were enabled to cure and place on markets, as yet unopened to Canadian herring, were well received, before beginning to introduce the Scottish system of curing, and instructing the fishermen of the maritime provinces therein, with any hope of making a permanent improvement, more reliable information is needed with regard to when the various classes of herring are on the coast, and whether they are in condition for curing.

SHIPMENTS MUST BE RELIABLE, A NEWFOUNDLAND WARNING.

The experience of Newfoundland in the introduction of the Scotch method of herring curing, should be a warning and a guide to Canada in setting about the improvement of the herring industry.

For a good many years Newfoundland has been exporting Scotch cured herring. At first good markets were found. Soon, however, the good name they had gained for themselves was lost, not because there were not still good herring around the coasts, but because the Scotch system of curing was adopted in too much of a hurry, without due consideration of the seasons when curing should take place, without the necessary systematic instruction, and last, but by no means least important, without that which has raised, and kept the standard of cured herring in Scotland at such a high level, namely: a system of official inspection.

RESORTS OF FULL HERRING MUST BE FOUND.

It is absolutely necessary, therefore, that this experiment be continued so that something of the movements and chief resorts of the 'full' herring for which there is the largest and surest demand, may be known.

Mr. Tidmarsh, in his paper already referred to, says in regard to the need for information:—

'The chief cause that retards the development of our fisheries is the total lack of intelligent information concerning them, and until we are in possession of such information we shall not know exactly how to proceed. What we want to know in order to proceed intelligently along the lines of development are: The seasons of the year when fish are on the coast, the localities where they resort in largest quantities, when they are in the most suitable condition for curing, the modern appliances necessary for catching them, and the proper methods of curing and preparing them for the market.'

What Mr. Tidmarsh says, I found to be perfectly true.

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HERRING RESORTS LITTLE KNOWN.

Little or nothing is known as to where the chief herring shoals congregate in the deep water, off shore, or as to when the herring are in the most suitable state for profitable catching and curing; and herein is to be found one of the principal causes of the failure of the drifter to catch as many herring, this year, as I had expected. There was absolutely no reliable information obtainable as a guide in conducting drift net fishing.

EARLY START ESSENTIAL IN 1905.

In carrying on operations next year, I would propose starting a month earlier at Canso, than this year, that is to say, in the end of April or May 1, continuing there till the middle of June, so that something more may be found out, concerning those early 'Matje' herring, which seem to frequent that part of the coast at that season of the year.

TESTS IN OTHER DISTRICTS NECESSARY.

I would further suggest that, during the summer and fall operations be conducted in the Bay Chaleur, and in the Bay of Fundy, where, it is apparent, 'full' herring congregate at that time, and by so doing, I am convinced, from the experience gained this year, of the conditions on this side of the Atlantic, that the whole scheme will be successful in every way, and that sufficient knowledge will be secured, to warrant the adoption of a systematic plan of introducing to and teaching the fishermen of the maritime provinces an improved and paying method of curing their herring.

CLOSE OF EXPERIMENT.

The operations of the drifter ended on September 24, and after stowing away, for the winter, the fishing gear and unused barrels and salt, the staff was paid off.

One of the girls got married at the close of the season, and remained in Canso. The other five girls, along with the cooper and second engineer, left for Scotland on the Allan liner *Bavarian*, from Quebec, on October 7.

The Scotch fishermen decided to remain for the winter, to conduct long line fishing for cod and halibut, as it is carried on in Scotland, under an agreement with Messrs. Whitman and Son, of Canso, until the spring herring fishing comes on again.

VISIT TO BAY DES CHALEURS.

I left Canso on October 11, for Ottawa. On the way, I went along the southern shore of the Bay Chaleur, from Bathurst to Caraquet. I found here that from about August 15 till September 15, a fine class of 'full' herring is to be got on the banks off Caraquet.

This year, as in other places, from whatever cause, they were extremely scarce.

I had an opportunity, however, while there, of seeing and tasting some of these herring, and judging by the size and flavour, I believe they are similar to the 'full' herring of the east coast of England and Scotland.

PACIFIC COAST VISITED.

On reaching Ottawa, I was requested to pay a visit to the Pacific coast and examine the herring caught in British Columbia waters, with a view to finding out if the herring trade there is capable of development along the lines proposed on the Atlantic coast.

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On my arrival at Vancouver, I was met by Fishery Inspector C. B. Sword, who supplied me with valuable information and introduced me to those interested in and connected with the herring fishery of British Columbia.

NANAIMO A HERRING CENTRE.

From Vancouver, I went on to Nanaimo, and thence on to Victoria.

Nanaimo seems to be the chief seat of the herring fishery, so far, in British Columbia.

From the middle of November on to the month of March, herring come into the harbour of Nanaimo in such apparently incredible quantities that, during some seasons, they are left stranded on the beach in huge masses, and become a nuisance as they lie rotting there.

The herring of the Pacific coast appear to be, generally speaking, of a smaller class, and contain a far greater amount of oil than the herring of the Atlantic.

While I found that these Pacific herring make very good kippers, they may not prove to be so well adapted as the Atlantic herring for curing purposes, owing to the great amount of oil they contain, even after the roe and milt has formed in them.

When I say that those herring differ from the Atlantic herring for purposes of curing, I do not mean that they cannot be cured, but that they will not keep in good condition for such a length of time as the herring of the Atlantic.

The more oil there is in herring, the more difficult they are to cure in pickle, and the sooner they go wrong and lose quality.

An excess of oil seems to be a prominent feature of all kinds of fish on the Pacific coast, owing, possibly, to the equable temperature of the water and the richness of the food they live on.

Notwithstanding this, however, attempts have been made within the last four years to cure those herring for export, with no little success. The method of curing which has been adopted is a good deal similar to the Scotch method, and, in my opinion, the trade may be developed along the lines on which they have started, with some slight improvements regarding details.

The barrel in use there is an admirable one, and is far ahead of the herring barrel in use on the Atlantic coast.

It is strongly made, hooped with galvanized iron hoops, and is capable of carrying cured herring to any part of the world in good condition.

The use of a similar barrel on the Atlantic coast would go far towards improving the present condition of the herring trade of the east.

The salt in use, however, is, I consider, quite against the proper curing of Pacific herring.

Trial shipments, I was told, had been made to Australia and New York, and in spite of the poor quality of the salt, and some defects in the curing process, have met with a very favourable reception, especially in Australia.

I found there is a demand springing up for Pacific herring in China, not cured in pickle, but dry salted in boxes, and I believe extensive shipments of herring put up in that way will be made this season to that country.

While there may not be a great demand for those Pacific herring in eastern Canadian or American markets, as there they will come into competition with a better class of fish, I believe there is a large outlet for them in the western states of America, in Australia, the west coast of South America. China and the Straits Settlements, if properly attended to.

EXPERIMENT REPEATED IN B. C. RECOMMENDED.

To improve the already fairly effective methods of curing in vogue in British Columbia, and as the people there are keenly anxious for such improvement, I would

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suggest that, as the herring season on the Pacific only begins after the season on the Atlantic has closed, next year, three gutting girls and a cooper be sent to the Pacific coast, after operations have ceased on the Atlantic coast, to give a month's instruction in herring curing.

CONCLUSION.

In conclusion, I venture to say, sir, what everyone who has any knowledge of herring and herring fisheries has said, that the curing experiment inaugurated at the instance of the hon. the Minister of Marine and Fisheries, is a great work, a work, to my mind, of national importance to a country having such immense natural resources in its seas. These resources will, if nursed, with practical and intelligent care, prove an incalculable boon to the inhabitants of the shores of Canada particularly and to the Dominion generally.

APPENDIX No. I.

EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending June 30, 1904, including Fishing Bounty, amounted to \$634,824, being within the appropriation by \$12,383.

The total net fisheries revenue, during the same period, from rents, license fees, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to \$95,756.

Service.	Expenditure.		Vote.	
	\$	cts.	\$	cts.
Fisheries	105,111	40	105,300	00
Fish-breeding	109,286	67	110,000	00
Fisheries protection service	204,654	66	205,240	00
Fishing bounty	158,943	70	160,000	00
Miscellaneous expenditure	56,828	18	68,667	98
Total	634,824	01	647,207	98

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.	Expenditure.	
	\$	cts.
Fisheries, Ontario	4,500	43
" Quebec	7,619	67
" New Brunswick	27,664	34
" Nova Scotia	30,003	01
" Prince Edward Island	7,320	96
" Manitoba	2,789	74
" North-west Territories	7,317	49
" British Columbia	15,133	65
" Yukon	1,400	00
General account...	1,362	11
Total	105,111	40

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FISHERIES GENERAL EXPENDITURE.

This expenditure by provinces is subdivided as follows :—

	Amount.	Total.
<i>Ontario.</i>	\$ cts.	\$ cts.
Salaries of officers.....	3,600 00	
Disbursements of officers.....	900 43	
Total.....		4,500 43
<i>Quebec.</i>		
Salaries of officers.....	3,891 16	
Disbursements of officers.....	3,527 40	
Miscellaneous.....	201 10	
Total.....		7,619 67
<i>New Brunswick.</i>		
Salaries of officers.....	19,407 77	
Disbursements of officers.....	8,117 68	
Miscellaneous.....	38 89	
Total.....		27,664 34
<i>Nova Scotia.</i>		
Salaries of officers.....	14,703 66	
Disbursements of officers.....	15,299 35	
Total.....		30,003 11
<i>Prince Edward Island.</i>		
Salaries of officers.....	5,361 27	
Disbursements of officers.....	1,903 74	
Miscellaneous.....	55 95	
Total.....		7,320 96
<i>Manitoba.</i>		
Salaries of officers.....	1,622 45	
Disbursements of officers.....	1,114 54	
Miscellaneous.....	52 75	
Total.....		2,789 74
<i>North-west Territories.</i>		
Salaries of officers.....	4,339 25	
Disbursements of officers.....	3,082 49	
Miscellaneous.....	95 75	
Total.....		7,317 49
<i>British Columbia.</i>		
Salaries of officers.....	10,755 25	
Disbursements of officers.....	3,781 05	
Miscellaneous.....	597 35	
Total.....		15,133 65
<i>Yukon.</i>		
Salaries of officers.....		1,400 00
General account.....		1,362 11
Grand total.....		105,111 40

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FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING.

Service.	Expenditure.	Total.
	\$ cts.	\$ cts.
Fish-breeding, Ottawa hatchery, Ont.....	2,291 28	
" Newcastle " "	4,546 28	
" Sandwich " "	7,808 61	
" Quinté Bass Pond hatchery, Ont.	654 29	
" Tadoussac hatchery, Que.....	3,973 34	
" Gaspé " "	1,770 39	
" Magog " "	1,117 72	
" St. Alexis " "	1,003 84	
" Restigouche " N.B.....	4,915 22	
" Miramichi " "	2,822 06	
" St. John River hatchery, N.B.....	6,414 96	
" Shemogue " "	2,493 36	
" Shippegan " "	360 42	
" Bedford hatchery, N.S.....	2,056 08	
" Margaree " "	1,863 40	
" Bay view " "	2,428 74	
" Selkirk " Man.....	3,978 04	
" Fraser River hatchery, B.C.....	8,515 27	
" Granite Creek " "	8,029 50	
" Skeena " "	8,496 04	
" Lac Tremblant.....	3,588 95	
" Charlottetown.....	10,733 51	
" Caraquet	5,171 03	
General account.....	14,253 74	
Total		109,286 07

SALARIES, ETC.

<i>Newcastle Hatchery.</i>		
Salaries	1,306 66	
Miscellaneous expenditure.....	1,239 52	
Total.....		4,546 28
<i>Sandwich Hatchery.</i>		
Salaries	937 50	
Miscellaneous expenditure.....	6,871 11	
Total		7,808 61
<i>Ottawa Hatchery.</i>		
Salaries	1,361 75	
Miscellaneous expenditure.....	929 53	
Total.....		2,291 28
<i>Quinté Bass Pond.</i>		
Salaries.....	125 00	
Miscellaneous expenditure	529 29	
Total.....		654 29
<i>Tadoussac Hatchery.</i>		
Salaries.....	800 00	
Miscellaneous expenditure.....	3,173 34	
Total		3,973 34
Carried forward.....		19,273 80

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FISHERIES GENERAL EXPENDITURE—*Continued*FISH-BREEDING—*Continued.*

	\$	cts.	\$	cts.
Brought forward.....			19,273	80
<i>Gaspé Hatchery.</i>				
Salaries.....	600	00		
Miscellaneous expenditure.....	1,170	39		
Total.....			1,770	39
<i>Magog Hatchery.</i>				
Salaries.....	541	62		
Miscellaneous expenditure.....	576	10		
Total.....			1,117	72
<i>St. Alexis.</i>				
Salaries.....	390	00		
Miscellaneous expenditure.....	613	84		
Total.....			1,003	84
<i>Restigouche Hatchery.</i>				
Salaries.....	1,000	00		
Miscellaneous expenditure.....	3,915	22		
Total.....			4,915	22
<i>Miramichi Hatchery.</i>				
Salaries.....	1,000	00		
Miscellaneous.....	1,822	06		
Total.....			2,822	06
<i>St. John River Hatchery.</i>				
Salaries.....	600	00		
Miscellaneous.....	5,814	96		
Total.....			6,414	96
<i>Shippegan.</i>				
Miscellaneous expenditure.....			360	42
<i>Shemogue.</i>				
Miscellaneous expenditure.....			2,493	36
<i>Bedford Hatchery.</i>				
Salaries.....	1,299	67		
Miscellaneous expenditure.....	756	41		
Total.....			2,056	08
<i>Bay View Hatchery.</i>				
Salaries.....	219	00		
Miscellaneous expenditure.....	2,209	74		
Total.....			2,428	74
<i>Margarce.</i>				
Salaries.....	500	00		
Miscellaneous expenditure.....	1,363	40		
Total.....			1,863	40
<i>Selkirk Hatchery.</i>				
Miscellaneous expenditure.....			3,978	04
<i>Fraser River Hatchery.</i>				
Salaries.....	500	00		
Miscellaneous expenditure.....	8,015	27		
Total.....			8,515	27
Carried forward.....			59,013	30

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISH BREEDING—*Concluded.*

	\$	cts.	\$	cts.
Brought forward			59,013	30
<i>Skeena.</i>				
Salaries	1,000	00		
Miscellaneous expenditure	7,496	04		
Total			8,496	04
<i>Granite Creek.</i>				
Salaries	900	00		
Miscellaneous expenditure	7,129	50		
Total			8,029	50
<i>Lac Tremblant.</i>				
Miscellaneous			3,588	95
<i>Charlottetown.</i>				
Miscellaneous			10,733	51
<i>Caraxquet.</i>				
Miscellaneous			5,171	03
<i>General account.</i>				
Miscellaneous			14,253	74
Total			109,286	07

FISHERIES PROTECTION SERVICE—1903-1904.

	\$	cts.	\$	cts.
<i>Steamer 'Acadia'</i>				
Wages of officers and men	591	00		
Miscellaneous	713	93		
Total			1,304	93
<i>Steamer 'La Canadienne.'</i>				
Wages of officers and men	8,383	22		
Provisions	2,631	94		
Fuel	2,964	00		
Repairs	7,029	43		
Miscellaneous expenditure	1,502	21		
Clothing	500	25		
Total			23,011	05

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISHERIES PROTECTION SERVICE—1903-1904—*Concluded.*

	\$ cts.	\$ cts.
Brought forward.....		23,011 65
<i>Steamer 'Curlew.'</i>		
Wages of officers and men.....	5,666 50	
Provisions.....	1,672 14	
Fuel.....	1,495 30	
Repairs.....	1,815 27	
Miscellaneous expenditure.....	211 17	
Clothing.....	366 25	
Total.....		11,216 63
<i>Steamer 'Petrel.'</i>		
Wages of officers and men.....	6,654 50	
Provisions.....	2,263 62	
Fuel.....	1,379 52	
Repairs.....	997 97	
Miscellaneous expenditure.....	330 99	
Clothing.....	26 50	
Total.....		11,653 10
<i>Steamer 'Constance.'</i>		
Wages of officers and men.....	6,902.96	
Provisions.....	2,407.50	
Fuel.....	3,037.50	
Repairs.....	7,093.05	
Miscellaneous expenditure.....	1,152.78	
Clothing.....	54.95	
Total.....		20,648.81
<i>Schooner 'Osprey.'</i>		
Wages of officers and men.....	4,722.08	
Provisions.....	2,260.13	
Fuel.....	132.19	
Repairs.....	2,404.14	
Miscellaneous expenditure.....	1,238.50	
Clothing.....	527.50	
Total.....		11,284.54
<i>Schooner 'Kingfisher.'</i>		
Wages of officers and men.....	3,583.32	
Provisions.....	3,015.50	
Fuel.....	199.11	
Repairs.....	1,670.77	
Miscellaneous expenditure.....	1,498.98	
Clothing.....	335.75	
Total.....		10,703.43
<i>'Georgia.'</i>		
Wages of officers and men.....	2,080.00	
Supplies, &c.....	1,659.28	
Total.....		3,739.28
<i>'Swan.'</i>		
Wages of officers, &c.....	1,380.00	
Supplies.....	2,501.81	
Total.....		3,881.81
<i>'Kestrel.'</i>		
Wages, &c.....	12,787.12	
Miscellaneous expenditure.....	13,159.10	
Total.....		25,946.22
Carried forward.....		47,185 71

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FISHERIES GENERAL EXPENDITURE—*Concluded.*

MISCELLANEOUS EXPENDITURE.

	\$	cts.	\$	cts.
Brought forward			47,185	71
<i>' Falcon.'</i>				
Wages, &c.	418.41			
Miscellaneous	756.75			
Total			1,175.16	
<i>' Brant.'</i>				
Wages of officers and men	391.00			
Provisions	415.18			
Fuel	216.68			
Supplies	116.00			
Miscellaneous	14.23			
Total			1,153.09	
General account			22,730.38	
Fisheries Intelligence Bureau			2,432.33	
New Steamers to replace <i>Acadia</i> and <i>Petrel</i>			74,422.71	
			225,303.47	
Less amount paid by Customs Department for steamer <i>Constance</i> ..			20,648.81	
Net total			204,654.66	
MISCELLANEOUS.			\$	cts.
Building fishways			3,381	88
Legal and incidental expenses			1,977	86
Canadian fisheries exhibit			3,445	62
Expenditure in connection with the distribution of fishing bounties ..			5,024	11
Surveys of oyster beds			3,549	74
Issuing licenses to United States fishing vessels			511	65
Cold storage			24,952	75
Russian seizures			4,670	00
Georgian Bay biological laboratory			1,500	00
Investigating herring fishing, &c			6,779	11
Fisheries revenue (refunds)			406	00
Behring Sea			629	46
			56,828	18

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada, for the Fiscal Year ended June 30, 1904.

	\$	cts.
Ontario—rents, license fees, fines, &c.	2,578	48
Quebec	5,070	64
Nova Scotia	3,716	75
New Brunswick	10,643	20
P. E. Island	1,983	42
Manitoba	4,002	70
N. W. Territories	922	50
British Columbia	56,904	34
Yukon Territory	240	00
Hudson Bay	10	00
Total	86,072	03
Less—Refunds	481	00
Total	85,591	03
Licenses to United States fishing vessels	10,165	50
Net total	95,756	53

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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 & N.W. Territories	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.	
		Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
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	8,508 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	76,949 20	411,717 35	79,799 89
	Fishing bounties	157,504 00	159,459 00	160,000 00

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Fisheries Department from July 1, 1890, to June 30, 1904.

1893-94.		1894-95.		1895-96.		1896-97.		Number.
Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
22,634 37	28,632 82	21,938 56	33,211 60	24,917 48	35,681 68	2,198 47	32,814 66	1
11,692 82	7,211 82	12,459 34	8,836 18	11,870 43	8,160 98	21,592 40	7,876 12	2
18,522 94	8,333 24	21,370 94	11,170 36	20,526 56	10,696 88	12,910 80	10,110 77	3
20,420 81	5,296 27	23,555 38	7,075 07	23,049 41	6,180 93	21,671 92	5,239 55	4
3,078 55	980 15	3,796 58	3,312 30	3,555 87	2,161 85	23,682 33	2,032 25	5
5,331 29	926 99	6,178 71	2,458 80	6,915 20	2,256 69	3,744 36	1,719 00	6
5,283 21	25,337 90	6,218 74	23,517 25	6,226 77	26,410 75	1,908 14	344 13	7
45,024 67	.....	39,730 93	.....	38,050 41	.....	2,181 58	39,888 82	8
115,147 59	.....	100,207 29	.....	102,021 72	.....	8,841 64	27,330 73	9
34,892 19	.....	24,619 86	.....	20,203 25	.....	27,337 01	62,777 30	10
282,028 44	76,719 19	260,076 33	89,581 56	257,237 10	91,549 76	62,777 30	100,025 30	11
158,794 54	.....	160,089 42	.....	163,567 99	.....	289,197 01	.....
.....	.....	.....	.....	.....	.....	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	17,808 45	43,015 62	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	.....	56,131 26	.....	30,903 27	.....	56,828 18	.....	25
332,767 07	79,013 81	393,627 21	67,996 43	368,091 12	69,825 92	475,880 31	85,591 03	
158,802 50	.....	155,942 00	.....	159,853 50	.....	158,943 70	.....

APPENDIX No. 2

FISHING BOUNTIES.

The payments made for this service are under the authority of Act 54-55 Vic., cap. 42, 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 are as established by the following Order in Council, dated December 10, 1897:—

Order in Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 10th day of December, 1897.

Present:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of 'The Bounty Act, 1891', 54-55 Victoria, chapter 42, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the regulations governing the payment of fishing bounties established by order of the Governor in Council, dated the 24th August, 1894, shall be and the same are hereby rescinded, and the following regulations substituted therefor:—

1. Resident Canadian fishermen who have been engaged in deep-sea fishing 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 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.

5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons) 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.

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6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

7. 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.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds 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 November 30 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 will be debarred from any further participation in the bounty, and 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-topmast 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.

JOHN J. MCGEE,

Clerk of the Privy Council.

The bounty for the year 1903 was distributed on the basis authorized by the following Order in Council—

AT THE GOVERNMENT HOUSE AT OTTAWA,

The 6th day of February, 1904.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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 the Act 54-55 Victoria, chapter 42, intituled: 'An Act to amend chapter 96 of the Revised Statutes, intituled an Act to encourage the development of the Sea Fisheries and the building of fishing vessels,' shall be distributed for the year 1903-1904 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 thirty cents (\$7.30) each.

Boats: Fishermen engaged in fishing in boats, who shall also have complied with the regulations entitling them to receive the bounty, shall be paid the sum of three dollars and ninety cents (\$3.90) each, and the owners of fishing boats shall be paid one dollar (\$1) per boat.

JOHN J. MCGEE,

Clerk of the Privy Council.

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There were received for the year 1903, 12,217 claims, a decrease of 579 as compared with 1902.

The number of claims paid during the year was 12,178, a decrease of 545 as compared with the previous year.

There were \$72,936.10 in bounties paid to vessels and their crews, and \$86,007.60 to boats and boat fishermen, making the total payments during the year 1903, \$158,943.70.

The number of vessels which received bounty during the year was 851, the total tonnage being 26,501 tons, an increase of 56 vessels and 980 tons.

During the year bounty was paid on 11,327 boats, and to 19,149 boat fishermen, being a decrease of 601 boats and 1,077 men as compared with 1902.

DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1903.

Province.	County.	NUMBER OF CLAIMS.		
		Received.	Rejected and held in Abeyance.	Paid.
Nova Scotia	Annapolis	162		162
	Antigonish	118		118
	Cape Breton	322	1	322
	Cumberland	4	1	3
	Digby	489	2	487
	Guysborough	880	1	879
	Halifax	1,231	4	1,247
	Hants			
	Inverness	299	2	297
	King's	54		54
	Lunenburg	763		763
	Pictou	11		11
	Queen's	88	1	87
	Richmond	675		675
	Shelburne	558	1	557
	Victoria	370		370
	Yarmouth	252		252
	Totals	6,297	13	6,284
New Brunswick	Charlotte	393	1	392
	Gloucester	359	1	358
	Kent	50		50
	Northumberland	3		3
	Restigouche	2		2
	St. John	25		25
	Totals	832	2	830
Prince Edward Island	King's	535	2	533
	Prince	344	2	342
	Queen's	99		99
	Totals	978	4	974
Quebec	Bonaventure	789	5	784
	Gaspé	2,462	10	2,452
	Rimouski	40		40
	Saguenay	819	5	814
	Totals	4,110	20	4,090
	Grand totals	12,217	39	12,178

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DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County during the Year 1903.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
Nova Scotia.....	Annapolis.....	12	213	17.75	41	512 30
	Antigonish.....	1	10	10	3	31 90
	Cape Breton.....	12	196	16.33	48	546 40
	Cumberland.....					
	Digby.....	56	1,697	30.30	442	4,923 55
	Guysborough.....	47	863	18.36	226	2,512 80
	Halifax.....	48	1,100	22.91	294	3,246 20
	Hants.....					
	Inverness.....	27	380	14.07	138	1,387 40
	King's.....	4	55	13.75	7	106 10
	Lunenburg.....	171	12,700	74.26	2,713	32,504 90
	Pictou.....					
	Queen's.....	8	191	23.87	44	512 20
	Richmond.....	58	1,272	21.93	310	3,535 00
	Shelburne.....	54	1,689	31.27	461	5,054 30
	Victoria.....	10	130	13.00	54	524 20
	Yarmouth.....	38	1,496	39.39	392	4,357 60
	Total.....	546	21,992	40.27	5,173	59,754 85
New Brunswick.....	Charlotte.....	55	917	16.67	202	2,391 45
	Gloucester.....	196	2,389	12.18	740	7,791 00
	Kent.....					
	Northumberland.....	3	33	11.00	10	106 00
	Restigouche.....	2	37	18.50	8	95 40
	St. John.....	3	78	26.00	11	158 30
	Total.....	259	3,454	20.98	971	10,542 15
Prince Edward Island.	King's.....	22	504	13.33	106	1,277 80
	Prince.....	8	173	21.62	37	443 10
	Queen's.....	6	88	14.66	26	277 80
	Total.....	36	765	21.25	169	1,998 70
Quebec.....	Bonaventure.....					
	Gaspé.....	4	49	12.25	19	187 70
	Rimouski.....					
	Saguenay.....	6	241	40.16	29	452.70
	Totals.....	10	290	29.00	48	640 40
	Grand totals.....	851	26,501	31.14	6,361	72,936 10

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DETAILED STATEMENT of Fishing Bounties paid to Boats in each County during the Year 1903, 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 1903.
				\$ cts	\$ cts
Nova Scotia.....	Annapolis	150	229	1,043 10	1,555 40
	Antigonish.....	117	168	772 20	804 10
	Cape Breton.....	310	602	2,657 60	3,204 00
	Cumberland.....	3	4	18 60	18 60
	Digby	431	764	3,410 60	8,334 15
	Guysborough.....	832	1,306	5,925 40	8,438 20
	Halifax	1,199	1,565	7,301 50	10,547 70
	Hants.....				
	Inverness.....	270	539	2,372 10	3,759 50
	King's	50	74	338 60	444 70
	Lunenburg.....	592	708	3,343 20	35,858 10
	Pictou.....	11	19	85 10	85 10
	Queen's.....	79	136	609 40	1,121 66
	Richmond.....	617	950	4,322 00	7,857 00
	Shelburne.....	503	844	3,794 60	8,848 90
	Victoria.....	360	555	2,524 50	3,048 70
	Yarmouth.....	214	312	1,430 80	5,788 40
	Totals.....	5,738	8,775	39,959 30	99,714 15
New Brunswick.....	Charlotte.....	337	468	2,162 20	4,553 65
	Gloucester	162	381	1,647 90	9,438 90
	Kent	50	79	358 10	358 10
	Northumberland				106 00
	Restigouche				95 40
	St. John	22	36	162 40	320 70
	Totals.....	571	964	4,330 60	14,872 75
Prince Edward Island....	King's.....	511	732	3,365 80	4,643 60
	Prince.....	334	781	3,379 90	3,823 00
	Queen's.....	93	209	908 10	1,185 90
	Totals.....	938	1,722	7,653 80	9,652 50
Quebec.....	Bonaventure.....	784	1,386	6,189 20	6,189 20
	Gaspé.....	2,448	4,880	21,480 00	21,667 70
	Rimouski.....	40	51	238 90	238 90
	Saguenay	808	1,371	6,155 80	6,608 50
	Totals.....	4,080	7,688	34,063 90	34,704 30
	Grand totals..	11,327	19,149	86,007 60	158,943 70

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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 1881.

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. Boat \$1 each. Boat fishermen \$3.

1896, vessels \$1 per ton, which was paid to the owners, and vessel fishermen \$5 each, clause 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.

Since 1882, 17,877 vessels, totalling a tonnage of 633,654 tons, have received the bounty. The total number of vessel fishermen which received bounty is 137,195 being an average of about 7 men per vessel.

The total number of boats to which bounty was paid since 1882 is 300,220, and the number of fishermen 551,576. Average number of men per boat 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 \$5.04.

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1903, 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	12,468
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
Total.....	176,228	174,878	30,666	29,144	24,357	23,796	91,744	90,381	322,995	318,199

(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	94	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	133	14	459	76	802	26,659	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
Total.....	12,414	530,481	114,474	4,116	60,062	14,660	570	17,074	3,273	777	26,037	4,788	17,877	633,654	137,195

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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
Total	162,56	277,744	24,973	52,784	23,135	51,984	89,547	169,064	300,220	551,576

(4) TOTAL Number of men receiving Bounty in 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	18,996	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	7,884	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	13,958	1,635	1,901	7,736	25,510
Total	392,228	67,144	55,267	173,852	688,771

(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.....	101,448 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
Total.	2,219,210 74	334,024 92	226,224 62	695,440 35	3,474,910 63

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List of Vessels which received Fishing Bounty during the Year 1903-04.

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.
111837	A. L. B.	Digby.	22	Alton Bent.	Phinney's Cove..	3	43 90
80093	Anna K.	St. John.	14	Edward Fales.	Wilmot.	3	35 90
103066	Eddie J.	Yarmouth.	23	David Hayden.	Thornes Cove.	6	66 80
100315	Freddie A.	"	10	Norman Gregory.	Granville.	6	53 80
94835	Georgie Linwood.	Digby.	25	John McGranahan.	Margaretville.	2	39 60
107472	Goldie G.	"	15	Watson Guest.	Young's Cove.	1	22 30
107478	Jessie C.	"	10	Lewis Sabean.	Port Lorne.	2	24 60
111998	Jessie K.	Annapolis.	11	Sydney Oliver.	Parker's Cove.	3	32 90
94732	Only Son.	Windsor.	13	James D. Aldred.	Margaretville.	12	27 60
100539	Rowena.	Digby.	10	John Peters.	Litchfield.	3	31 90
107293	S. C. H.	Annapolis.	49	John S. Hayden.	Victoria Beach.	6	92 80
100548	Violetta.	Digby.	11	Bernard Longmire.	Hilsburn.	4	40 26

ANTIGONISH COUNTY.

90642	Komaroff.	Yarmouth.	10	John J. Brow.	Harb'r Bouché.	3	31 90
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CAPE BRETON COUNTY.

112376	Agnes.	Arichat.	15	Patrick Wadden.	Scatarie Island.	3	36 90
100389	Annie F.	Sydney.	13	John Farrell.	Main à Dieu.	3	34 90
100372	Betsy Jane.	"	11	Samuel Moore.	Little Bras d'Or.	4	40 20
85381	Champion.	"	19	John William.	Louisburg.	2	33 60
100381	Katie B.	"	24	David A. Tutty.	"	5	60 50
103458	K. McKenzie.	Arichat.	17	Thomas Peach.	Port Morien.	6	60 80
107390	Ovando.	Sydney.	11	Patrick Campbell.	Main à Dieu.	3	32 90
100566	Rob S.	Halifax.	21	Gilbert Tutty.	Big Loraine.	4	50 20
107376	Rozzie.	Sydney.	17	Joseph Degaut.	Little Bras d'Or.	6	60 80
103464	St. Patrick.	Arichat.	27	Lewis Dickson.	Louisburg.	6	70 80
107339	Victoria.	Sydney.	11	James Turner.	Glace Bay.	4	40 20
107351	Wilfred Laurier.	"	10	Philip Pike.	North Sydney.	2	24 60

DIGBY COUNTY.

83431	Acadian.	Weymouth.	32	Edwin Haines.	Freeport.	11	112 30
107476	Addie B.	Digby.	13	Albert Thompson.	Westport.	5	49 50
112286	A. E. Moore.	"	11	James A. Moore.	"	4	40 20
111528	Alart.	"	11	Stephen A. Doucette.	Mavilette.	5	47 50
88598	Alph B. Parker.	St. John.	47	Holland D. Outhouse.	Tiverton.	12	134 60
111524	Annie Laurie.	Digby.	10	Stephen Perry.	Freeport.	3	31 90
90655	Annina.	Yarmouth.	12	Stephen Haynes.	Digby.	5	48 50
100547	B & C.	Digby.	14	Loran E. Perry.	Freeport.	5	50 50
94638	Carrie H.	"	20	Norman Robbins.	Tiverton.	8	78 40
94704	Charles Haskell.	"	67	John W. Snow.	Digby.	9	132 70
74331	Condor.	Yarmouth.	11	Howard Titus.	Westport.	5	47 50
103181	Curlew.	Digby.	63	George Denton.	"	17	187 10
107112	Daisy Linden.	"	97	David Sprout.	Digby.	20	226 00
103789	Effie B. Nickerson.	Shelburne.	22	Robert A. Trenholm.	Sandy Cove.	3	43 90
77740	Elmer.	Digby.	15	Howard Anderson.	Digby.	4	44 20
103749	Emerald.	"	29	John H. Syda.	"	13	123 90
107604	Emma D.	Weymouth.	20	Frank S. Doucett.	Mavilette.	8	78 40
94707	Ernest F. Norwood.	Digby.	79	Joseph E. Snow.	Digby.	7	130 10
107475	Ethel May.	"	16	R. E. Hudson.	"	2	30 60
75757	Etta.	Yarmouth.	17	Clarence Webber.	Westport.	3	38 90
111527	Etta H.	Digby.	10	Freeman Welch.	"	3	31 90
112281	Eveline.	"	22	Caesar Robicheau.	Meteghan.	6	65 80

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*DIGBY 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.
74329	Fairy Queen	Yarmouth	13	Wallace Coggins	Westport	3	34 90
100891	Fleur-de-Lis	Digby	17	Owen Donnelly	Digby	6	60 80
80798	Freddie G.	"	18	E. C. Bowers	Westport	7	69 10
77963	Freeman Colgate	St. Andrews	26	Stewart Hicks	"	11	106 30
107480	Hattie & Eva	Digby	11	Milton Hains	Freeport	4	40 20
111688	Hazelwood	Shelburne	29	George C. Stevens	"	10	102 30
77786	Hesperus	Halifax	17	Howard Anderson	Digby	5	53 50
111530	Island Girl	Digby	10	Milton Hains et al.	Freeport	4	39 20
100064	Isna	St. John	31	Thomas Hicks	Westport	11	111 30
111525	James W. Cousins	Digby	87	J. F. Milberry	Digby	20	226 00
111839	Lavinia D.	"	21	James Doucette	Mavilette	8	79 40
75851	Little Annie	Weymouth	16	Alfred Sullivan	Meteghan	7	67 10
85134	Lloyd	Yarmouth	31	W. H. Anderson	Digby	9	96 70
100487	Mabel B.	Digby	57	Chas. E. Finigan	Freeport	14	159 20
107479	Marguerite	"	24	David Sproul	Digby	9	89 70
88583	Mary Odell	"	14	John T. Therrieau	Meteghan	6	57 80
107477	Mandie Ellen	"	14	David Sproul	Digby	7	65 10
100574	Melrose	Lunenburg	71	Augustus J. Haycock	Westport	13	165 90
103705	Nebula	Yarmouth	24	James S. Ellis	Digby	8	82 40
112288	Nellie D.	Digby	32	Raymond J. Deveau	Mavilette	9	97 70
100895	New Home	Weymouth	31	Chas. Comeau	Comeauville	3	52 90
111471	Quickstep	Arichat	83	David Sproul	Digby	8	138 40
111834	Rosan	Digby	11	Frank J. Doucett	Mavilette	4	40 20
111835	Roxana	"	11	Ainsley Titus	Westport	4	40 20
85558	S. A. Crowell	Yarmouth	23	Wallace Gover	"	7	74 10
111840	Sparrow	Digby	28	Moses Theriault	Meteghan	4	57 20
111529	Spray	"	12	Benj. Taylor	Smith's Cove	2	26 60
107610	St. Bernard	Weymouth	24	Peter Belliveau	Belliveau's Cove	7	75 10
111833	Sunlocks	Digby	59	Edward Keans	Digby	14	161 20
100609	Swan	Shelburne	56	Milton Hains	Freeport	13	150 90
94694	Utah and Eunice	Digby	33	Edwin Haines	"	9	98 70
94832	Venus	St. Andrews	42	Milton Hains	"	14	144 20
103704	Whisper	Yarmouth	31	Wm. McGrath	Digby	7	82 10
100543	W. Parnell O'Hara	Digby	79	E. & J. W. Snow	"	16	195 80

GUYSBORO' COUNTY.

90866	Alice	Halifax	12	Caleb Peart	Guyshoro'	4	41 29
107992	Alice J. Davis	Canso	29	Edward Hearn	Canso	7	71 10
111422	Annie B.	Halifax	26	Benjamin Boudrot	Port Felix	3	47 90
112021	Annie M.	Canso	29	John O'Leary	Queensport	5	65 50
112016	Blanche	"	13	Simon Williams	Canso	5	49 50
103537	Bonaaccord	Halifax	12	Benj. L. Pelrine	Larry's River	6	55 80
112020	Bonny Kate	Canso	14	J. W. Sproul	Canso	5	50 50
96923	Cardigan	Charlottetown	38	Joseph Fougère	Larry's River	6	81 80
112375	C. G. Munroe	Arichat	14	Chas. Mougher	White Head	5	50 50
103328	Ella May	Port Hawkesbury	34	Hibbert Carr	Mulgrave	5	70 50
116347	Ethel	Arichat	11	James W. Lumsden	Hazel Hill	3	32 90
107993	Florence May	Canso	11	W. G. Matthews	Canso	4	40 20
112373	Flying Cloud	Arichat	13	Stephen Marshall	Cook's Cove	4	42 20
100818	Geneva Ethel	Barrington	20	Martin Mcagher	Canso	4	58 20
94663	Golden Seal	Halifax	32	Edward B. Pelrine	Larry's River	4	61 20
107996	Green Linnet	Canso	12	C. B. McKenzie	Canso	5	48 50
100815	Happy Home	Barrington	10	Samuel Snow	Up. White Head	6	53 80
111908	Laura B. G.	Arichat	10	Peter Levangie	Larry's River	4	39 20
111910	Lizzie J. Greenleaf	"	11	Joseph H. Richard	Charlo's Cove	4	40 20
100835	Lottie B.	Lunenburg	12	Thomas Boudrot	Dover	5	48 50
111421	Maple Leaf	Halifax	25	Norman S. Corkum	Pockerton	7	76 10
112017	Marconi	Canso	55	Chas. Lohnes	Canso	15	164 50

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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.
111909	Margaret May	Arichat	12	Jno. Kavanagh	Canso	5	48 50
112371	Mary A.	"	11	Alex. Pembroke	"	4	40 20
103859	Mary May	Halifax	23	Benj. David	Port Felix	6	66 80
107999	Maud S.	Canso	12	J. W. Sproul	Canso	4	41 20
100816	Mattie Morrissey	"	24	Jas. Meagher	"	4	53 20
38417	Messenger	Arichat	30	Jesse M. Humson	Mulgrave	5	44 60
112022	Minnie J.	Canso	14	Jas. W. Feltmate	Whitehead	5	50 50
100446	Minnie May	"	12	Chas. H. Richard	Charlo Cove	6	55 80
100450	Minto	"	18	Wm. O'Hara	Canso	6	61 80
107998	Money Bush	"	15	Thos. Richard	Port Felix	6	58 80
103547	Morning Glory	Halifax	11	John J. Gerrior	Larry's River	4	40 20
103323	Nita	Pt. Hawkesbury	22	Lewis Maguire	Mulgrave	3	43 90
112378	Olive S.	Arichat	17	Milton S. ngster	New Harbour	6	60 80
92663	Prince Edward	Ottawa	18	Andrew C. Fanning	Seal Harbour	4	47 20
64033	Ripple	Pt. Hawkesbury	34	Leander Tanner	Cole Harbour	2	48 60
112372	River Swan	Arichat	11	Joseph Bonvie	Larry's River	4	40 20
112023	Silver Bell	Canso	14	George Shrader	Tor Bay	3	35 90
108000	St. Patrick	"	18	George L. Avery	Larry's River	5	54 50
707318	St. Stephen	Halifax	19	Moses Cohoon	Canso	1	26 30
96962	Sunrise	Yarmouth	18	Thurlo Munroe	Lr. White Head	3	39 90
100448	Surprise	Canso	15	John J. Meagher	Canso	7	66 10
103199	Tribby	"	12	Edward Flaherty	"	4	41 20
107994	True Love	"	10	David Walsh	"	3	31 90
107991	Two Brothers	"	14	Frederick Jello	Port Felix	7	65 10
112919	Unidella	"	16	Norman Munroe	White Head	6	59 80

HALIFAX COUNTY.

111436	Adele	Halifax	30	Jno. C. Martin	Ketch Hbr	10	103 00
107313	Alice A.	"	16	Wm. McPherson	Tangier	4	45 20
103507	Annie	"	16	Isaac Bowser	Musquodoboit H	3	37 90
103858	B & B Holland	"	26	Richard Holland	Ketch Hbr	7	77 10
94662	Bessie Florence	"	12	James Howard	Terence Bay	6	55 80
90496	Black Prince	"	18	George Julien et al	W. Chezzetcook	5	54 50
116278	Christie Belle	"	13	Russell Keizer	Smiths Cove	3	34 90
59484	Day Spring	"	36	George L. Baker	W. Jedlore	8	94 40
111428	Duchess	"	12	Austin Zwicker	Indian Hbr	4	41 20
111425	Effie Howard	"	23	Jno. D. Verge	Sober Island	6	66 80
90726	Ellen Maud	"	16	Geo. H. Fluck	Halifax	3	37 90
111434	Ermynthrude	"	36	Fred'k J. Darrach	Herring Cove	10	109 00
107320	Eva Gertrude	"	34	Andrew Sullivan	"	9	99 70
92564	Evangeline	"	23	Lewis Murphy	Pleasant Hbr	5	59 50
100247	Fairy Queen	"	11	Geo. H. Nickerson	Sambro	3	32 90
100259	Florence G.	"	15	Caleb Gray	"	3	36 90
116273	Fly	"	10	John Faulkner	West Jeddore	4	39 20
107330	Gertie M. Starr	"	16	Wm. A. Martin et al	Smith's Cove	5	52 50
111432	Gladys Elena	"	16	Chas. W. Twohig	Pennant	5	52 50
107319	Globe	"	32	Chas. W. Hart	Sambro	12	119 60
103544	Grace D.	"	10	Geo. Slaunwhite	Terence Bay	4	39 20
112131	Grace D. Day	Shelburne	39	Oswald Dauphinee	Boutillier's Code	9	104 70
111747	Grace Darling	Lunenburg	100	"	"	17	204 10
88220	Grandee	Halifax	14	Jeremiah Slaunwhite	Terence Bay	3	35 90
103191	Jennie B.	"	13	Hezekiah Wambolt	Indian Hbr	5	49 50
100216	Katie M.	"	11	Chas. Nelson	Halifax	3	32 90
103312	Laura	Pt. Hawkesbury	13	Reuben Cooper	Tangier	4	42 20
116203	Laurel	Halifax	16	Geo. Pelham	Herring Cove	3	37 90
107113	L. Morton	"	60	Simeon Coolen	Hubbards Cove	8	118 40
94665	Louis Luby	"	41	Martin Julien et al	W. Chezzetcook	14	142 20
111424	Maggie M.	"	13	Jas. Marryatt	Pennant	3	34 90

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*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.
96805	Maggie May.....	Halifax.....	62	Jeremiah Fillis et al...	W. Chezzetcook.	18	193 40
111435	Maggie Wilson.....	".....	36	Edward Dempsey, sr...	Herring Co.....	9	101 70
111440	M. A. Josey.....	".....	17	Leander Josey et al...	Spry Bay.....	6	60 80
85664	Mary E.....	".....	14	Walter Slaunwhite....	Terence Bay....	6	57 80
100227	May.....	".....	10	Thomas E. Little.....	".....	3	31 90
100254	Myrtle M. Gray....	".....	19	Jas. Gray.....	Pennant.....	7	70 10
85665	Nellie D.....	".....	12	William Munro.....	Sober Island....	3	33 90
103533	Neva.....	".....	11	Ephraim Marryatt....	Pennant.....	2	25 60
80841	Nima.....	".....	13	Joseph Parker et al...	Owls Head.....	3	34 90
94677	Progress.....	".....	14	David Richardson....	Lr. Ship Hbr...	4	43 20
116272	Rosie M. B.....	".....	75	Daniel Bonaing et al..	W. Chezzetcook.	16	191 80
100255	Seaflea.....	".....	12	Richard Hutt et al....	Owls Head.....	4	41 20
111438	Theresa M. Gray....	".....	30	Angus Gray.....	Pennant.....	12	117 60
103869	Uganda.....	".....	14	James B. Stoddard....	Ship Hbr.....	...	14 00
100260	Violet.....	".....	12	James H. Smith.....	Sambro.....	2	26 60
92578	Willetta.....	".....	12	Joseph Gray.....	".....	5	48 50
85378	Zephyr.....	".....	16	Robt. Slaunwhite....	Terence Bay....	6	59 80

INVERNESS COUNTY.

96778	Campania.....	Pt. Hawkesbury	11	C. Robin, Collas & Co.	Eastern Hbr....	5	47 50
103313	Catherine.....	".....	10	".....	".....	5	46 50
96825	Cecelia W.....	Halifax.....	41	David Walker.....	Pt. Hawkesbury	7	92 10
83244	Claribel.....	Charlottetown..	19	Evariste Doucet.....	Eastern Hbr....	7	70 10
103325	Elizabeth Ann....	Pt. Hawkesbury	11	David Bourgeois.....	".....	5	47 50
103342	Emma Brow.....	Halifax.....	17	Simeon Bellefontaine..	".....	6	60 80
96774	Florence.....	Pt. Hawkesbury	11	".....	".....	6	54 80
103317	Flying Star.....	".....	11	".....	".....	5	47 50
107997	Gertie Belle.....	Canso.....	15	C. Robin, Collas & Co.	".....	5	51 50
103316	Laura.....	Pt. Hawkesbury	10	Ubald Bourgeois.....	".....	4	39 20
103315	Lillie.....	".....	12	Peter Fiset.....	".....	4	41 20
96775	Louise.....	".....	11	Simeon Bellefontaine..	".....	5	47 50
103330	Lucy.....	".....	11	Theophile Maillet....	".....	4	40 20
96779	Majestic.....	".....	12	C. Robin, Collas & Co	".....	5	48 50
96771	Marie.....	".....	10	John Roach.....	".....	4	39 20
96777	Marie Joseph.....	".....	11	Victor Roach.....	".....	4	40 20
103314	Mary.....	".....	10	Peter Fiset.....	".....	5	46 50
96769	May Lambert.....	".....	11	Chas. L. Chiasson....	Cheticamp.....	5	47 50
69125	May Flower.....	Halifax.....	20	Hyacinthe Chiasson...	Eastern Hbr....	6	63 80
103326	Mizpah.....	Pt. Hawkesbury	10	George LeBrun.....	".....	4	39 20
96770	O. L. B.....	".....	12	David Chiasson.....	Grand Etang...	4	41 20
111792	Saint Aubin.....	".....	15	C. Robin, Collas & Co	Eastern Hbr....	6	58 80
103329	Saint Helier.....	".....	12	".....	".....	5	48 50
96773	Virgin.....	".....	10	Michel Ramard.....	".....	5	46 50
111793	Walla Walla.....	".....	11	Simeon Bellefontaine..	".....	4	40 20
96776	Willie B.....	".....	21	".....	".....	5	57 50
100812	Wyvern.....	Barrington.....	25	Patrick LeFort.....	".....	8	83 40

KINGS COUNTY.

83261	Economist.....	Digby.....	14	Jesse Parker.....	Hall's Hbr.....	2	28 60
88549	Frank.....	Halifax.....	12	C. H. Hagerty.....	Canada Creek...	1	19 30
42049	Lily.....	St. Andrews....	10	Hantford Rawding....	".....	1	17 30
94756	Sarah E. Ells.....	St. John.....	19	Leonard Houghton...	Hall's Hbr.....	3	40 90

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

LUNENBURG 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.
112126	Acadia..	Lunenburg	91	Alexr. Knickle.....	Lunenburg	18	211	40
111641	Aguadilla..	"	100	Freeman Anderson....	"	18	211	40
107953	Ahava..	"	85	Wm. C. Smith.....	"	15	189	50
111728	Alameda..	"	93	Chas. L. Silver.....	"	17	204	10
107644	Albertha..	"	94	Wm. Hubley.....	"	17	204	10
107657	Alcaea..	"	99	Alexr. Knickle.....	"	17	204	10
112115	Aldine..	"	99	A. V. Conrad.....	Parks Creek	17	204	10
111745	Alexa..	"	99	E. F. Zwicker.....	Lunenburg	17	204	10
112107	Alexandra..	"	93	Freeman Anderson....	"	17	204	10
111647	Alhambra..	"	90	Thomas Hamlin.....	"	18	211	40
111738	Alice Gertrude..	"	81	J. Norman Rafuse....	Conquerall Bank	21	233	30
112105	Alma Nelson..	"	99	Christian Geldert....	Lunenburg	18	211	40
112101	Ambition..	"	100	Willet Conrad.....	"	17	204	10
107955	Annie C. Hall..	"	74	Henry Selig.....	Vogler's Cove..	18	205	40
111737	Annie M. W..	"	98	J. N. Wolfe.....	Getson's Cove..	16	196	89
111750	Arabia..	"	80	David Heisler.....	Lunenburg	17	204	10
100472	Areana..	"	87	Alexr. Knickle.....	"	15	189	50
112102	Ariadne..	"	48	James Bell.....	Hublin Shore..	13	142	90
112122	Atalaya..	"	79	S. D. Hernan.....	Lunenburg	16	195	80
103495	Athlon..	"	99	Wm. C. Smith.....	"	17	204	10
112088	Australia..	"	89	John McLean.....	Mahone Bay....	13	174	90
103745	Avis..	"	100	Simon Parks.....	Parks Creek....	18	211	40
111740	Azalea..	"	80	James A. Hirtle.....	Lunenburg	16	196	80
111412	Baden Powell..	"	94	Benj. Knock.....	"	18	211	40
103501	Barcelona..	"	99	James Romkey.....	Ritcey's Cove..	18	211	40
111734	Blake..	"	99	J. Norman Rafuse....	Conquerall Bank	21	233	30
100838	Blanche A Colp..	"	96	H. W. Adams.....	Lunenburg	11	160	30
100571	Britannia..	"	90	Willet Conrad.....	"	18	211	40
111732	Calavera..	"	99	Henry Mosher.....	"	18	211	40
112128	Campania..	"	90	Sammuel Ritcey.....	Ritcey's Cove..	18	211	40
112118	Campanula..	"	93	Alexr. Knickle.....	Lunenburg	15	189	50
112116	Cardinia..	"	100	Freeman Anderson....	"	20	226	00
111718	Carl E. Richard..	"	99	Elias Richard, sr....	Getson's Cove..	17	204	10
103502	Carlaine..	"	99	John Himmelman....	Lunenburg	17	204	10
111749	Champion..	"	79	Jeffrey Publicover....	Getson's Cove..	17	203	10
111415	Clara..	"	100	Abraham Ernst.....	Mahone Bay....	19	218	70
111739	Clarence B..	"	90	"	"	17	204	10
103415	Clarence Smith..	"	96	Wm. C. Smith.....	Lunenburg	18	211	40
107122	Collector..	"	99	W. N. Reinhardt....	La Have.....	18	211	40
111702	Colonia..	"	98	David Westhaver....	Lunenburg	16	196	80
103759	Columbia..	"	99	J. A. Silver.....	"	17	204	10
111650	Concord..	"	79	Norman Reinhardt....	La Have.....	17	203	10
111743	Corean..	"	70	J. N. Rafuse.....	Conquerall Bank	17	194	10
111736	Coronation..	"	98	H. W. Adams.....	Lunenburg	17	204	10
111708	Crofton McLeod..	"	85	J. W. McLean.....	Mahone Bay....	17	204	10
111637	Cyril..	"	100	Thos. A. Wilson.....	Bridgewater....	16	196	80
111405	Deeta M..	"	81	John McLean.....	Mahone Bay....	13	174	90
111711	Defender..	"	98	Alexr. Knickle.....	Lunenburg	18	211	40
111710	Demering..	"	85	Jessen Anderson.....	"	18	211	40
107986	Dove..	"	95	Wm. C. Acker.....	"	17	204	10
111730	Earle V. S..	"	100	Howard Wynchut....	"	17	204	10
112099	Electro..	"	88	Edmen Walters.....	Mid. La Have..	18	211	40
107127	Ellen L. Maxner..	"	93	H. W. Adams.....	Lunenburg	17	204	10
111748	Elena..	"	73	A. V. Conrad.....	Parks Creeks..	17	197	10
83398	Ella..	Liverpool	10	Jennis C. Hanson....	Mahone Bay....	1	17	30
103424	Elva M..	Lunenburg	92	C. U. Mader.....	"	17	80	00
107123	Emulator..	"	99	Stephen Oxner.....	Ritcey's Cove..	17	204	10
112087	Ethel..	"	99	W. N. Reinhardt....	La Have.....	18	211	40
111727	Excelda..	"	100	Chas. L. Silver.....	Lunenburg	18	211	40
103743	Flo F. Mader..	"	100	C. U. Mader.....	Mahone Bay....	17	204	10
111406	Flora W. Sperry..	"	95	John D. Sperry.....	Petite Rivière..	17	204	10
111401	Frances Willard..	"	97	James A. Hirtle.....	Lunenburg	17	204	10

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Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
111746	Fredonia	Lunenburg	92	C. U. Mader	Mahone Bay	18	211 40
103753	Gladys B. Smith	"	99	Benj. C. Smith	Lunenburg	21	233 30
111742	Glenwood	"	99	David Heisler	"	19	218 70
103752	Glyndon	"	99	James Romkey	Ritceys Cove	17	204 10
107289	G. S. Troop	"	99	L. B. Currie	West Dublin	17	204 10
107951	Harry Lewis	"	83	Wm. C. Smith	Lunenburg	17	204 10
112129	Hattie	"	12	Robt. Walfield	La Have Islands	4	41 20
112111	Havana	"	100	A. V. Conrad	Parks Creek	17	204 10
107965	Hazel B. Mosher	"	72	Thomas Hanm.	Lunenburg	15	181 50
111640	Hazel L. K.	"	88	"	"	17	204 10
111118	H. H. Kitchener	"	100	James Shankle	E. M. La Have	18	211 40
107659	Hilda C.	"	99	S. W. Oxner	Lunenburg	19	218 70
112109	Hispaniola	"	91	Adam Knickle	"	17	204 10
107128	Huron	"	84	J. Henry Wilson	"	17	204 10
100607	Iceland	Shelburne	19	John S. Wolfe	West Dublin	3	40 90
103174	Iona	"	15	Norman Shandler	Chester	5	51 50
107956	Iona	Lunenburg	98	Murdoch Mac Gregor	Ritceys Cove	17	204 10
112089	Iona W.	"	78	Abraham Ernst	Mahone Bay	16	194 80
111638	Ivanhoe	"	100	Thos. A. Wilson	Bridgewater	14	182 20
107116	Ivy	"	12	John Spindler	Rose Bay	3	33 90
103491	Jennie May	"	88	Martin B. Westhaver	Lunenburg	15	189 50
100837	J. M. Young	"	99	John B. Young	"	17	204 10
111726	Juanita	"	100	Wm. C. Smith	"	16	196 80
107960	J. W. Mills	"	76	J. W. Mills	Mahone Bay	15	188 50
107969	Kandahar	"	100	Wm. C. Smith	Lunenburg	17	204 10
107970	Karmoe	"	97	Ammon Ritcey	Ritceys Cove	17	204 10
111404	Kimberley	"	92	C. U. Mader	Mahone Bay	10	153 00
111410	Kuvera	"	99	James Young	Lunenburg	17	204 10
111635	Latooka	"	99	A. V. Conrad	Parks Creek	17	204 10
90840	Lena A.	Port Medway	11	Busby Conrad	Voglers Cove	3	32 90
107126	Lena F. Oxner	Lunenburg	99	James Geldert	Lunenburg	17	204 10
107660	Lila D. Young	"	100	John B. Young	"	17	204 10
107129	Litla B. Airtle	"	99	Benj. Anderson	"	18	211 40
103760	Lillian	"	84	Allan R. Morash	"	16	196 80
111717	Linus A.	"	70	Amiel Corkum	E. M. LaHave	15	179 50
83316	Lottie	Port Medway	81	S. E. Teel	Voglers Cove	18	211 40
111735	Lucanar	Lunenburg	99	Murdock Mac Gregor	Ritceys Cove	18	211 40
103420	Luetta	"	98	Isaac Mason	Lunenburg	18	211 40
107120	Madeira	"	99	Theophilus Creaser	Ritceys Cove	17	204 10
103509	Maggie E. Z.	"	70	Emanuel Zellers	Lunenburg	16	186 80
97100	Maggie M. W.	"	90	James A. Hirtle	"	17	204 10
112112	Maimie Dell	"	98	C. U. Mader	Mahone Bay	17	204 10
103425	Majestic	"	99	Reuben Pitcey	Ritcey's Cove	17	204 10
112095	Manhattan	"	100	Wm. C. Smith	Lunenburg	18	211 40
111720	Maravilla	"	117	"	"	20	226 00
111709	Mariner	"	100	Simon Parks	Parks Creek	17	204 10
112123	Marion	"	72	J. N. Rafuse	Conquerall Bank	16	188 80
112110	Markland	"	99	J. W. McLean	Mahone Bay	17	204 10
112119	Mary E. Smith	"	99	Wm. Smith	Lunenburg	17	204 10
111714	Mauna Loa	"	99	Wm. C. Smith	"	17	204 10
107967	May Myree	"	89	Elias Richard, Sr.	Getson's Cove	21	233 30
112086	Melba	"	61	John D. Sperry	Petite Rivière	10	134 00
112100	Meteor	"	99	Theophilus Creaser	Ritceys Cove	17	204 10
107650	Mildred	"	100	Abraham Ernst	Mahone Bay	18	211 40
107111	Millie Mace	"	99	Wm. C. Smith	Lunenburg	18	211 40
111408	Mindoro	"	91	Stephen Oxner	Ritceys Cove	17	204 10
103757	Minnie J. Heckman	"	100	James R. Rudolf	Lunenburg	18	211 40
107952	Minnie M. Cook	"	84	Wm. C. Smith	"	18	211 40

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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.
111701	Mizpah	Lunenburg.	100	John B. Young.	Lunenburg.	17	204 10
111645	Moran	"	100	Daniel Getson.	Getson's Point ..	17	204 10
103758	Muriel	"	100	Elias Walters	Lunenburg.	16	196 80
107968	New Era	"	116	Reuben Ritcey.	Ritcey's Cove.	17	204 10
112104	Nina	"	10	John Geldert	Lunenburg.	12	24 60
111729	Olympia	"	99	John Westhaver.	"	17	204 10
61916	Only Son	Liverpool.	16	Wilbert Young.	Mill Cove	4	45 20
111704	Ophir	Lunenburg.	99	J. B. Sarty.	Pleasantville.	15	189 50
100245	Oracle	Halifax.	18	L. B. Currie.	West Dublin.	5	54 50
112106	Oregon	Lunenburg.	99	Arthur Creaser.	Ritcey's Cove.	17	204 10
112120	Oressa Bell	"	95	P. B. Zwicker.	Mahone Bay.	17	204 10
111639	Pacific	"	99	J. F. Risser.	Ritcey's Cove.	17	204 10
112124	Palandia	"	78	C. U. Mader	Mahone Bay.	16	194 80
111642	Palatia	"	95	Chas. L. Silver	Lunenburg.	17	204 10
111725	Palmetto	"	98	Chas. Smith.	"	17	204 10
112113	Parana	"	99	Daniel Lohnes.	Ritcey's Cove.	17	204 10
112125	Pearl	"	14	Solomon Richard.	Pleasantville.	5	50 50
111712	Peerless	"	95	Arthur H. Zwicker.	Lunenburg.	17	204 10
103747	Perfect	"	54	Wm. C. Smith.	"	14	156 26
111417	Pilgrim	"	99	Thos. A. Wilson	Bridgewater.	16	196 80
107655	Premier	"	99	James Wamback.	Park's Creek.	17	204 10
111402	Protector	"	95	Thos. A. Wilson	Bridgewater.	17	204 10
107959	Reliance	"	100	Artemas Zinck.	Ritcey's Cove.	17	204 10
111648	Riviera	"	96	Robert Dawson.	Bridgewater.	21	233 30
111723	Roanoke	"	100	Abraham Ernst.	Mahone Bay.	19	218 70
107125	Roma	"	99	Gabriel Himmelman.	Ritcey's Cove.	17	204 10
111741	Saratoga	"	92	C. U. Mader	Mahone Bay.	15	189 50
111643	Scintilla	"	100	Wm. C. Smith.	Lunenburg.	17	204 10
107963	Shamrock	"	89	Alex. Knickle.	"	18	211 40
111413	Sigdrifa	"	13	William Westhaver.	"	1	20 30
112108	Speculator	"	99	A. V. Conrad.	Park's Creek.	18	211 40
111744	Stanley	"	100	Thos. A. Wilson	Bridgewater.	18	211 40
111407	Strathcona	"	89	Freeman Anderson.	Lunenburg.	17	204 10
103500	St. Helena	"	99	Howard Wynthacht.	"	17	204 10
111636	Tasmania	"	99	"	"	17	204 10
107651	Torata	"	92	J. H. Wilson	"	17	204 10
111733	Transvaal	"	79	Wm. C. Smith.	"	16	195 80
112114	Tribune	"	22	Thos. Hamm.	"	6	65 80
112117	Ulva	"	99	A. V. Conrad.	Park's Creek.	16	196 80
107957	Ungava	"	88	Wm. Cleversey.	Pleasantville.	21	233 30
103742	Unique	"	95	Abraham Ernst.	Mahone Bay.	15	189 50
111731	Vendetta	"	93	Thos. Hamm.	Lunenburg.	18	211 40
107964	Vernie May	"	76	Abraham Ernst.	Mahone Bay.	15	185 50
100811	Vesta Pearl	"	40	Wm. C. Smith.	Lunenburg.	9	105 70
111469	Victoria	"	100	W. N. Reinhardt.	LaHave.	18	211 40
103504	Viking	"	96	Artemas Schnare.	Lunenburg.	17	204 10
111403	Willis C.	"	82	Amiel Corkum.	E. M. LaHave.	14	182 20
111649	W. S. Wynot	"	100	C. U. Mader	Mahone Bay.	13	189 50
112127	Yanaska	"	98	P. B. Zwicker.	"	17	204 10
107645	Yosemite	"	84	Kenneth Silver.	Dayspring.	19	218 70
111419	Yukon	"	97	Arthur Ritcey.	Ritcey's Cove.	18	211 40

QUEENS COUNTY.

83134	Infant	Lunenburg.	15	Wm. J. Collins.	Summersville.	4	44 20
54132	John Franklin	Halifax.	18	Andrew McNutt.	Liverpool.	5	54 50
116583	Louisa A.	Liverpool.	10	Reuben J. Colp.	Port Mouton.	3	31 90
92568	Mary Kate	Shelburne.	13	Ratchford Burgess.	S.W. Pt. Mouton ..	3	34 90
103412	Minnie B.	Lunenburg.	25	E. Marine	Port Medway.	4	54 20
94833	News Boy	Port Medway.	16	Calvin Bowlby.	"	2	30 60
116351	Percy Roy	"	99	J. F. Wolfe.	"	18	211 40
100608	Vesper	Shelburne.	14	Robt. Williams.	S.W. Pt. Mouton ..	5	50 50

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.
88456	Alice May	Arichat	39	Wm. Le Vesconte	Riv. Bourgeois	8	97 40
116344	Annie B. M.	"	18	W. Mombourquette	L'Ardoise W.	5	54 50
111472	Annie May	"	17	Jas. Mambourquette	Rockdale	5	53 50
103463	Annie May	"	11	Placide Dugas	Riv. Bourgeois	6	54 50
75561	Boreas	Lunenburg	41	John Colford	Port Richmond	4	70 20
74100	Candid	Arichat	23	Desire Burke	Riv. Bourgeois	7	74 10
72061	C. P. M.	"	22	Alex. Burke	"	6	65 80
116343	Eva May	"	11	Samuel Sampson	St. Peters	4	50 20
88462	Fannie S.	"	28	John Murray	Port Richmond	3	49 90
100383	Florence L.	Sydney	10	Célestin Cordeau	Riv. Bourgeois	5	46 50
112380	Florence M.	Arichat	25	Adolp. Mombourquette	L'Ardoise W.	6	68 80
97046	Fredona	Liverpool	12	Andrew Fougere	Riv. Bourgeois	5	48 50
88599	Guide	Halifax	38	Edward Poirier	Goulet	12	125 60
100161	Hilda Maude	Hawkesbury	45	John D. Malcom	Port Malcolm	7	96 10
111474	Howler	Arichat	15	Lawrence Lavache	West Arichat	2	29 60
88513	Ida	Sydney	10	Vital LeBlanc	Riv. Bourgeois	5	46 50
96764	Ida C. Spoffard	Hawkesbury	54	Robert Murray	Port Richmond	3	75 90
103470	Ida M. Burke	Arichat	16	Sam. P. Burke	St. Peters	5	52 50
111476	Indiana	"	11	Jos. Petitpas, sr.	Arichat	2	25 60
100490	Irene M. B.	Lunenburg	66	Frederick Poirier, sr.	D'Escousse	16	182 80
83135	J. B. M.	Halifax	20	John Landry	Petit de Grat	5	56 50
112374	J. B. Saint	Arichat	18	Benj. Birett	L'Ardoise	4	47 20
103469	Katie B.	"	16	John Burke	Riv. Bourgeois	5	52 50
111480	Lady Laurier	"	12	Simon A. Boudrot	Petit de Grat	4	41 20
111905	Lena Jane	"	11	Dominique Boudrot	"	4	40 20
111901	Lillian Louise	"	12	Chas. P. Boudrot	"	4	41 20
112377	Lilly May	"	18	James Kehoe	Rocky Bay	5	54 50
103467	Lizzie May	"	12	Alfred Boudrot	Petit de Grat	5	48 50
72071	Lumen Diet.	"	20	Urbain Sampson	Riv. Bourgeois	4	49 20
107995	Maggie M. F.	Canso	15	R. F. Barrett	Arichat	3	36 90
103532	Maria A.	Halifax	22	John Walker	Basin R. Inhts	3	43 90
38522	Mary	Arichat	23	Peter Landry	St. Peters	7	74 10
116345	Mary Alice	"	10	Patk. E. Sampson	Lr. L'Ardoise	3	31 90
111479	Mary Atalanta	"	15	Peter Bouchard	Riv. Bourgeois	4	44 20
116342	Mary Elda	"	10	Alex. Landry	"	2	24 60
111475	Mary Matilda	"	15	Maurice Burke	St. Peters	6	58 80
112379	Mary S.	"	18	James Sampson	L'Ardoise	5	54 50
103462	Maud	"	20	Henry Duvon	Arichat	5	56 50
69213	May Fly	Lunenburg	12	Albini Sampson	Riv. Bourgeois	4	41 20
111907	Minnie A.	Arichat	46	Anselme Sampson	"	10	119 00
111904	Minnie L.	"	15	Ehas Bois	Petit de Grat	3	36 90
116346	Native of Foucher	"	16	John D. McLeod	Fourchu	3	37 90
74365	Nova Stella	"	53	Leon N. Poirier	D'Escousse	15	162 50
85562	Oresa	Halifax	14	John F. Proctor	Port Malcolm	2	28 60
100231	Pearl	"	17	Frederick Boudrot	Petit de Grat	6	60 80
72067	Philomen D.	Arichat	22	John Pelham	Jauvrin Island	4	51 20
100477	Pilot	Lunenburg	42	Wm. Proctor	Riv. Inhabitants	4	71 20
116341	Prerona	Arichat	17	Placide Bouchard	Riv. Bourgeois	5	53 50
92571	Primrose	Halifax	14	Elias V. Landry	Petit de Grat	7	65 10
88504	Quickstep	Sydney	12	Isaie Boudreau	Riv. Bourgeois	3	33 90
111903	Stella	Arichat	14	Camil Bouchie, sr.	"	3	35 90
103461	St. Lidwina	"	11	Benj. Pottie	L'Ardoise	4	40 20
111902	St. Thomas	"	10	Thomas Pottie	Rockdale	3	31 90
92599	Thistle	Sydney	11	Maurice Boudreau	Riv. Bourgeois	4	40 20
103460	Two Brothers	Arichat	18	Geo Peters	L'Ardoise	5	54 50
100575	Tyler	"	54	Chas. Boudreau	Riv. Bourgeois	14	156 20
71934	Vanguard	"	51	Thos. Boudrot	Petit de Grat	8	109 40
38523	Victoria	"	24	Henry Burke	St. Peters	7	75 10

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*SHELBURNE 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.
94632	A. C. Greenwood ..	Shelburne	15	Thomas D. Goodick ..	Sandy Point ..	8	73 40
103793	Agatha	"	92	John H. Thorbourn ..	"	22	240 60
100617	Altona	"	28	Wm. McMillan	Lockeport	9	93 70
100612	Ardella	"	10	Eleazar Crowe	Sandy Point	4	39 20
100813	Blanche	Barrington	24	Wm. Kenney	Doctor's Cove ..	4	53 20
103186	Britannia	Shelburne	11	Ross Enslow	W. Green H'br ..	5	47 50
103051	Carrie May	Yarmouth	25	Wm. Wickens	Shag Harbour ..	5	61 50
96970	Charlie Richardson.	Shelburne	26	John B. Harding, jr ..	Lockeport	7	77 10
94942	Coronilla	"	28	Fred. Greenwood	Shag Harbour ..	7	79 10
107058	Defender	Barrington	20	Archibald Madden ..	Baccaro	7	71 10
107057	Dolly Varden	"	10	Freeman Atwood	Atwood's Brook ..	3	31 90
103053	Eddie C.	Yarmouth	11	Harry Greenwood	Shag Harbour ..	4	40 20
77603	Eldon C.	Barrington	27	Josiah Thomas	Cape Negro	10	100 00
103795	Etta Vaughn	Shelburne	98	Bradford P. Thorbourn	Sandy Point	20	226 60
107054	Favorite	Barrington	28	Wm. O. Hopkins	Doctor's Cove ..	9	93 70
85476	Fleetwing	Shelburne	15	Wm. McMillan	Lockeport	5	51 50
107350	Forrester	"	23	James E. Pennington ..	Sandy Point	6	66 80
111872	Gertrude L.	Yarmouth	99	Enos Churchill	Lockeport	23	247 90
112138	Gladiator	Shelburne	11	Geo. R. Enslow	McNatt's Island ..	2	25 60
111683	Greenwood	"	71	Edw'd P. Greenwood ..	N. E. Harbour ..	19	269 70
90647	Hattie Emeline ..	Yarmouth	11	Chas. A. Reynolds	Up. Port La Tour ..	4	40 20
80799	Hattie T.	Barrington	16	Wm. Atwood	Atwood's Brook ..	4	45 20
111687	Ida M. Clarke	Shelburne	99	Wm. McMillan	Lockeport	24	255 20
85566	J. Lyons	Barrington	17	David S. Slate	Cape Negro	6	60 80
111684	Julian H. Archer ..	Shelburne	99	Churchill Locke	Lockeport	18	211 40
73967	Katie	Liverpool	14	James Eisenbauer	Ragged Island ..	5	50 50
107981	Kestrel	Shelburne	99	Geo. A. Cox	Shelburne	18	211 40
94438	Lark	Barrington	13	Thos. Ross	Up. Port La Tour ..	6	56 80
100329	La Rose	Yarmouth	13	Noah Abbott	Forbes Point	3	34 90
94661	L. C. Tough	Shelburne	12	Edgar H. Swaine	Blanche	5	48 50
112134	Louise T. Churchill.	"	50	Enos Churchill	Lockeport	14	152 20
103796	Mabel Denvers ..	"	14	D. T. Horton	Up. Port La Tour ..	6	57 80
112136	Maple Leaf	"	48	Hugh McAlpine	Lockeport	13	142 90
103712	Marguerite	Yarmouth	10	Frank H. Nickerson ..	Forbes Point	4	39 20
83493	Mary C.	Liverpool	80	John A. Harding	Osborne	7	131 10
83431	Mary May	Shelburne	20	Adam J. Firth	Shelburne	4	40 20
112135	Mattie	"	90	John A. McGowan	"	19	218 70
103057	Mayflower	Yarmouth	12	Chas. N. Smith	Port Saxon	5	48 50
103177	Mayflower	Shelburne	12	Adam B. Hamilton	Carleton Village ..	3	33 90
111700	Miriam F.	Liverpool	11	Smith C. Craig	E. Sable River ..	4	40 20
107985	Muriel	Shelburne	25	Edmund Locke	Lockeport	6	68 80
100606	Myra Louise	Barrington	17	Fred. C. McLean	Port Saxon	6	60 86
103175	Myrtle	Shelburne	10	Wm. Wolfe	Big Pt Le Herb't ..	4	39 20
103800	Nellie I. King	"	99	Geo. H. King	Sandy Point	21	233 30
107059	Reginald R.	Barrington	16	Thos. E. Worthen	Barrington	4	45 20
107334	Shamrock	Yarmouth	17	David Watkins	Atwood's Brook ..	3	38 90
112137	Shamrock	Shelburne	37	Austin Swansburg	Little Harbour ..	9	102 70
90648	Stranger	Barrington	20	Ira P. Brown	Stoney Island	7	71 20
107990	Terence C. Lockwood	Shelburne	99	Wm. McMillan	Lockeport	22	240 60
90893	Thomas H.	Yarmouth	13	F. T. Nickerson	Clark's Harbour ..	13	09
93961	Tivoli	Shelburne	24	Wm. J. Doane	Red Head	6	67 80
77744	Whip-poor-Will ..	"	17	Geo. T. Littlewood	Ingonmar	6	60 80
103183	Wren	"	22	Avard P. Hamilton	Carleton Village ..	8	80 40
75722	Yuba	Yarmouth	15	Foster Salisbury	Pt. La Tour	6	58 80

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

VICTORIA 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.
112388	Annie Amelia	Sydney	13	Matthew Hawley.....	South Ingonish..	5	49	50
112384	Columbia	"	10	David C. Williams....	"	6	53	80
75571	Fanny	Liverpool	16	Patk. J. Kelly	"	6	59	80
107371	Highland Lass	Sydney	19	Wm. Donovan	"	8	77	40
107379	Maggie	"	11	Chas. Williams	"	5	47	50
112387	Mary A. Dunphy ..	"	18	Mary A. Dunphy	"	6	61	80
107355	Mary E.	"	10	Allan McIntyre	Ingonish Ferry ..	5	46	50
107375	Minnie B.	"	10	James Brewer	South Ingonish..	5	46	50
112386	Shamrock	"	11	Angus McDonald	"	5	47	50
100444	Stella May	Canso	12	Joshua H. Ford	"	3	33	90

YARMOUTH COUNTY.

111879	Annie B.	Yarmouth	20	Théodore D'Entremont	W. Pubnico.....	7	71	10
94980	Aurore	"	86	Dennis A. D'Entremont	"	20	226	00
103187	Ben Bolt	"	91	A. F. Stoneman & Co.	Yarmouth	22	240	60
107053	Bonnie Lin	"	10	Edgar Landers	Sandford.....	1	17	30
107346	Caddie	"	10	James E. Perry	Pt. Maitland ..	4	39	20
111836	Chevalier	Digby	11	Warren S. Sollows ..	"	4	40	20
111871	Coronation	Yarmouth	38	A. F. Stoneman & Co.	Yarmouth	19	218	70
100605	Dawn	Barrington	49	Henry A. Amiro	W. Pubnico.....	16	165	80
116205	Eddie James	Yarmouth	79	"	"	18	210	40
112280	Edith L.	Digby	26	James Adams	Pt. Maitland ..	5	62	50
107332	Estelle	Yarmouth	15	Stillman Smith	Lower Argyle..	6	58	80
100535	Fair Play	"	11	Luke Holmes	Yarmouth	2	25	60
94972	Florence	"	19	Frank Harris	Sandford.....	4	48	20
112282	Florence H.	Digby	20	Riley Haskell	Pt. Maitland ..	4	49	20
116207	Gabriel A.	Yarmouth	17	Theophilus Jacquard ..	Comeau's Hill ..	4	45	20
111876	Geneva May	"	72	Leander Amiro	E. Pubnico.....	20	218	00
90885	Georgiana	"	90	Henry Lewis	Yarmouth	20	226	00
80643	Hazel Dell	"	87	E. F. Parker	"	21	233	30
103717	Henry L.	"	10	Arçge C. D'Entremont	W. Pubnico.....	4	39	20
116204	Laurie J.	"	65	Julien D'Entremont ..	"	19	203	70
59388	Letitia	"	10	David Smith	Kelleys' Cove ..	4	39	20
103709	Lizzie E.	"	19	Juston Ellis	Pt. Maitland ..	4	48	20
80614	Louise	"	85	J. H. Porter & Co ..	Tusket Wedge ..	18	211	40
103718	Lucy	"	10	Ambrose D'Entremont	W. Pubnico.....	"	10	00
107605	Mabel M.	"	20	Jesse Ellis	Sandford	3	41	90
88596	M. A. Louis	"	64	A. F. Stoneman & Co.	Yarmouth	19	202	70
107337	Marguerite	"	57	Louis P. D'Entremont.	W. Pubnico.....	16	173	80
111523	Mildred P.	Digby	11	James W. Haskell ..	Pt. Maitland ..	2	25	60
111875	Nelson A.	Yarmouth	72	Henry A. Amiro	W. Pubnico.....	17	196	10
103706	Regine	"	10	Téles. D'Entremont ..	"	3	31	90
111521	Retta E.	Digby	10	Calvin Sollows	Pt. Maitland ..	4	39	20
83254	Sea Foam	Annapolis	28	Leander Amiro	E. Pubnico.....	7	79	10
75724	Sea Foam	Yarmouth	75	J. H. Porter & Co ..	Tusket Wedge ..	18	206	40
100323	Senora	"	85	Mark A. Surette	W. Pubnico.....	22	240	60
100313	Souvenir	"	71	Syl. D. D'Entremont ..	"	20	217	00
103716	Valkyrie	"	11	Ernest S. Hines	Argyle Sound ..	4	40	20
103711	Velite	Digby	24	Edison Ellis	Pt. Maitland ..	7	75	10
116202	Whynot	Yarmouth	10	Wm. R. Landers	"	4	39	20

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List of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

CHARLOTTE 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.
107807	America	St. John.	16	Joseph Morehouse	White Head.	5	52	50
107913	Arnold B.	St. Andrews	10	Henry H. Cheney	Flagg's Cove.	3	31	90
107603	Augusta Evelyn	St. John.	31	James Scovil	Flagg's Cove.	7	82	10
107903	Ava M.	St. Andrews	17	George A. Johnson	Woodwards Cove	1	24	30
103127	Avis C. Toby	"	13	C. B. Harvey	Flagg's Cove.	1	20	30
103128	Britannia	"	22	L. C. Ingalls	Grand Harbour.	5	58	50
107905	Centennial	"	16	John F. Morse	Seal Cove.	3	37	90
107304	Clara A. Benner	"	37	Simon Brown	Wilson's Beach.	5	73	50
103114	Edward Morse	"	32	Alex. Calder, jr.	Campobello.	7	83	10
111522	Elizabeth	Digby.	21	Frank L. Benson	Seal Cove.	4	50	20
80882	Ella Mabel	St. Andrews	14	Eldorado Lee	Beaver Hbr.	3	35	90
111513	Ena & Elsie	St. John.	13	Frank Lakeman	Woodward's Cove	2	27	60
83202	Enchantress	St. Andrews	10	Peter Dixon	North Head.	4	39	20
80803	Exenia	Windsor.	18	John Barry	Beaver Head.	5	54	50
88276	Falcon	St. Andrews	12	John Cronk	Flagg's Cove.	5	48	50
92511	Fleet Wing	"	11	Aldin McFarland	"	3	32	90
107906	Flora	"	14	Grant L. Dakin	Seal Cove.	2	28	60
111552	Flora B.	"	13	Nelson Ingersoll	Woodwards Cove	3	34	90
107432	Golden Rule	"	49	Cnas. Newman et al.	Wilson's Beach.	9	114	70
107910	Grace & Ethel	"	16	Robt. Ingersoll	Woodward's Cove	5	52	50
94839	Harrie	"	14	Wm. J. Tucker	Back Bay.	3	35	90
111839	Harry C	Digby	16	Thomas Bright	Seeley's Cove.	1	23	30
107437	Hattie L.	St. Andrews	12	Edward Benson	Seal Cove.	2	26	60
83463	Havelock	"	33	Wm. James	Wilson's Beach.	3	54	90
103119	Hortense	"	15	Wm. J. Morse	White Head.	5	51	50
103937	Jessie James	"	11	Josephine Frankland	"	4	40	20
77766	Laonic	Shelburne	15	John Dixon	Flagg's Cove.	2	29	60
88273	Lillian E.	St. Andrews	13	Sanford Dakin	Beaver Hbr.	3	34	90
88407	Linnet	Digby	15	Owen Morse	Seal Cove.	5	51	50
59321	Little Nell	St. Andrews	21	Wm. McLellan	Welchpool.	2	35	60
92514	Maggie Jane	"	10	Alex. McNicol	Letete	4	39	20
111558	Majestic	"	12	Wm. Flewelling	Flag's Cove.	1	19	30
107912	Mary & Hilda	"	17	Sdney H. Guptill	White Head.	4	46	20
107912	Mary & Hilda*	"	17	Wilniott Guptill	Grand Hbr.	3	38	75
103184	Mayflower	Shelburne	26	Calvados Brown	Wilson's Beach.	6	69	80
107802	Meteor	St. John.	13	Sylvester R. Watt	Flagg's Cove.	4	42	20
107438	Minnie F.	St. Andrews	11	Chester Frankland	White Head.	4	40	20
85442	Mystery	"	14	John R. Moses	Flagg's Cove.	4	43	20
107920	Nellie L.	"	17	Austin Levy	Grand Hbr.	3	38	90
92518	Peril	"	18	Martin Eldridge	Beaver Hbr.	4	47	20
103993	Pythian Knight	"	19	Frank Ingersoll	Flagg's Cove.	4	48	20
107904	Quoddy Queen	"	13	Hantford Small jr.	White Head.	4	42	20
107806	Rena F.	St. John.	12	John Ingersoll	Woodward's Cove	5	48	50
83253	Rescue	Annapolis	17	Blair Fletcher et al.	Wilson's Beach.	3	38	90
75591	Rise & Go	St. Andrews	16	Walter Sirles	"	3	37	90
111556	She Said No.	"	11	Geo. A. Johnson	Woodward's Cove	3	32	90
107433	Sir John	"	11	Hiram Morse	White Head.	3	32	90
59387	Telephone	"	19	James Brown	Wilson's Beach.	3	40	90
107410	Three Links	"	12	Robt. A. Main	Woodward's Cove	5	48	50
111555	Valkyrie	"	16	Lorenzo C. Watt	Flagg's Cove.	3	37	90
88282	Veritas	"	10	Geo. Lasley	Back Bay.	3	31	90
103125	Virgin Queen	"	16	Nelson Morse	Seal Cove.	1	45	20
77969	Wave Queen	"	11	Judson Foster	Grand Hbr.	4	40	20
97149	Winnie	"	12	Henry Holland	Seeley's Cove	2	26	60
107917	Zelma	"	17	Henry Frankland	White Head.	4	46	20

* For 1902.

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner of Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
72099	Adelina.....	Chatham.....	12	Clement Lanteigne....	Lameque.....	4	41 20
103009	Adeline Gladys ...	"	12	Pat'k D. Blanchard....	Caraquet.....	4	41 20
103081	Albatross.....	"	13	Thomas Ahier.....	Shippegan.....	4	42 20
112156	Albert W.....	"	10	Joseph H. Savoy.....	Lameque.....	4	39 20
100984	Alice.....	"	11	Robt Young.....	Caraquet.....	3	32 90
103279	Alice Mand.....	"	10	C. Robin, Collas & Co.	"	3	31 90
97194	Alika.....	"	12	Lange Paulin.....	Lameque.....	4	41 20
112162	Alma.....	"	12	Agapit Duguay.....	"	4	41 20
103763	Alouette.....	"	10	Thomas Ahier.....	Shippegan.....	3	31 90
92419	Anna.....	"	12	Dosithé Chiasson.....	Lameque.....	4	41 26
100960	Annie M.....	"	11	W. S. Loggie Co Ltd.	Chatham.....	4	40 20
96739	Argeline.....	"	14	Octave Paulin.....	Caraquet.....	4	43 20
103085	Argentina.....	"	12	C. Robin, Collas & Co.	"	3	33 90
85694	Arrow.....	"	14	Joseph A. Doiron.....	"	5	50 50
100983	Bee.....	"	11	C. Robin, Collas & Co.	"	3	32 90
61431	Bee.....	"	11	Paul Noël.....	Lameque.....	4	40 20
103072	Ben Hur.....	"	11	John Leclerc.....	Caraquet.....	5	47 50
72079	Betsy.....	"	13	Wm. Fruing & Co.	"	4	42 20
100975	Big Bear.....	"	10	Robt Young.....	"	3	31 90
100299	Blanchard.....	"	12	C. Robin, Collas & Co.	"	3	33 90
103589	Blenheim.....	"	13	"	"	4	42 20
103780	Britannia.....	"	13	Wm. Fruing & Co.....	"	4	42 20
100780	Britannic.....	"	12	C. Hubbard.....	"	3	33 90
100988	Caesar.....	"	10	Philip Rive.....	"	3	31 90
100774	Calliope.....	"	12	"	"	3	33 90
103271	Celia.....	"	11	Dominique Gallien....	"	4	40 20
103585	Cerdic.....	"	14	Philip Rive.....	"	3	35 90
100784	Charlotte.....	"	13	Robt Young.....	"	3	34 90
100789	Chazalie.....	"	11	"	"	3	32 90
96730	Christina.....	"	11	C. Robin, Collas & Co.	"	4	40 20
101000	Condor.....	"	10	Thos. Ahier.....	Shippegan.....	4	39 20
203083	Corsair.....	"	10	"	"	3	31 90
111465	C. R. C.....	"	13	C. Robin, Collas & Co.	Caraquet.....	4	42 20
100916	Cygnat.....	"	12	"	"	4	41 20
100971	Cyprian.....	"	10	Elie Sivret.....	"	5	46 50
100913	Daffodil.....	"	10	Thos. Ahier.....	Shippegan.....	3	31 90
100915	Dawn.....	"	12	C. Robin, Collas & Co.	Caraquet.....	4	41 20
103076	Dipper.....	"	12	W. S. Loggie Co Ltd.	Chatham.....	4	41 20
103948	Dora.....	"	12	C. Robin, Collas & Co.	Caraquet.....	2	26 60
112155	Dora.....	"	10	Seraphin Doiron.....	Miscou Hbr.....	2	24 60
100999	Dove.....	"	11	Thomas Ahier.....	Shippegan.....	3	32 90
100998	Eagle.....	"	10	"	"	4	39 20
100293	Eliza.....	"	15	Robert Young.....	Caraquet.....	4	44 20
103590	Eliza.....	"	13	C. Robin, Collas & Co.	"	4	42 20
96737	Elmina.....	"	11	Jacques Noël.....	Lameque.....	4	40 20
100911	Emperor.....	"	10	Thos. Ahier.....	Shippegan.....	3	31 90
100786	Empress.....	"	12	Robt Young.....	Caraquet.....	3	33 90
103776	Esk.....	"	14	"	"	3	35 90
100772	Estelle.....	"	13	Philip Rive.....	"	3	33 90
100787	Ethel.....	"	11	Robt Young.....	"	3	32 90
100905	Evangeline.....	"	10	Pierre A. Lanteigne....	"	4	39 20
92417	Evangeline.....	"	11	Philippe Luce.....	Little Shippegan	4	40 20
103001	Falcon.....	"	10	Thos. Ahier.....	Shippegan.....	4	39 20
103077	Fame.....	"	10	Geo. D. Mallet.....	"	4	39 20
100298	Fisher.....	"	12	Elie Chiasson.....	Little Lameque.	2	26 60
61445	Flavie.....	"	13	Wm Fruing & Co.....	Caraquet.....	5	49 50
111468	Fleetwing.....	"	14	"	"	4	43 20
61405	Fly.....	"	11	Alex'r McLauchlin....	Tracadie.....	3	32 90
112165	Flying Cloud.....	"	13	John F. Robichaud....	Shippegan.....	5	49 50
100782	Flying Foam.....	"	12	Robt Young.....	Caraquet.....	3	33 90

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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.
112151	Flying Foam	Chatham	18	C. Robin, Collas & Co.	Caraquet	3	39 90
100912	Foam	"	10	Joseph Z. Chiasson	"	4	39 20
111467	Four Brothers	"	13	Prosper S. Albert	"	4	42 20
100778	Gambetta	"	13	C. Hubbard	"	3	34 90
100954	Gazelle	"	10	"	"	3	31 90
111464	"	"	13	C. Robin Collas & Co.	"	4	41 20
100968	Gem	"	11	"	"	4	40 20
103766	Genesta	"	12	Theotime Poirier	"	3	33 90
103282	Gilknockie	"	11	Robt. Young	"	2	25 60
103086	Gipsy	"	20	W. S. Loggie & Co.	Chatham	5	56 50
111848	Gipsy	"	15	Wm. Fruing & Co.	Caraquet	4	44 20
100964	Gladstone	"	10	Isaïe Lanteigne	"	3	31 90
100910	Gleaner	"	13	Luc Lanteigne	"	5	49 50
107775	Gold Seeker	"	13	C. Robin Collas & Co.	"	4	42 20
112157	Grasshopper	"	16	Philip Rive	"	4	45 20
92418	Grip	"	12	Gervais Chenard	"	4	41 20
100790	Guiding Star	"	11	Robt. Young	"	3	32 90
111849	Happy Home	"	16	H. LeBouthillier Jr.	"	4	45 20
100956	Harold N.	"	12	W. S. Loggie Co.	Chatham	4	41 20
100994	Hercules	"	10	Pierre M. Lanteigne	Caraquet	3	31 90
107771	Heron	"	13	Wm. Fruing & Co.	"	4	42 20
103765	Hiondelle	"	11	Thos. Ahier	Shippegan	3	32 90
61425	Hope	"	13	Theotime Lanteigne	Caraquet	4	42 20
100903	Hope	"	12	Robt. Young	"	3	33 90
103939	"	"	11	Chas. Resle	Lameque	5	47 50
100906	Hotspur	"	10	Philip Rive	Caraquet	4	39 20
103931	Irene	"	12	Wm. Fruing & Co.	"	4	41 20
96724	Isabel	"	10	"	"	4	39 20
103289	Jersey Lily	"	12	Thos. Ahier	Shippegan	3	33 90
100953	John B.	"	11	W. S. Loggie Co.	Chatham	4	40 20
100965	Josephine	"	11	Philip Rive	Caraquet	4	40 20
111466	King Edward	"	14	James X. Lanteigne	"	5	50 50
103949	King Fisher	"	13	Wm. Fruing & Co.	"	4	42 20
100981	Kite	"	11	André D. Gionet	"	4	40 20
163288	"	"	10	Thos. Ahier	Shippegan	2	24 60
107774	Klondyke	"	14	C. Robin, Collas & Co.	Caraquet	5	50 50
103283	Koh-i-noor	"	13	Philip Rive	"	5	49 50
111461	Ladysmith	"	17	Hippolite Chiasson	Little Lameque	4	46 50
103003	Lark	"	10	Thos. Ahier	Shippegan	3	31 90
107773	L'Etoile	"	15	Prudent Gallien	Caraquet	4	44 20
112152	Lillian	"	15	C. Robin Collas & Co.	"	4	44 20
100972	Lizzie D.	"	11	Robt. Young	"	3	32 90
88664	"	"	17	James Davidson	Tracadie	1	24 30
100902	Lord Stanley	"	10	Wm. Fruing & Co.	Caraquet	4	39 20
100980	Lynx	"	11	C. Robin Collas & Co.	"	4	40 20
112154	Mac	"	11	John McWard	Miscou	5	47 50
100955	Majestic	"	10	C. Hubbard	Caraquet	4	39 20
112158	Maple Leaf	"	13	Wm. Fruing & Co.	"	4	42 20
112163	Margaret Ann	"	13	John Jones	Little Lameque	4	42 20
107779	Marie	"	15	Gaspard Savoy	Shippegan	4	41 20
72100	"	"	11	Onesime Chiasson	Lameque	4	40 20
103278	Marie Celia	"	13	Joseph N. LeBouthillier	Caraquet	5	49 50
100292	Marie Joseph	"	12	Lazare Gauvin	Little Lameque	4	41 20
100295	Marie Louisa	"	18	Joseph A. Paulin	Caraquet	4	47 20
111847	Mary	"	14	David Albert	"	4	43 20
103084	Mary Emma	"	11	Wm. Fruing & Co.	"	3	32 90
92413	Mary Jane	"	14	John B. Bizzo	Miscou Hbr	4	43 20
100781	Mary Louise	"	11	C. Hubbard	Caraquet	3	32 90
100957	Mary R	"	12	W. S. Loggie Co.	Chatham	5	48 50
112161	Mary Star	"	15	Hyac. LeBouthillier Sr.	Caraquet	5	51 50
112150	Mary Star of the Sea	"	15	Luke Friolet	Caraquet	5	51 50
111844	Mary Star of the Sea	"	14	J. N. LeBouthillier	"	4	43 20
103088	Max	"	10	Maxime Cornier	Lower Caraquet	4	39 20
103768	Mayflower	"	13	C. Robin, Collas & Co.	Caraquet	3	34 90
111462	Mayflower	"	10	Harrison Kent	Miscou Hbr	1	17 30
107777	May Flower	"	11	Octave Benoit	Little Lameque	4	40 20

MARINE AND FISHERIES

4-5 EDWARD VII., A. 1905

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Con.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner, or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.
61447	Merida	Chatham	13	Joseph F. Duguay	Shippegan	4	42 20
100779	Mermaid	"	11	C. Hubbard	Caraquet	4	40 20
112164	Merry Christmas	"	13	Célestin Jean	Little Lameque	4	42 20
100300	Mikado	"	13	C. Robin, Collas & Co.	Caraquet	4	42 20
88660	Morning Star	"	12	Gustave Gicnet	St. Rose	12	26 60
103905	Osprey	"	10	Thomas Ahier	Shippegan	3	30 90
100297	Palma	"	14	Olivier Duguay	Lameque	5	50 50
100776	Patrick	"	11	Philip Rive	Caraquet	4	40 20
103778	Pelican	"	13	Wm. Fruing & Co.	"	4	42 20
103764	Petrel	"	12	Thos. Ahier	Shippegan	4	41 20
61399	Phantom	"	17	F. X. Ozanne	"	4	46 20
96740	Providence	"	13	J. N. LeBouthillier	Caraquet	4	42 20
96732	Providence	"	11	Wm. Fruing & Co.	"	4	40 20
72076	Providence	"	12	Thos. Ahier	Shippegan	4	41 20
100904	P. T. S.	"	11	J. N. LeBouthillier	Caraquet	4	40 20
100775	Red Gauntlet	"	11	Philip Rive	"	3	32 90
103586	Remus	"	17	W. S. Loggie Co.	Chatham	3	38 90
100952	Replevin	"	10	C. Robin, Collas & Co.	Caraquet	3	31 90
103078	Reward	"	13	James DeGrace	Shippegan	4	42 20
97191	Rita	"	12	C. Robin, Collas & Co.	Caraquet	3	33 90
111470	River Branch	"	11	Wm. Fruing & Co.	"	4	40 20
103946	Robin	"	12	C. Robin, Collas & Co.	"	4	41 20
103587	Romulus	"	18	W. S. Loggie Co.	"	4	47 20
92404	Rosa	"	17	Fabien Aché	Lameque	4	46 20
100908	Rosalie	"	10	Edw. O. LeBouthillier	Caraquet	3	31 90
100773	Rupert	"	12	Philip Rive	"	3	33 90
100907	Sarah	"	10	Robert Young	"	5	46 50
92408	Sarah A. W.	"	15	Fidèle Roussel	Shippegan	5	51 50
103910	Sarah B.	"	10	J. N. E. Lanteigne	Caraquet	5	46 50
103584	Saxon	"	13	Philip Rive	"	3	34 90
100959	Sea Bird	"	10	W. S. Loggie Co.	Chatham	4	39 20
100901	Sea Flower	"	12	Robt. Young	Caraquet	4	41 20
100914	Sea Flower	"	11	C. Robin, Collas & Co.	"	4	40 20
96926	Sea Foam	"	13	Michel Lanteigne	"	4	44 20
96731	Sea Star	"	13	Joseph M. Savoy	Shippegan	4	42 20
100961	Silver Moon	"	14	W. S. Loggie Co.	Chatham	4	43 20
100788	Sir Charles	"	11	Robt. Young	Caraquet	4	40 20
100963	Stanley	"	10	Philip Rive	"	3	31 90
103087	Stanley	"	10	Joseph A. Baudin	Miscou Harbour	4	39 20
103193	Startle	"	11	Alfred J. Gauvin	Caraquet	3	32 90
103767	Stella Maris	"	19	J. N. LeBouthillier	"	5	55 50
111469	St. John	"	13	Jean Aché	Lameque	4	42 20
112167	St. Joseph	"	1	Raphael Gicnet	Caraquet	4	39 20
103008	St. Joseph	"	12	Adolphe Aché	Lameque	4	41 20
107776	St. Peter	"	12	"	"	4	41 20
103826	Superbe	Paspébiac	12	J. Bte. E. Roy	Petit Rocher	3	33 90
111845	Superior	Chatham	14	J. N. E. LeBouthillier	Caraquet	4	43 20
103772	Surprise	"	10	Thos. Blanchard	Mizzonette	3	31 90
103947	Swallow	"	13	C. Robin, Collas & Co.	Caraquet	4	42 20
103006	Swallow	"	11	Thos. Ahier	Shippegan	4	40 20
103762	Swan	"	14	"	"	4	43 20
100986	Swift	"	11	Augustin Lanteigne	Island River	4	40 20
103761	Swing	"	11	Jérémie Léger	Caraquet	3	32 90
100777	Tentonic	"	11	C. Hubbard	"	3	32 90
96738	Three Brothers	"	12	John Albert	"	4	41 20
103082	Thrush	"	10	Wm. Mallet	Shippegan	4	39 20
100918	Tickler	"	12	C. Robin, Collas & Co.	Caraquet	4	41 20
103558	Two Brothers	"	11	W. S. Loggie Co.	Chatham	4	40 20
112159	United Empire	"	17	Robert Young	Caraquet	4	46 20
103285	Yalkyrie	"	12	Philip Rive	"	4	41 20
103274	Vesuvius	"	10	Phileas Mallet	Shippegan	5	46 50
103775	Victoria	"	16	W. S. Loggie Co.	Chatham	5	52 50
100995	Voltaire	"	10	Philip Rive	Caraquet	3	31 90
100966	Von Moltke	"	11	"	"	3	32 90

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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.
							50 cts.
103588	Vulture.....	Chatham.....	13	W. S. Loggie Co.....	Chatham.....	4	42 20
96735	White Fish.....	".....	12	Joseph L. Savoy.....	Lameque.....	4	41 20
100953	White Wings.....	".....	10	Robert Young.....	Caraquet.....	3	31 90
100973	Worlds Fair.....	".....	11	".....	".....	2	25 60
103079	Wren.....	".....	11	Thos. Alder.....	Sbippegan.....	3	32 90
100920	Zephyr.....	".....	12	C. Robin, Collas & Co.	Caraquet.....	3	33 90

NORTHUMBERLAND COUNTY.

96725	Bessie T.....	Chatham.....	10	Donald Loggie.....	Church Point. .	3	31 90
100969	John Bull.....	".....	10	James Anderson....	".....	4	39 20
92420	Mary Louise.....	".....	13	Donald Loggie.....	".....	3	34 90

RESTIGOUCHE COUNTY.

103779	Ibis.....	Chatham..	11	André Arseneau	Dalhousie.	4	40 20
94959	Winnie G. S.....	Lamenburg	26	Donald McGregor....	".....	4	55 20

ST. JOHN COUNTY.

88253	E. B. Colwell.....	St. John.....	19	Wm. McAllister	Pisarinco.	5	55 50
100156	Hustler.....	".....	44	Addison Thompson...	Dipper Harbour.	4	73 20
77783	Lost Heir.....	".....	15	Richard Maguire.....	Pisarinco.....	2	29 60

PROVINCE OF PRINCE EDWARD ISLAND.

KINGS COUNTY.

103604	A. H. Hardy ..	Sydney.....	45	John Dicks.....	Georgetown	5	81 50
71310	Black Watch	Charlottetown..	23	John Rafuse.....	".....	4	52 20
100445	Carrie O.	Canso	12	Edward Colbert.....	Murray Hbr. Sth	3	33 90
116294	Charlotte S.....	Charlottetown..	14	Reuben W. Penny....	".....	3	35 90
75904	Empress.....	".....	26	John Gosbee.....	".....	6	69 80
83196	Ethel Blanche....	Pictou.....	17	Michael Poole	Souris.....	4	46 20
100691	Frances E. Willard.	".....	23	Louis H. Herring....	Murray Hbr. Sth	6	66 80
107759	Hustler.....	Charlottetown..	13	Hugh Jackson.....	".....	5	49 50
75566	Julia A.....	".....	15	Gabriel Billard.....	".....	5	51 50
94670	Katie A. Burns....	Halifax.....	36	Joseph White.....	".....	9	101 70
38516	Lady of the Lake..	Arichat.....	26	Shadrack Johnstone..	Gaspereaux.....	5	62 50
100696	Marion Emerson..	Pictou.....	30	Rauben Cohoon.....	Murray Hbr. Sth	7	81 10
107757	Mayflower.....	Charlottetown..	18	Josias Baker.....	Bristol	6	61 80
90206	Minnie Mack....	".....	15	Wm. Poole.....	Souris.....	3	36 90
85652	Our Hope.....	".....	36	Edward Dicks.....	Georgetown.....	5	72 50
64869	Sarah L. Oxner....	Halifax.....	34	Edward Delorie.....	".....	5	70 50
74160	Seabird.....	Charlottetown..	20	Chas. Gillam.....	Souris.....	3	41 90
107189	Sea Pearl.....	".....	11	A. L. Jackson.....	Gaspereaux.....	4	40 20
107770	Success.....	".....	15	Robt. McKenzie.....	Cable Head W'st	4	44 20
90488	Wave.....	".....	19	James Delorie.....	Georgetown	3	40 90
116292	Wilena Fraser.....	".....	13	John McKenzie.....	Murray Hbr. Sth	4	42 20
103865	William R.....	Halifax.....	43	Henry Dicks.....	Georgetown	7	94 10

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LIST of Vessels which received Fishing Bounty, for the Year 1903—*Con.*

PRINCE 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.
107758	Daisy	Charlottetown ..	13	Daniel Fraser	Alberton	4	" 42 20
90855	Delta	"	25	James L. Richards	"	1	32 30
103771	J. Amy	Chatham	12	Leon Perry	St. Louis	5	48 50
111850	Johnnie M.	"	12	John T. Murphy	Campbellton	4	41 20
92473	Lucy Louise	Charlottetown ..	19	James Roach	Malpeque	5	55 50
103592	Rosamond	"	18	David O. Champion	Baltic	3	39 90
94992	Sarah P. Ayer	"	64	John Champion	Alberton	10	137 00
107760	Western Prince	"	10	Wallace Richards	"	5	46 50

QUEEN'S COUNTY.

107763	Guinea	Charlottetown ..	10	Boyce Harding	French River	4	39 20
100580	Maggie E. C.	Lunenburg	20	Wm. Cole	"	4	49 20
100474	R. Beatrice	"	19	Jonathan Delaney	"	5	55 50
96727	Ryse	Chatham	11	Daniel Dunning	"	4	40 20
92745	Surprise	Charlottetown ..	18	John H. Pidgeon	"	4	47 20
88518	W. F. Elizabeth ..	Sydney	10	Bradford Le Page	Rusticoville	5	46 50

PROVINCE OF QUEBEC.

GASPE COUNTY.

88464	Mary E.	Arichat	10	John Rogers	Grand Entry	6	53 80
85400	Minnie M.	Amherst M. I. ..	13	J. J. Bushey	Old Harry	4	42 20
85399	Minnie May	"	10	Ernest Cormier	Amherst M. I. ..	4	39 20
94675	Success	Halifax	16	R. J. Leslie & Co.	"	5	52 50

SAGUENAY COUNTY.

92579	Cambridge	Halifax	43	John Stubbert, Sr.	Romaine	7	94 10
80754	Eugenie	Quebec	48	Louis S. Cormier	Esquimaux Pt. ..	4	77 20
85750	H. B.	"	57	Edouard Boudreau	"	8	115 40
75445	Phoenix	Gaspe	28	Ulric Gagné	Caribou Ids.	2	42 60
75680	Sea Star	Quebec	52	Wm. LeBlanc	Esquimaux Pt. ..	5	88 50
107231	Ste. Anne	"	13	Magloire Choinard	Manicouagan ...	3	34 90

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APPENDIX No. 3.

NOVA SCOTIA.

District No. 1—Comprising the four counties of the Island of Cape Breton.

Inspector A. C. Bertram, North Sydney, C.B.

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 King's, Annapolis, Digby, Yarmouth, Shelburne, Queen's and Lunenburg.

Inspector L. S. Ford, Milton.

DISTRICT No. 1.

ANNUAL REPORT ON THE FISHERIES OF CAPE BRETON ISLAND.

NORTH SYDNEY, C.B., January 2, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my nineteenth annual report on the fisheries of District No. 1, comprising the four counties of the Island of Cape Breton, together with statistical tables showing in detail the catches of the various kinds of fish in each section and locality, with synopses of reports of overseers for the past year :—

The principal feature of the season's operations, I regret to say, is a total decrease in the value of fish of \$27,152.59. This is made up by a decrease in salmon (fresh), cod, haddock, hake, alewives, halibut, smelts, oysters, trout and squid. The decrease in salmon is 21,193 lbs. ; in cod, 52,747 cwts. The decrease in cod has largely occurred in Cape Breton county and is due to scarcity of bait and the presence of dogfish.

The returns for the whole island show an increase in the following branches :—Herring (early summer), mackerel, lobsters, haddock, pollock and eels.

The decrease, besides salmon and cod, is in haddock, 12,817 cwts. ; hake, 827 cwts. ; halibut, 50,634 lbs. ; trout, 6,210 lbs. : smelts, 7,000 lbs. ; alewives, 8,126 brls. ; oysters, 27 brls. ; and squid, 711 brls.

By counties the increases and decreases are as follows :—

Inverness.—Increase in total value is \$29,280, made up by pickled salmon, herring, mackerel and increased pack of lobsters. The decrease is in salmon (fresh,) cod, halibut, hake, pollock, trout, smelts, alewives and lobsters (fresh).

Cape Breton County.—The year's statistics give a decrease in total yield of \$195,707, caused by a short catch in mackerel, cod, haddock, hake, halibut, trout,

smelts, alewives, oysters, eels and squid. The increase is noticed in lobsters, salmon, herring, pollock and shad.

Richmond.—There is a marked increase in this county, the value of which is \$114,263. This increase is made up by herring, mackerel, lobsters, haddock, hake, pollock, alewives and eels. There is a decrease in salmon, lobsters (fresh), cod, halibut, trout, smelts and squid.

Victoria.—There is an increase of value reported in this county of \$34,310, made up by the surplus in the catch of herring, mackerel, lobsters, cod, haddock, trout, alewives, oysters and squid. The decrease has occurred in salmon (pickled,) mackerel and halibut.

Taking the whole island the statistics give the marked increase in the lobster product of 313,261 lbs. (canned,) and 2,813 cwt. fresh. Sixty canneries were in operation during the season and 1,034 persons employed, as compared with 54 canneries last year and 841 persons employed. To the fishermen of 68 per cent of the districts, the lobster fishery is the most profitable industry. They realize cash for their labour and product, and this cash comes to them at the beginning of the fishing season and after an idle winter. One feature of this particular industry, is that there is no interference from the dogfish pest, and another feature and a most pleasing one, is that the supply is kept up. This last fact may be accounted for by the enforcement of the regulations and a not too long fishing season. I am inclined to the opinion that there is one section in my district where the season might be shortened ten days without material loss to the packer and fishermen and greater advantage to the future of this valuable industry. There is, I learn from a reliable source, a likelihood of the packers forming a Provincial Association. I often wondered why the packers have never come together for the purposes of protection and material advantage. Such an association, if organized on a proper basis would result in benefit to the industry as well as to the packers. Now, rival packers are imposed upon by dishonest fishermen who take illegal fish, and if an honest packer refuses to take the catch from these fishermen as it comes, the catch will be offered to the rival cannery where the legally and illegally caught fish are likely to be taken, and thus it is that the honestly disposed packer loses the custom of the fisherman and his season's catch. Under a properly formed association of packers the latter could control the fishery by not permitting spawn or illegal lobsters to be taken by fishermen. Where they have such large investment in plant one would suppose that it is to their interests to preserve the fishery which only can be done by protection to the female lobster.

There can be no doubt the dogfish pest, is the greatest menace of the present day to the fishery of the Atlantic coast. Besides the millions of food fish these sea pests consume they frighten away the fish and those that mesh in nets are liable to be consumed before the fishermen can reach their nets. Frequently the nets are found cut and disorganized. The fishermen are pleased that the department contemplates adopting some methods for depleting the coastal waters of this pest.

There is no doubt that notwithstanding the several drawbacks to the prosecution of the fishery industry, such as the presence of the dogfish pest, scarcity of bait at times and frequently boisterous weather the coastal waters of my district are capable of producing many hundred per cent greater yields if the industry was only more vigorously prosecuted. The fishermen who prosecute the industry for a livelihood do so, in very many districts, in a most indifferent manner. Instead of working eight or ten hours per day, as other labourers have to do, they only work three or four and then only half the working days in a week.

The surrounding waters of Cape Breton island are capable of immense yields of food-fish if the fishing industry was prosecuted even half as vigorously as is our coal industry, but while the supply is there and the inducements offered by the government are great the average native fisherman is indifferent and is satisfied to continue the use of antiquated methods and prosecute the business as if he had not to depend upon it for a livelihood.

I would suggest that the department have compiled all necessary information of the extent and value of our fisheries and place the same before the fishermen of Great Britain, Holland and other countries, with the object of inducing them to immigrate to this country. The fisheries of the maritime provinces are capable of sustaining an immense population over and above the population now engaged in that industry.

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SYNOPSIS OF REPORTS OF FISHERY OVERSEERS FOR THE ISLAND OF CAPE BRETON, 1903.

RICHMOND COUNTY.

Overseer Archd. Morrison, of Cannes, reports a larger number of vessels and men engaged in the industry than last season, yet there was a remarkable falling off in the catch of dried fish, while lobsters and mackerel showed a great increase. The decrease in the dried fish he attributes to the great scarcity of cod and haddock. The value of the fisheries was greater than in the previous year, owing to the higher prices ruling for almost all kinds of fish, together with the increased catch as of mackerel and lobsters. The most of the catch was disposed of at different points in Canada, the greater portion going to Halifax, while about ten per cent, was used for home consumption. The close seasons were well observed. All streams were free from mill refuse, &c.

Overseer D. R. Doyle, of West Arichat, reports a falling off in the catch of salmon, cod, haddock, halibut, and smelts. This falling off is accounted for, so far as cod and haddock are concerned, by a material reduction of the vessels usually frequenting the North bay. There was a satisfactory increase in all other branches of the industry. A new machine for the conversion of fish livers into oil was in operation, and this accounts for the large increase in fish oil. More vessels and boats engaged in the industry this year than last, consequently a larger number of men were employed. Had the weather been fine during the summer and fall months a much larger catch in all the branches would have been taken. The greater portion of the pickled fish was exported to Halifax and Charlottetown, while the bulk of the fresh fish found its way to Boston, Montreal, Toronto and Winnipeg. The several close seasons were well observed.

Overseer Arthur Brymer, of Lower L'Ardoise, reports that the season has been fairly prosperous. The following branches show an increase:—herring, mackerel, cod, haddock, hake and alewives. Lobsters and halibut show an average catch, and salmon shows a decrease. About the same number of men engaged in the industry as last year. All the product, with the exception of about five per cent, which was used for home consumption, was exported to Halifax. The live lobster catch was shipped to Boston. The fishery regulations in his district were well observed. Considerable damage has been done by the encroachment of American seiners inside the three mile limit, particularly in St. Peters bay, where nets and fishing gear were destroyed causing great loss to fishermen.

CAPE BRETON COUNTY.

Overseer John McLean, of Gabarus Lake, in his report states that the cod fall fishery was a failure, owing to the prevalence of stormy weather. Mackerel and herring were about the same as last year, although the presence of dogfish on the coast caused great injury to the latter fishery. Nearly all the cod and mackerel catch was sold in Halifax, except a small percentage used for home consumption. The lobster fishery shows a slight decrease. No abuses exist and the several close seasons were well observed.

Overseer C. E. Rees, of Port Morien, reports the catch for 1903 as being about up to the average, considering the fact that a less number of men are employed in the industry than formerly, as many who in previous years followed the fisheries now seek other means of employment. There is considerable falling off in July herring catch, which he attributes to the immense schools of dogfish which frequented the coastal waters during the month of July. Salmon also show a decrease.

Overseer A. R. Forbes, of North Sydney, reports a decrease in the number of vessels and boats, and consequently a less number of men were engaged in the fisheries of his district than during the year 1903. The returns also show a proportionate falling off. He is of the opinion, however, that next season will be a more remunerative one for the industry, as several of the fishermen, who had taken up other means of making a livelihood, have expressed themselves as intending to return to the prosecution of their calling. The mackerel fishery was poor. For this he can attribute no particular cause. The lobsters taken were unusually large and well filled, the larger ones being bought principally for shipment fresh.

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Overseer Timothy Sullivan, of Little Bras d'Or, reports a general decrease in the fisheries of his district. This he attributes to the severe storms which were of such frequent occurrence during the past season, and to the fact that a large number of the fishermen have left the district to take up other employment.

Overseer M. R. McInnis, of Amaguanes Pond, reports an increase in cod and herring, owing to the abundance of these fish during the winter and summer season. About 80 per cent, of the total catch was sold in Canadian markets, the balance was used for home consumption. No abuses exist and the several close seasons were well observed.

VICTORIA COUNTY.

Overseer Charles McRae of Middle River, reports the catch of fish in his district to be about the same as in 1903, with the exception of salmon, which shows a decrease. This decrease he attributes to two causes, viz. : the presence of large fish of the whale species on the coast during the summer months, and to a less vigorous prosecution of the industry than formerly. Cod and herring were plentiful. About 65 per cent of the total catch was marketed in Canada; the remainder was used for home consumption. No abuses exist and the close seasons were well observed.

Overseer Duncan Gillis, of Baddeck, North Branch, reports a decrease in the value of the total catch of fish in his district, in consequence of a falling off in all branches of the industry, with the exception of herring, pollock and eels. The most noticeable decrease is in salmon, which were very scarce in the Bras d'Or lake and St. Patrick's channel. Herring show a slight increase. These fish were plentiful in the spring. About one half the total catch was used for home consumption, the other half being disposed of in the Canadian markets. The close seasons were well observed, and no abuses exist.

Overseer Alex. Morrison, of Wreck Cove, reports a decrease in all kinds of fish except lobsters. The decrease in salmon he attributes to the heavy seas which prevailed, and which drove the nets ashore several times during the salmon season. The falling off in cod was owing to a less vigorous prosecution of the industry than in former years, the cod fishermen leaving that branch of the industry during the lobster season, as these fish were more plentiful and prices ranged high. Mackerel and herring were scarce in the spring and summer, and in the autumn the fishermen's nets were destroyed by dogfish. Nearly all the cod, haddock, herring and salmon was sold in Cape Breton. The mackerel catch was exported to Halifax, as was also the lobster shipment. The close seasons were well observed. Five fishways were operated in his district, all of which were in good condition.

Overseer D. P. Montgomery, of Neils Harbour, reports the cod fishery as being about the same as last year, a decrease in salmon and an increase in lobsters. Several of the fishermen at South Point left this locality during the first part of the season, hence the shortage in the catch in that district. The greater portion of the fish taken was exported to foreign countries; a very small percentage being used for home consumption.

Overseer W. R. Moffatt, of Cape North, reports an increase in the value of the total catch, which he attributes, not so much to an increase in the quantity of fish taken, as to the higher prices which prevailed. The lobster catch was away above that of the previous year. This was due to the fact that a larger number of men engaged in the industry than last year. The cod catch shows an increase, while the salmon fishery was not as good as last year, owing to the scarcity of these fish and frequent storms. The mackerel catch was the smallest in many years. These fish struck in at Bay St. Lawrence in very large quantities, but the presence of dogfish on the coast prevented the fishermen from catching them. In fact from early in August until late in October the waters were teeming with these pests, making it almost impossible to catch fish of any kind. The fishermen of this district are all of opinion that unless some measures are taken to destroy the dogfish, the mackerel fishery will become a thing of the past. All the fish taken were sold in Canada, with the exception of about five per cent, which was used for home consumption. The close seasons were well observed; the lobster packers and fishermen seeming most anxious to comply with the law in every respect.

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INVERNESS COUNTY.

Overseer Wm. AuCoin, of Cheticamp, reports a good catch of cod, hake and haddock. The quality of the June and July herring was excellent, although in quantity there was but an average catch. The lobster packers met with a considerable loss, owing to storms wrecking their gear and disabling them for the greater part of the season. The salmon fishery was an average one, although stormy weather interfered somewhat with the prosecution of this industry. The guardians' services were of great benefit, each officer performing his duty in a most satisfactory manner. About five per cent of the catch of fish was used for home consumption. The regulations were well observed.

Overseer A. A. Chisholm, of Margaree Forks, reports the spring fishery such as herring, alewives and salmon, almost a total failure. This he attributes to the presence of drift ice on the coast later than usual last season. The salmon catch during the latter part of the season was fair, and about 75 per cent of it was exported to the United States markets the balance being sold in Canadian cities and used for home consumption. The catch of cod compares favourably with other years in proportion to the number of men engaged in the industry. The mackerel fishery was a failure. The lobster catch was an average one and good prices were realized. The close seasons were well observed.

Overseer Peter Gillies, of S. W. Port Hood, reports a large increase in the lobster fishery, and a falling off in all other branches in his division. The chief cause of the decrease in the fisheries he attributes to the damage done to fishing gear by dogfish. The regulations were well observed.

Overseer D. F. McLean, of Port Hood, reports a decrease in all branches of the fisheries in his district over the previous year, with the exception of lobsters, in which branch there was a substantial increase. For the falling off in the different branches he attributes three causes: 1st, unusual stormy weather; 2nd, the presence of dogfish in large numbers on the coast, and 3rd, a less vigorous prosecution of the industry. The larger portion of the different kinds of fish, with the exception of lobsters, is now used in the home market. Some of the dried fish is sent to Halifax for export, and most of the mackerel to the United States direct. Prices have ranged higher than in former years. The fishery regulations were well observed.

Overseer John B. McClellan, of Kingsville, reports that the fishing industry is not as vigorously prosecuted as in former years, owing to the active operations at the marble and lime works, Marble Mountain, where a large number of the men who formerly engaged in the fisheries now secure more remunerative employment, and consequently very few fishermen prosecute their calling now. All the fish taken, with the exception of mackerel, are used for home consumption. The regulations were well observed.

I have the honour to be,

Your obedient servant,

A. C. BERTRAM,
Inspector of Fisheries.

DISTRICT No. 2.

ANNUAL REPORT ON THE FISHERIES OF DISTRICT No. 2, NOVA SCOTIA, COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER, CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

PICTOU, N.S., January 2, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the fisheries of district No. 2, Nova Scotia, together with tabulated returns showing the increase or decrease of each kind of fish.

The estimated value of all the fish taken in the district during the past season is \$2,477,112, which is about 55 per cent over the estimated value of the catch of last year and is the greatest since the district was formed in 1889.

This increase is owing to a very large catch of mackerel, for if the catch of mackerel had been the same in 1903 as in 1902 the increase of the value of all the fish taken would be about 11 per cent.

Of the anadromous fishes the report shows :

An increase in the value of the catch of salmon, 1 of about 2 per cent.

An increase of about 77 per cent in the quantity of smelts.

An increase of about 120 per cent in the quantity of shad.

A decrease of about 7 per cent in that of alewives or gaspereau.

Of the deep-sea fishes :

Codfish	there is an increase of about.....	2 per cent.
Haddock	“ “ “	4 “
Hake	“ a decrease “	45 “
Pollock	“ an increase “	33 “
Halibut	“ a decrease “	50 “

Comparing the catch of the whole cod family including cod, haddock, hake and pollock with that of last year, there is an increase of about $4\frac{1}{2}$ per cent in the quantities caught.

SALMON.

The reported catch is 2 per cent over that of last year and is well above the average since 1899.

On the Atlantic coast there was an increase of 5 per cent, on the Straits of Northumberland a decrease of 10 per cent, and on the Bay of Fundy portions of the district an increase of 14 per cent.

The past season has been a favourable one for the salmon fishery because during the spawning months, October and November, the rivers have been well supplied with water so that there was less likelihood of fish being destroyed by poachers.

SHAD.

This season's fishery has been unusual in one particular, viz. : that large quantities of these fish were taken when in the river to spawn. Usually there has been about 100 barrels taken at this time but this season the overseer in Stewiacke reports 1,000 barrels, this report was returned for correction or confirmation, but the officer adheres to his estimate.

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The bay fishery was trifling, a report of which will be found in the remarks of Overseers Davison, of Colchester, and Mosher, of Hants.

I give below a table of the reported catch in this district since 1889.

	Barrels.		Barrels.
1889.....	535	1897.....	1,350
1890.....	750	1898.....	2,777
1891.....	1,178	1899.....	3,208
1892.....	1,811	1900.....	1,375
1893.....	1,346	1901.....	749
1894.....	951	1902.....	943
1895.....	1,185	1903.....	2,115
1896.....	1,179		

ALEWIVES OR GASPÉREAU.

The reported catch is 10 per cent less than that of last year, but is about the average quantity taken during the past eight years.

The returns from the herring fishery show an increase of seventy-five per cent over that of last year, but that of last year was the smallest catch recorded since the district was set off.

Taking the returns of salted and fresh herring and computing the fresh herring as 200 lbs. equal to a barrel, the result shows the take to be only about $\frac{2}{3}$ of the average of the past 15 years.

As before remarked, the catch of mackerel has been very large, being 51,727 barrels, computing the fresh at 200 lbs. to a barrel. This is the largest return during the past 15 years: The average being about 22,000 barrels and the smallest 9,800 barrels.

DOGFISH.

From the Atlantic coast and the Straits of Northumberland the complaints are general of the apparently increasing quantities of these fish and of their interference with the line and net fisheries. The line fishing by taking the bait and the net fishing by destroying the fish in the nets and the nets also.

LOBSTERS.

The catch of lobsters has been about the same as that of last year. There were about 1,000 cases canned more than last year but the quantity exported fresh in shell was less.

I find that on the Atlantic coast where there are no lobster hatcheries the decrease was about seven per cent, and that on the Straits of Northumberland where there is a hatchery the increase was about fifteen per cent.

Generally over the district the close season for lobster fishing has been strictly observed. At Margarets bay, Halifax county, overseer Wm. Kennedy found traps set at different places and confiscated them and in Cumberland county there was some night poaching which gave Overseer John Campbell some trouble, but after spending a number of nights on the watch he succeeded in capturing and convicting the offenders.

There were 36 cases of violation of the Fisheries Act, before the Fishery Officers Court, during the past season and conviction obtained in all but three.

Twenty nets were seized and confiscated being set in violation of law.

SYNOPSIS OF OVERSEERS REPORTS.

Overseer A. R. McAdam, of Antigonish, says the spring and summer fishing was good but fall fishing was not either in trawling or net fishing and this was chiefly owing to the dogfish nuisance and also to a scarcity of bait. He thinks that if nothing be done to exterminate the dogfish the hake fishery will suffer.

Overseer J. W. Davidson, of Bass River, Colchester county, says the catch of shad in the Minas Basin is the smallest he has ever known since shad fishing was carried on as a business.

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He attributes the failure of the fishery to two causes, overfishing and the wholesale slaughter of the mother shad, during the whole spawning season while ascending the rivers.

Going back to 1846, when fishing was first carried on by drifting nets attached to boats each boat having two men and carrying from 100 to 150 fathoms of net about two fathoms deep in the water. At that time the fish were plentiful and the boats were loaded with beautiful fish. This fishing was carried on for a few years only to a limited extent by a man, one Halliday—who established several fishing stations in Colchester and had a fleet of ten boats. Later on fishermen engaged in this fishery in increasing numbers and with longer nets, instead of 100 fathoms they used nets 400 fathoms long and there were a number of weirs built on the flats but the shad remained plentiful.

Later on they continued fishing until September and October and as in the bay the shad always school before leaving (and they are mostly female shad with immature spawn) large numbers were taken.

The worst destruction however is in the Stewiacke and Shubenacadie rivers where they are spawning.

Go up these rivers in the morning and you will find probably 100 nets set two thirds across the river, but there will be a net on one side and the next net on the opposite side so that fish have very little chance of passing them and reaching their spawning places.

The fishing for shad in September and October leads to salmon being caught in the nets and they are not liberated. Overseer John Campbell, of Northport, Cumberland county, says, there was a decrease in the quantity of lobsters caught in the western portion of Cumberland county on the Northumberland straits, and he attributes this to the fact that in the adjoining district in New Brunswick there is *practically no close season*, that lobsters are caught in the fall over an extended area and are not there during the legal season for fishing.

There was some illegal fishing for lobsters in his division but he has convicted and fined and confiscated the gear of the worst offenders and believes it has been suppressed.

Overseer John W. Davis, of Guysborough, says there was a very large catch of mackerel in the Chedabucto bay and good prices were realized for them, the catch was more than four times larger than last year.

The cod, haddock and pollock fisheries also show a large increase, because of more vigorous efforts in the fall months.

Squid for bait was scarce, and the dogfish were not, but were very troublesome, hampering all branches of fishing.

The season was a prosperous one, the guardians active in the discharge of their duties, only one violation of law came to his notice and the offender was fined.

Overseer David Reid, of Port Hurford, Guysborough, says, the quantity of fish caught was not up to the average, but as prices were higher the fishermen have had a fairly successful season.

Mackerel and herring were very plentiful about May 15, and cod were also plentiful in the spring, but the dogfish and squid did not come in the usual quantities, so that in July and August, fishing was almost suspended for want of bait.

A new steamer has been coasting from Halifax to Guysborough, the *Strathcona*, and as fishermen can now sell their fish fresh it is probable there will be more engaged in fishing.

On the several rivers in this division the law appears to have been well observed and the guardians active in their duties.

The close season for lobsters was well observed and no case of illegal fishing came to his notice.

Overseer Robert Gaston, Pope's Harbour, Halifax, says, there was a decrease in the cod, haddock and halibut fishing results owing to boisterous weather and the dogfish appearing on the fishing grounds, after June 1.

The close seasons have been fairly well observed, and also the sawdust regulations.

Three fishways in his division are in good repair.

Overseer George Rowlings, Musquodobit Harbour, Halifax, says, the quantity of cod, &c., taken by the boat fishermen was much less than last year, the fish were plentiful but

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owing to rough weather and scarcity of bait fewer fish were caught. He says the clams are a poor bait and are only used when no better is obtainable.

Not so many mackerel were taken but the fishermen say they would have had fair catches but for the dogfish which were in such large numbers they took their nets ashore to save them.

Salmon were fairly plentiful. Alewives only half a catch and in rivers where they usually appear, there were none at all this season.

Herring were more abundant and in the autumn a large school of very small herring about the size of smelts were in the waters at Clam harbour where some 300 barrels were taken for lobster bait, lobsters seem to be more plentiful and he believes it is partly owing to the strict observance of the close season, and recommends continued vigilance by officers and cutters.

He remarks that the livers of the codfish seemed small and poor this year and did not yield the usual quantity of oil.

A fishway should be put in a dam on the Laurencetown river.

Overseer James R. Mosher, of Hants county, says the shad fishery in the bay was a total failure and unless the fish are protected when in the river to spawn, that this state of matters will not be improved.

Overseer Prichard, of Pictou county, says that netting and spearing of salmon was not so frequent this year as in other years, owing to the persons being employed in the lumber woods and elsewhere.

Three large salmon nets were confiscated, that were found set in the West river and in the East river.

The frequent freshets during the spawning season, were highly favourable to these fish.

Overseer A. J. McDonald says spring herring were plentiful, the salmon fishing about an average. The cod, haddock and hake fishery was not as good as last year. Dogfish swarmed inshore and greatly hindered the fishing.

The close seasons were well observed and the protection of the rivers faithfully conducted. No violation of the Fisheries Act came to his knowledge.

There was a good run of water in the rivers and numbers of salmon on the spawning grounds.

Overseer James Kitchin, continues to urge the necessity of fishways in two dams on the River John in the county of Pictou.

I have the honor to be, sir,

Your obedient servant,

ROBERT HOCKIN,
Inspector of Fisheries.

DISTRICT No. 3.

MILTON, QUEEN'S COUNTY, N.S.,

January 2, 1904.

To the Dominion Commissioner of Fisheries.

SIR,—I have the honour to submit my report of the fisheries of district No. 3, province of Nova Scotia, for the year 1903, together with statistics of each county comprising the said district.

Compared with 1902 this district shows a decrease of \$361,903.

1902	\$4,609,900
1903	4,247,997
Decrease.	\$361,902

The decrease in cod fisheries accounts for the bulk of the falling off; the comparative figures being:—

1902	\$1,895,140
1903	1,690,663
Decrease	\$205,477

The want of bait, the dogfish pest, scarcity of men, and possibly absence of fish on banks may account for the unusual decrease in this important fishery.

Lobsters make a good showing: an increase of \$196,316 over last season.

Fresh in shell, 1903	\$1,009,570
Canned "	382,672
1902	\$1,392,242
1902	\$1,195,926
Increase	\$196,316

There are such conflicting reports concerning this important fishery, that your officers feel a pardonable pride at this showing, as despite the pessimistic opinions of interested people, the business shows no falling off and lobster are more plentiful than for years past.

It is time a strict watch should be constantly kept on lobster packers and fishermen alike, to prevent their suicidal policy of killing the small fish but we have very little to complain of as to the destruction of berried lobsters, as very few fishermen destroy them.

MACKEREL

Make a trifle better showing, but the once thriving business along our coasts seems to be gradually falling off. They continue to school off our shores, but except in a few places they do not come within reach.

The cause of this persistent shunning the shores, may not be far to seek, but no one seems as yet to have found it.

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HERRING

Like the mackerel, seem to give the places they once frequented, a wide berth, but a few more were caught this year than last year, an increased catch of \$23,974.

Haddock, hake and pollock show an increased yield of over \$30,000.

Salmon, exceed last year but the whole catch year by year is far too small, taking into consideration what it might be if properly cared for. This important fish besides being particularly the sportsman's delight, is very valuable, bringing in early spring fabulous prices, and is an important factor in the income of the inhabitants along the rivers frequented by them.

All other fish are an average catch except shad—once an important fishery—now fast becoming depleted. Our officers in the immediate vicinity of former shad fisheries claim, that unless immediate protection is given the spawning shad, they will soon become extinct. How best to regulate such protection requires considerable thought, but that something should be done in that direction is quite evident.

Much has been done but much remains yet to do to bring our rivers and brooks back to their normal condition, not only as regards the salmon but the gaspereau and the trout, both in a certain way valuable fish.

Practical passes around or through every dam on our rivers, that will enable the fish to ascend to the head waters and lakes; and sensible well considered regulations enforced, will, in a few years, increase the river fisheries to any needed extent.

There is one important factor in this river fishery that does not receive the consideration it should, that is the influence these fisheries have on the deep sea fisheries. It is a well known fact that all deep sea fish that frequent the bays and harbours where large bodies of fresh water empty are there in search of food which is furnished by the young fish coming down the rivers to the sea.

Thus the absence of mackerel in our harbour may be accounted for by this lack of food supply which would be furnished them were the river as prolific as nature intended. It is one eternal round of the big ones eating the little fish, and the young of the gaspereau are frequently found in the mackerel, thus proving their object in seeking our bays and harbours, all of which shows the necessity of more rigid protection of our rivers.

Again, the contention between the Provincial and Dominion governments re control of rivers and foreshores of the provinces and the stand taken by the provincial judges, handicap your officers in their work, as it is almost impossible to enforce existing laws under the circumstances.

I am sir,

Your obedient servant,

L. S. FORD,

Inspector, District No. 3.

DISTRICT No. 1.

ISLAND OF CAPE BRETON.

Return Showing the Number and Value of Vessels, Boats, Nets, &c., also the Kinds of Fish Caught in the County of Richmond, Province of Nova Scotia for the year 1903.

Fishing District.				Fishing Vessels and Boats.				Fishing Gear and Materials.				Kinds of Fish.				Number.											
Vessels.		Boats.		Gill Nets.		Trawls.		Salmon fresh.		Salmon preserved in cans.		Herring fresh.		Herring salted.			Mackerel fresh.		Mackerel salted.		Lobsters, preserved in cans.		Lobsters, fresh in shell, cwt.				
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	lbs.	Salmon fresh.	lbs.		Salmon preserved in cans.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.		
<i>Richmond Co.</i>																											
1	5	191	3800	30	75	750	80	1000	20000	4000	5	25	700	1500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	2	64	1500	7	129	1290	140	1250	21300	4950	17	85	1110	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	19	349	4000	100	30	240	35	310	6200	1240	8	40	30	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	2	37	570	6	143	1410	181	770	15300	6400	150	750	965	2900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	12	209	3000	56	107	1244	152	510	10200	4080	270	1350	1624	4000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	2	57	960	17	61	820	102	366	7380	2928	30	185	255	2600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	2	119	1330	33	21	200	29	105	2100	850	37	185	115	900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	5	80	1400	29	19	220	57	135	2700	725	12	80	50	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	2	36	500	11	52	750	120	110	3650	1000	29	30	100	1500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	5	100	3800	32	243	7800	538	3100	66300	35450	77	780	1000	1200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	2	5													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	13	17													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	14	14													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	15	15													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	16	16													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	17	17													.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	57	1250	21400	325	1123	20094	1902	9258	184450	68928	768	4320	1720	61300	154650	13693	255160			
Totals																											
Values																											

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RETURN Showing the Kinds and Quantities of Fish and Fish Products in the County of Richmond, Province of Nova Scotia,
for the Year 1903,

Fishing District.	KINDS OF FISH													Total Value of ALL Fish.	Number.								
	Cod, dried, cwt.	Cod, tongues, and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, lb.	Hake, dried, cwt.	Hake, smoked, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspereau, brls.	Eels, brls.			Clams, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oils, galls.	Fish as bait, brls.	Dogfish, lbs.
<i>Richmond Co.</i>																							
1 Canso to Port Malabon.....	150	.....	.....	50	.....	.....	.....	100	.....	.....	500	50	.....	.....	5000	.....	.....	.....	20	60	30	26,763 00	1
2 River Inhabitants to St. Louis ..	200	.....	.....	300	.....	.....	.....	100	.....	.....	5500	20	.....	.....	20000	.....	.....	.....	50	80	70	16,669 00	2
3 River Bourgeois.....	2800	.....	.....	130	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1120	90	.....	20,907 00	3
4 Jauvin Island to Cape Auguel.....	1208	35	8800	839	.....	52	10	462	690	.....	3000	80	100	75	36500	.....	501	823	2120	1010	58250	46,164 50	4
5 Arichat and Petit de Grat.....	1736	30	396700	1450	97500	66	12	910	1300	.....	.....	3	35	30	21740	.....	213	1170	2600	800	197700	74,686 70	5
6 Rocky Bay and vicinity.....	981	.....	2100	191	.....	23	4	146	1800	.....	.....	26	60	25	72500	.....	129	336	1150	600	13350	22,097 25	6
7 Desconesse to Martinique.....	2104	.....	1300	223	.....	51	.....	13	1000	.....	13000	4	80	55	167500	.....	114	59	1100	323	5000	19,791 87	7
8 St. Peter's.....	1450	1	1000	55	.....	3	3	60	300	600	7000	11	13	.....	11000	20000	11	38	210	63	.....	11,371 00	8
9 Grand Grove and vicinity.....	100	.....	7500	50	.....	1	2	60	1000	300	4000	30	30	.....	5000	18000	30	75	100	60	.....	9,644 00	9
10 Rockdale and vicinity.....	750	.....	6000	700	.....	15	9	250	1000	140	.....	80	6	.....	8000	45000	70	93	750	120	.....	37,038 25	10
11 L'Ardoise lower and west.....	7000	26	37000	3700	.....	17	12	1100	9000	575	.....	560	19	.....	17000	70000	190	201	5800	210	.....	172,264 75	11
12 Pt. Michel and Grand River.....	600	6	6000	115	.....	28	11	110	1800	475	.....	35	30	.....	7500	4000	45	57	500	41	.....	22,948 00	12
13 L'Archeveque.....	250	3	4000	30	.....	10	4	70	900	250	.....	9	15	.....	3700	1000	30	80	100	17	.....	10,269 00	13
14 St. Esprit.....	200	2	3000	275	.....	11	8	20	215	300	.....	30	16	.....	4000	2000	27	30	90	20	.....	5,102 25	14
15 Francoise and vicinity.....	350	4	16000	115	.....	14	7	88	1300	500	.....	15	28	.....	1300	8000	48	87	500	160	.....	6,504 50	15
16 Fourchu.....	700	3	2000	100	.....	30	20	220	600	480	.....	30	20	.....	9000	4000	150	100	1000	300	.....	23,884 50	15
17 Irish Cove to Black River in- cluding Indian Reserve and Lunenburg.....	375	5	300	10	.....	14	9	20	400	6500	1300	38	100	.....	6300	11000	131	.....	800	48	.....	6,358 00	17
Totals.....	21010	123	577300	8373	97400	297 1/2	111	3729	22505	10130	28000	1082	552	185	255990	186000	1561	3353	18080	3967	254300	2743	532,463 57
Values	\$ 91545	1330	17319	25119	5850	60357	557	7458	22511	10113	1100	4328	5320	370	7080	5580	6244	6706	5424	3950	2743	532,463 57

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RETURN showing Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	Fishing District.	KINDS OF FISH.													FISH PRO- DUCTS.		Seal skins, number.	TOTAL VALUE OF ALL FISH.	Number.		
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alwives or Gaspe- rean, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lbs.				Tom Cod or frost fish, lbs.	Squid, brls.
1	Cape Breton Co.	2800			330	90	225	2200	300	30	2200	160			10			25	1100	20	
2	Gabarus and vicinity	1315			351													260	1600	400	
3	Louisburg	769			247		160												860	240	
4	Big Lorraine and vicinity																				
5	Little Lorraine to Mira River, including Main-a-Dieu	3600			359		286	2190	350	235	1150	29	1					5	1550	235	
6	Scatarie Island	1150			120		65	3000				8						25	1150	6	12
7	Port Morien and vicinity	513		5088	179		79	1377					5	36				9	29	201	
8	Schooner Pond and Glace Bay	700					101													200	
9	Lingan and Low Point	440	5			27	65	1500				20	10					20	450	160	
10	South Bar	100				10							10					10	100	50	
11	North Sydney to Boisdall	665					60	4600					25						242	525	
12	Little Bras d'Or and Sydney Mines	946			112		23		2800	4200		50	114	8				4000		86	
13	Piper Cove to East Bay	664																			
	Totals	13662	5	5088	1818	127	1074	14867	3450	265	7550	267	165	8	46	300	4000	356	7167	2117	12
	Values	61479	50	152	5454	286	2148	1486	345	2650	377	1068	1650	40	92	9	120	1424	2150	3175	15
																					237,307 04

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Victoria, Province of Nova Scotia,
for the Year 1903.

Fishing Districts.	Kinds of Fish.												Fish Products.		TOTAL VALUE OF ALL FISH.	Number				
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, Tongues and Soups, brls.	Haddock, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gas- pereau, brls.	Eels, brls.	Oysters, brls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, brls.			Coarse and Mixed Fish, brls.	Fish Oil, galls.	Fish as bait, brls.	
<i>Victoria Co.</i>																		% cts.		
1 Big Bras d'Or.....	80	245	15	100	1250	4700	19	25	43	4300	40	2,884 65	1
2 North and So. side Little Narrows.....	.....	274	.....	.....	1	1	.....	900	12	25	6	.....	.....	.....	6	81	18	3,003 80	2
3 Baddeck Bay and vicinity.....	1	62	.....	.....	6	100	240	.....	.....	.....	.....	.....	.....	.....	5	23	11	1,454 40	3
4 Parachosis.....	.....	38	.....	5	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	837 10	4
5 Indian Brook to French River.....	.....	207	.....	52	23	300	.....	.....	.....	.....	.....	.....	.....	.....	80	240	12	10,307 50	5
6 Wreck Cove to Smoky Head.....	.....	115	.....	25	15	300	.....	.....	.....	.....	.....	.....	.....	.....	50	110	10	6,025 00	6
7 South Bay.....	.....	700	.....	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	90	25	3,539 50	7
8 North Bay and Middle Head.....	.....	5404	.....	1820	317	4400	.....	.....	.....	.....	.....	.....	.....	152	.....	2321	135	52,946 80	8
9 Green Cove and South Point.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	.....	40	.....	550	.....	982 00	9
10 Neil's Harbour.....	.....	3200	3	150	.....	3000	.....	.....	.....	.....	.....	.....	.....	30	.....	300	.....	18,643 00	10
11 New Haven.....	.....	1800	.....	160	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,675 00	11
12 Dingwall.....	.....	140	.....	35	.....	9000	.....	.....	.....	.....	.....	.....	.....	.....	5	100	10	5,114 00	12
13 White Point.....	.....	620	.....	150	50	1000	.....	.....	.....	.....	.....	.....	.....	50	.....	700	20	6,604 00	13
14 Sparling Brook to Money Point.....	.....	80	.....	10	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	5	4,479 00	14
15 Bay St. Lawrence and vicinity.....	.....	470	.....	85	.....	4500	.....	.....	.....	.....	.....	.....	.....	40	.....	485	40	13,889 00	15
Totals.....	81	13505	3	2582	534	24600	1490	5600	31	50	49	1800	4300	350	181	5182	287	.....	
Values.....	405	60772	30	7746	1068	2460	149	280	124	500	245	54	129	1400	362	1554	430	145,474 75		

RETURN showing the Number, Tonnage and Value of Vessels, Boats and Nets and the Quantity and Value of Fish in the County of Inverness, Province of Nova Scotia, for the Year 1903.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.													
		Vessels.			Boats.			Gill Nets.			Trawls.			No. of Canneries.	Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Fathoms.	Value.	Number.	Value.																
<i>Inverness Co.</i>																											
1	Meat Cove to Fishing Cove.	57	845	124	47	3310	2255	12	120	4	13168	200	39	43723	127	43723	380	1									
2	Eastern Harb'r to Cape Rouge	53	2370	181	56	1500	590	200	200	2	3000	600	520	53016	155	53016	4795	2									
3	Cheticamp Pt. and Lake.	8	340	22	14	310	290	1	21	2	4185	17	17	21504	5	21504	70	3									
4	Chimney Corner and vicinity.	8	135	13	12	310	290	1	21	2	4185	17	17	21504	5	21504	70	4									
5	Marguerite district	77	1385	143	62	1540	875	9	120	1	8820	19	168	11616	81	11616	2021	5									
6	Doucett's Cove and vicinity	21	650	40	23	1090	675	11	175	1	3130	66	66	11136	12	10368	889	6									
7	Broad Cove and Light Point.	26	484	38	33	850	480	3	57	2	2965	55	55	1000	27	11136	356	7									
8	Malton and vicinity	20	240	47	23	638	232	4	20	1	400	192	76	1600	700	42048	160	8									
9	Port Hood	50	1000	75	200	6000	2000	100	360	2	500	255	255	54436	100	65800	800	9									
10	Judique districts	55	710	85	100	3100	1000	90	360	2	500	255	255	54436	130	54436	190	10									
11	Long Point and Low Point.	50	600	75	70	2100	800	75	300	2	1000	270	270	13840	35	15840	120	11									
12	Port Hastings to Hawkesbury	35	500	43	132	2830	505	14	46	3	399	315	399	350	625	350	95	12									
13	West Bay and Malagawatch	111	1172	145	450	8000	1520	52	196	4	315	250000	315	250000	666	95	13										
14	River Dennis	41	372	50	150	3000	450	17	41	5	55	220000	55	220000	400	14	14										
15	Whyce cove	24	240	40	26	520	182	4	12	2	24	400	24	400	78	15	15										
Totals		635	11063	1121	1412	35188	12054	392	1968	19	39168	1392	19	2559	700	1312	11410	15									
Values		27	390	8500	149	7833	208	285	5036	84	19680	51345	150									

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Return showing the quantity and value of fish, &c.—Nova Scotia—Continued.

DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.					TOTAL VALUE OF ALL FISH.	Number.			
	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lbs	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or gaspe- rean, bbls.	Eels, bbls.	Oysters, bbls.	Clams, bbls.	Tom cod or frost fish, lbs.	Squid, bbls.	Coarced and mixed fish, bbls.	Fish oil, galls.			Fish as bait, bbls.	Fish as manure, bbls.	Seal skins, No.
<i>Inverness Co.</i>																						
1 Meat Cove to Fishing Cove	1150	16	4	80	401	623	200	200	200	200	200	200	200	200	200	200	200	200	200	200	40	
2 Eastern Harbour to Cape Rouge.	290	40	35	25	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	50	
3 Chediac Pt. and Lake.	18	23	23	10	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	40	
4 Chimney Corner and vicinity.	90	90	123	79	401	623	200	200	200	200	200	200	200	200	200	200	200	200	200	200	4	
5 Margaree district	90	90	123	79	401	623	200	200	200	200	200	200	200	200	200	200	200	200	200	200	4	
6 Doucett's Cove and vicinity.	99	99	80	80	401	623	200	200	200	200	200	200	200	200	200	200	200	200	200	200	4	
7 Broad Cove and Light Point.	1150	16	4	80	401	623	200	200	200	200	200	200	200	200	200	200	200	200	200	200	40	
8 Mabou and vicinity	600	500	1000	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	40	
9 Port Hood	30	90	90	90	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	10	
10 Judique districts .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11 Long Point and Low Point. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12 Port Hastings to Hawkesbury .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13 West Bay and Malagawatch .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14 River Dennis .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15 Whytecouagh .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
Totals	1150	1262	500	1624	703	40	2844	2900	4200	211	153	260	291	760	5797	115	3957	2168	489	40		
Values	31,378 6	30	3654	80	284	290	1300	582	21	2308	230	1187	3252	241	50	201,246 50						

4-5 EDWARD VII., A. 1905

RECAPITULATION

OF the Yield and Value of the Fisheries of the Island of Cape Breton for the year 1903.

Kinds of Fish.	Quantity.	Rate.		Value.		Total Value.
		\$	cts.	\$	cts.	
Salmon, fresh. Lbs.	97,272	0	20	19,454	40	21,407 55
" preserved in cans "	3,121	0	15	468	15	
" pickled. Brls.	99	15	00	1,485	00	
Herring, salted. "	13,975	4	50	62,887	50	70,185 55
" fresh. Lbs.	729,805	0	01	7,298	05	
Mackerel, fresh. "	176,620	0	12	21,194	40	273,156 90
" salted. Brls.	16,797 ¹ / ₂	15	00	251,962	50	
Lobsters, preserved in cans. Lbs.	1,086,922	0	25	271,730	50	311,045 50
" fresh or alive Cwt.	7,863	5	00	39,315	00	
Cod, dried "	59,587	4	50	268,141	50	269,601 50
" tongues and sounds. Brls.	146	10	00	1,460	00	
Haddock, dried. Cwt.	14,035	3	00	42,105	00	65,491 14
" fresh. Lbs.	583,538	0	03	17,506	14	
" smoked (finnan haddies). "	98,000	0	06	5,880	00	
Hake, dried Cwt.	2,048 ¹ / ₂	2	25	4,609	12	5,017 12
" sounds. Lbs.	816	0	50	408	00	
Pollock. Cwt.	5,377	2	00			10,754 00
Halibut. Lbs.	64,816	0	10			
Trout. "	17,970	0	10			6,481 60
Shad. Brls.	265	10	00			1,797 00
Smelts Lbs.	45,350	0	05			2,650 00
Alewives. Brls.	1,591	4	00			2,267 50
Eels "	920	10	00			6,364 00
Oysters. "	317	5	00			9,200 00
Clams "	522	2	00			1,585 00
Flounders. Lbs.	258,090	0	03			1,044 00
Tom cod or frost fish "	195,000	0	03			7,742 70
Squid. Brls.	2,844	4	00			5,850 00
Coarse and mixed fish. "	3,649	2	00			11,376 00
Fish oil. Galls.	34,386	0	30			7,298 00
Fish as bait. Brls.	8,539	1	50			10,315 80
" as manure. "	489	0	50			12,808 50
Seal skins No.	52	1	25			244 50
Dog fish. Lbs.	274,300	0	01			65 00
						2,743 00
Total for 1903.						1,116,491 86
" 1902.						1,143,644 45
Decrease.						27,152 59

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RECAPITULATION.

STATEMENT showing the Number and Value of Fishing Crafts, Nets, &c., in the Island of Cape Breton for the year 1903.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
117 fishing vessels, 2,007 tons (611 men)	40,000 00	
2,688 fishing boats (4,694 men).	52,276 00	
14,396 gill-nets (280,392 fathoms).	116,717 00	
2 seines (450 fathoms).	295 00	
2 trap-nets.	200 00	
1,898 trawls.	13,017 00	
20 weirs.	200 00	
18 smelt-nets	663 00	
10,795 hand lines.	6,828 00	
62 lobster canneries (1,034 persons employed).	44,525 00	230,096 00
121,911 " traps	67,286 00	
28 freezers and ice houses.	10,870 00	111,811 00
1,345 smoke and fish houses.	41,003 00	
373 piers and wharfs.	62,428 00	
62 tugs, steamers and smacks.	11,465 00	
		125,766 00
Total		467,673 00

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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 1903.

Number.	District.	KINDS OF FISH.														Fish Products.				TOTAL VALUE OF ALL FISH.	Number.						
		Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewakes or Gas- pereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.			Coarse and Mixed Fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
<i>Cumberland County,</i>																											
1	Pugwash, Malagash and Gulf Shore.	6700	383760	180								2	17500			619		43				1850	3500	106,519	00	1	
2	Port Philip, Northport and Amherst Shore.	3000	63888	135									90000	50	25							4000	1300	35,185	50	2	
3	Wallace.												9100	238	10	110								2,320	00	3	
4	River Philip.												500		30									850	00	4	
5	La Planche, Nappan and Maccan.												500		100										1,960	00	5
6	Minudie to Apple River.												300		400										6,995	00	6
7	Advocate.				20	10000	60	20	400	7000		150	2000	75								100	40		6,054	00	7
8	Spencers Island.				600	400	500	400	300	1000												20	4		1,372	50	8
9	Port Greville.				20	300	50	400	11	800												50	3		815	00	9
10	Parrsboro.				40	400	25		30	2000												300			1,107	10	10
11	Two Islands.				15	229	4		30	550												300			382	00	11
Totals.		9700	447648	315	710	11320	659	820	791	13350	1300	152	120600	863	65	729	43	2500	5500	1054	170	5900	4800				
Values.		1164	111912	2205	3195	339	1977	1845	1582	1335	130	1520	6030	3452	650	3645	86	75	165	2108	51	8850	2400			163,560	10

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Kinds of Fish in the County of Colchester—
Nova Scotia, for the year 1903.

Number.	Fishing Districts.				Fishing Boats.				Fishing Gear or Materials.				Kinds of Fish.					
	Number.	Value.	Men.		Gill Nets.		Weirs.		Lobster canneries.	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.			
					Number.	Fathoms.	Value.	Number.								Value.		
<i>Colchester County.</i>																		
1	Sterling.....	29	580	29	280	8400	2100	.....	3	2200	95000	.....	.....	.....	33552	1
2	Stewiacke.....	140	1350	260	.....	.....	.....	.....	.....	.....	3200	15	5000	.....	.....	400
3	Five Islands.....	8	400	16	.....	.....	.....	1	200	.....	800	10	3000	6000	.....	3
4	Economy.....	5	125	13	5	1625	250	4	600	.....	.....	.....	.....	.....	.....	20
5	Little Bass River to Highland Village.....	15	500	30	15	5000	900	1	400	.....	9910	.....	.....	.....	.....	5
6	Great Village to Queen's Village.....	12	360	24	12	3900	720	.....	.....	.....	13680	.....	.....	.....	.....	6
	Totals.....	209	3315	372	312	18925	3970	6	1200	3	122590	25	8000	6000	33552	430		
	Values.....	24518	112	80	120	8388	1935		

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Colchester—Nova Scotia, for the year 1903.

Number.	Fishing District.	KINDS OF FISH.											Total Value of All Fish.	Number.				
		Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alwives or Gaspereau, brls.	Bass, lbs.	Oysters, brls.			Clams, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Colchester County.</i>																		
1	Sterling						11000	1900	10000	300	11200	200				350	10,063 00	1
2	Stewiacke						1000										41,420 00	2
3	Five Islands	3000	40	16	10	3500	2000							200	30		3,478 50	3
4	Economy	1000	10	5	6	1500	5000	10						50	10		1,308 25	4
5	Little Bass River to Highland Village						1000	11			250		800				3,862 00	5
6	Great Village to Queen's Village							17									2,906 00	6
	Totals	4000	50	21	16	5000	19000	1938	10000	300	11450	200	800	250	40	350		
	Values	120	150	47	32	500	1900	19380	500	1200	1145	1000	1600	75	60	175	63,037 75	

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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 1903.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.				
	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alwives or Gaspereau, brls.	Bass, lbs.	Eels, brls.	Oysters, brls.	Flounders, lbs.	Squid, brls.			Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$ cts.
<i>Antigonish.</i>																						
1 Harbour Bouche, Linwood and Cape Jack, . . .	4267 2	168	1100	40	102	400	16	200	2	2000	3	139	419	297	430	22,018	52	1				
2 Tracadie Bayfield Monk's Head and South Side Antigonish Harbour . . .	1867 2	150	1100	40	102	400	16	200	2	8000	5	1000	36	108	3900	3	14	285	296	222	29,239	14
3 North Side Antigonish Harbor, Lakevale and South Side Cape George, . . .	55056	243	100	100	241	480	300	2000	25	10600	4	63	84	315	550	21,111	95	3				
4 North Side of Cape George and Georgeville, . . .	1507 2	39	100	100	123	246	100	100	1	1300	4	17	124	111	150	5,500	45	4				
5 Malignant Cove Doctor's Brook, Arisaig Montserrat and Knodart . . .	34560	36	100	100	103	220	100	100	1	1200	1	400	63	108	187	350	12,046	25	5			
Totals.....	166032	636	1300	40	571	1346	16	600	2	21650	38	1400	63	108	21650	40	512	1012	1116	1702	80,946	61
Values	41508	2862	39	120	1284	673	32	60	20	650	152	140	630	540	650	40	512	304	1674	851	80,946	61

Return showing the Number, Tonnage and Value of Vessels, Boats, Nets, etc., also the Kinds of Fish in the Counties of Picton and Hants, Province of **Nova Scotia**, for the year 1903.

Number.	Districts.	Fishing Boats.			Fishing Materials.				Kinds of Fish.						Number.		
		Number.	Value.	Men.	Gill Nets.		Trawls.		Lobster Canneries.	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.		Lobsters, preserved in cans, lbs.	
					Number.	Fathoms.	Value.	Number.									Value.
<i>Picton County.</i>																	
1	West Picton.....	111	4935	146	120	3600	960	12	120	13	12550	1600	60	12000	3500	214848	
2	Picton Island.....	41	1610	75						3	16300				2000	150048	
3	Central Division.....	1	50	4	12	500	450					2500		41000	4800		
4	Southern Division.....	34	367	34	49	2479	1071	14	47	2	4100	19400		51000		15936	
5	Memegomish Island.....	14	250	14	24	1235	615			1	800	5900		3000		15552	
6	North Beach.....	11	152	11	28	1609	1237	3	15	1	400	9200		29500	3200	7824	
7	Ponds.....	15	230	17	28	866	539	3	15	1	1400	6200		31500	3000	24528	
8	Lismore.....	3	32	3	3	444	440					2100		3000	500	3696	
	Totals.....	260	7656	304	264	10733	5332	32	197	21	26550	47000	60	171000	17000	462432	
	Values.....											9400	270	1710	2040	115608	
<i>Hants County.</i>																	
9	West Hants.....	18	420	18	25	4200	605					1170				9	
10	Walton to Matland.....	15	375	17	15	4800	570					10000				10	
11	Matland to Shubenacadie.....	17	170	17	34	850	238					6000				11	
12	Shubenacadie to Grand Lake.....	20	100	20	30	510	120					2600				12	
	Totals.....	70	1065	72	104	10360	1533					20070					
	Values.....											4011					

District.	KINDS OF FISH.														TOTAL VALUE OF ALL FISH.
	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Pollock, cwt.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alwives or Gaspereau, brls.	Bas, lbs.	Eels, brls.	Clams, brls.	Coarse and Mixed Fish, brls.	Fish as bait, brls.	Fish as manure, brls.	
<i>Pictou County.</i>															
1 West Pictou.....	45	200	8	59	3500	32100	195	174	40	18	800	2500	65,560 50	1	
2 Pictou Island.....	10	200	40	5	2000	20000	100	125	6	40	1500	38,802 00	2		
3 Central Division.....	23	8	5	600	60	7100	60	15	100	150	160	8,892 75	4		
4 Northern Division.....	3	3	3	400	3	400	22	6	100	250	40	14,830 50	8		
5 Merigonish Island.....	14	9	2	100	3500	32100	195	174	40	18	800	2500	65,560 50	1	
6 North Beach.....	10	200	40	5	2000	20000	100	125	6	40	1500	38,802 00	2		
7 Ponds.....	23	8	5	600	60	7100	60	15	100	150	160	8,892 75	4		
8 Lismore.....	3	3	3	400	3	400	22	6	100	250	40	14,830 50	8		
Totals.....	95	200	8	59	3500	32100	195	174	40	18	800	2500	65,560 50	1	
Values.....	427	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
<i>Hants County.</i>															
9 West Hants.....	42	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
10 Walton to Matland.....	42	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
11 Matland to Shubenacadie.....	42	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
12 Shubenacadie to Grand Lake.....	42	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
Totals.....	42	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		
Values.....	189	6	24	132	3350	1605	780	1740	80	36	1545	2,337	138,401 75		

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets and the Quantity and Value of Fish in the County of Guysborough, Province of Nova Scotia, for the Year 1903.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIAL.						KINDS OF FISH.															
Vessels.				Boats.		Gill Nets.			Seines.			Trap Nets.		Lobster Canned, No.	Salmon, fresh, lbs	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobster, preserved in cans, lbs.	Lobster, fresh in shell, cwt.		
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Trap Nets.														
											Number.	Value.	Number.											Value.	
Guysboro' County.																									
1								40	800	300	1	80		1	250			80	600	400	10	9312	40	1	
2								50	1000	350				1	50			50	1000	500	10	17376	125	2	
3																									
4								90	2000	600	1	50		1	2000	50	100	100	2000	600	10	33744	112	3	
5								65	1800	700				1	9000	100	300	40	800	800	5	16464	20	4	
6								50	1500	400	2	120			500		100	120	2000	1000	12			5	
7								90	1900	600					1200		400	200	1500	800	15			6	
8								30	650	180					75			50	3000	1500	45			7	
9								120	2500	750				1	150			200	4000	3000	100	21120	50	8	
10								75	1600	400				1	100			230	5000	500	60	24960	4	9	
11								25	600	200				1	2000			60	1000		3			10	
12								30	700	500				1	1100			100	2000	250	25			11	
13								130	2600	750	1	50			100			350	10000	3000	120			12	
14								38	100	2000	600	1	60		1	300			120	4000	1000	30	25776	285	13
15								80	1600	500	1	50			1	500			60	1000	500	25			14
16								250	4600	2300	2	120			1	500			500	2000	3000	200	6760	800	15
17								90	1600	8000				1				50			60	18000		16	
18								450	9000	4500				1				400			300			17	
19								210	1200	2100	2	200	1	500				310			160	36912	8	18	
20								900	18000	9000	2	25	1	500	2	600			80		95			19	
21								700	14000	7000	4	48	2	1000				400			225	31104	20	20	
22								165	3300	1650	2	200	2	800	3	800			300	25000	20100	190	57000	339	21
23											2	200	2	800	3	300			40	65000	100000	32	58452	341	22

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23 Carso & Carso Title 18	381	25200	105	150	8000	140	750	15000	7500	2	500	11	5500	4	12000	1800	1500	65000	1450000	4000	88848	1000	23
24 Fox Island Maine	...	...	...	20	600	14	140	2800	1400	...	...	5	2500	...	1000	...	30	6000	89250	100	...	...	24
25 Half Island Cove	...	...	...	60	2400	55	750	15000	7500	2	700	7	3500	...	500	...	170	54550	500000	2800	...	...	25
26 Philip's Harbour	...	...	...	40	1200	30	350	7000	3500	1	500	...	...	...	...	...	100	34450	193100	900	...	...	26
27 Queensport	...	1500	5	60	1800	65	600	12000	6000	3	800	8	4000	2	1500	...	140	56850	170770	1000	58560	103	27
28 Peas Brook	...	...	...	30	1050	40	310	6200	3100	...	...	1	800	...	...	...	70	20800	90000	320	...	...	28
29 Halfway Cove & Cook's	...	...	...	70	2100	75	600	12080	6000	1	300	3	1800	...	...	...	80	26550	27500	1500	...	...	29
30 Sandy Cove	...	600	5	60	1800	70	615	13090	6545	...	...	3	1500	...	9190	...	100	28106	32350	1800	...	...	30
31 Guysboro, & Manches-	1	11	800	4	25	500	28	330	7655	4000	1	200	1	1000	...	5330	50	12950	15230	460	...	...	31
32 Port Shordam	...	...	...	40	800	45	360	7320	3660	...	...	...	...	...	400	...	100	10000	19150	600	...	...	32
33 St. Francis	...	...	...	50	1000	60	600	12000	6000	...	...	...	...	...	...	...	160	5550	46000	1640	...	...	33
34 Oyster Ponds	...	...	...	45	900	55	500	10000	5000	...	...	...	...	...	...	...	170	4900	96850	1970	...	...	34
35 Sand Point	...	...	...	35	750	46	400	8000	4000	...	...	...	...	...	...	...	130	18950	90750	1500	...	...	35
36 Sheep Creek	1	21	1000	3	60	1800	60	1100	22000	11000	2	500	...	...	...	...	400	145300	15550	4240	...	...	36
37 Mulgrave and And's	2	63	1350	9	15	300	15	300	6000	3600	...	...	...	2	...	...	150	48600	46694	410	38208	186	37
Totals	49	947	50050	265	1893	69640	1956	12430	252395	121682	31	4503	45	23400	28	49345	7350	1201400	3031114	25062	543196	2673	
Values	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9869	307	180	33075	12014	363733	375930	135799	18711

22-1-5

Return showing the Quantities of Fish, &c., in Guysborough—Nova Scotia—Continued.

Number.	Districts.	KINDS OF FISH.													FISH PRODUCTS.					TOTAL VALUE OF ALL FISH.	Number.				
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked human haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or gaspereau, brls.	Pels, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	Clams, brls.
Guysborough County—Continued.																									
1	Ecum Secum.....	200	.....	500	30	.....	.....	.....	35	1500	1200	300	16	20	900	800	3	25	250	200	100	10	10	5,416 50	1
2	Marie Joseph.....	275	.....	400	45	.....	.....	.....	65	1000	200	200	5	30	1000	600	5	20	300	220	176	6	...	8,322 00	2
3	Liscomb, Spanish Ship Bay & Grogan River.....	450	.....	300	50	.....	.....	.....	80	1500	800	600	30	15	2000	1000	6	50	600	300	350	10	12	14,269 00	3
4	St. Mary's Bay and River.....	30	.....	200	10	.....	.....	.....	5	300	6000	400	60	20	1000	500	1	10	100	150	170	4	16	8,277 00	4
5	Wine Harbour.....	75	.....	400	15	.....	.....	.....	10	500	200	.....	5	5	800	300	1	5	80	100	.....	.....	10	1,775 50	5
6	Port Hilford & Indian Lake.....	80	.....	600	12	.....	.....	.....	12	600	800	1500	12	4	500	600	1	6	80	120	.....	.....	.....	2,550 00	6
7	Holland's Harbour & Indian River.....	36	.....	1000	10	.....	.....	.....	10	600	2000	.....	3	4	800	500	2	4	40	130	.....	3	8	1,933 75	7
8	Port Beckerton.....	700	.....	18000	40	.....	.....	.....	120	2500	.....	.....	5	40	1200	1000	5	20	800	200	200	10	10	13,978 50	8
9	Fisherman's Harbour	160	.....	4000	20	.....	.....	.....	40	800	.....	.....	4	10	800	600	4	10	200	120	270	4	4	9,975 00	9
10	Country Harbour.....	10	.....	300	2	.....	.....	.....	5	400	2000	.....	10	8	200	200	...	...	20	20	6	...	...	1,210 50	10
11	Isaac's Harbour.....	100	.....	3000	18	.....	.....	.....	30	1200	1000	.....	4	6	800	600	3	15	100	150	.....	5	3	2,456 25	11
12	Drum Head.....	800	20	50000	60	.....	.....	.....	220	20000	.....	.....	10	4	1000	2000	20	40	900	200	.....	6	5	12,712 50	12
13	Seal Harbour.....	500	15	15000	35	.....	.....	.....	200	4000	500	.....	5	6	500	1500	10	30	550	150	250	2	3	14,222 50	13
14	Coddle's Harbour.....	220	5	8000	40	.....	.....	.....	100	1000	300	.....	4	20	500	1200	6	10	300	100	.....	...	...	3,004 00	14
15	New Harbour.....	800	30	25000	100	.....	.....	.....	600	5000	1200	5000	...	25	1000	2000	10	30	1200	150	70	...	...	15,620 00	15
16	Tor Bay.....	562	.....	113	113	.....	.....	.....	143	1700	.....	.....	5	...	...	...	10	40	600	150	135	...	...	9,600 50	16
17	Larry's River.....	1233	.....	.....	231	.....	.....	.....	558	3950	300	500	...	37	40	...	160	110	1500	500	70	...	...	18,634 25	17
18	Charles Cove.....	1910	.....	.....	380	.....	.....	.....	466	3185	400	400	...	27	40	...	60	40	2100	480	400	...	...	26,863 00	18
19	Cole Harbour.....	865	.....	.....	198	.....	.....	.....	132	525	650	...	40	15	...	...	45	15	900	180	65	...	...	7,876 75	19
20	Port Felix.....	4557	.....	19600	700	.....	.....	.....	644	1657	900	800	...	90	45	...	100	30	3000	675	400	...	...	42,651 10	20
21	Whitehead.....	2565	30000	800	1239	4320	500	1000	...	68	205	40	2800	1100	650	46,731 50	21
22	Raspberry & Dover	760	10330	50	240	4	30	95	10	1800	240	500	...	6	36,022 90	22

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23 Canso & Canso Tittle.	18810	195	255000	2000	230000	350	400	19151	175138	1500	1200	115	10	20000	4800	200	46000	8000	650	15	578,384	30	23
24 Fox Island (Main)....	100	...	11100	20	.....	10	...	45	250	...	...	...	...	...	...	400	10	200	80	900	...	15,835	50	24
25 Half Island Cove.....	1900	...	37900	100	40000	16	...	90	...	...	...	10	...	...	...	575	20	1550	400	80	...	119,548	00	25
26 Philips Harbour.....	640	...	15600	50	...	11	...	20	...	...	...	6	...	...	...	100	15	950	200	90	...	42,113	75	26
27 Queensport.....	760	...	72000	200	...	112	100	23	...	...	...	18	...	...	...	900	20	2000	300	700	...	63,991	40	27
28 Peas Brook.....	482	...	20700	90	...	50	25	20	...	...	...	1	...	...	...	40	25	300	200	90	...	19,772	00	28
29 Half Way Cove.....	580	...	3900	300	...	100	...	...	...	200	...	10	...	...	...	200	30	500	400	100	...	31,908	00	29
30 Sandy Cove & Cook's Cove.....	140	...	24200	100	...	82	80	150	...	...	...	16	20	...	...	120	10	200	300	40	...	36,943	50	30
31 Guysborough & Manchester.....	130	...	6300	20	...	28	40	...	...	800	5000	12	20	...	...	95	25	200	160	12	...	12,379	60	31
32 Port Shoreham (Ragged Head).....	100	...	5930	50	...	11	...	30	...	...	...	...	8	...	...	10	...	100	200	20	...	13,277	65	32
33 St. Francis Harbour.....	95	...	4050	40	...	10	...	12	...	...	...	17	7	...	...	5	10	110	275	...	...	32,234	00	33
34 Oyster Ponds.....	114	...	2950	29	...	15	...	10	...	...	...	60	8	...	...	4	...	120	250	10	...	43,489	25	34
35 Sand Point.....	65	...	6000	21	...	30	...	15	...	...	...	15	...	...	...	10	...	60	210	20	...	35,520	00	35
36 Sheep Creek.....	50	...	.....	20	...	12	...	5	...	...	...	4	...	...	...	6	...	70	180	12	...	69,378	00	36
37 Mulgrave & Auld's Cove.....	72	...	12300	10	35000	10	...	220	...	...	...	6	25	...	...	400	...	90	100	380	...	29,294	78	37
Totals.....	40870	265	3359560	6018	311000	1221	925	24754	232315	21450	16960	704	485	33000	13400	8507	925	70670	16930	6980	66	106	.....	.....
Values.....\$	183915	2650	100786	18654	18660	2747	462	49508	23231	2145	848	3056	4850	990	402	34028	1850	21201	25385	3490	82	312	1,448,253	73

RETURN showing the Fishing Materials and the Quantity and Value of Fish, &c.—Nova Scotia—*Con.*

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.										
	Vessels.			Boats.			Gill Nets.			Seines.			Trawls.		Lobster Canned No.	Salmon, fresh, lbs.		Salmon, smoked, lbs.	Herring, salted, blbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, blbs.	Lobsters, preserved in cans, lbs.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.		Value.	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, blbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, blbs.	Lobsters, preserved in cans, lbs.
Halifax County.																							
1 North Shore.....	1	60	2000	20	160	3200	320	2020	42000	10400	26100	200	1000	1	500	100	100	200	10000	230000	800	1	
2 East St. Margarets.....	2	138	3500	29	110	2200	240	2018	41800	10600	40	12000	300	1500	1	700	200	300	2000	30000	200	2	
3 Indian Harbour.....	2	25	1700	12	340	10200	340	1510	31000	7700	20	6000	150	750	1000	300	300	300	2000	30000	100	3	
4 Peggy's Cove.....	1	30	400	15	50	2500	90	415	9500	2250	9	2700	25	125	600	300	300	300	1500	20000	50	1	
5 Dover.....	3	47	1200	17	319	6200	190	1020	22000	5400	74	18000	300	1500	3500	300	500	500	12000	240000	200	5	
6 Prospect.....	2	68	1000	11	60	1900	80	520	12000	2900	40	12000	150	750	1000	400	400	400	3000	150000	100	6	
7 Terrence Bay.....	4	54	1600	20	170	3000	200	510	11000	2900	14	4200	130	650	2	600	100	100	4000	100000	50	7	
8 Penman.....	6	109	3000	32	20	400	40	135	3500	825	8	2400	25	125	1000	100	200	200	14000	120000	60	8	
9 Sambro.....	5	65	800	14	65	1000	111	306	6500	1620	14	4200	38	195	300	100	50	8000	100000	40	9		
10 Ketch Harbour.....	2	65	800	14	65	1000	111	306	6500	1620	14	4200	38	195	300	100	75	9000	120000	90	10		
11 Portuguese Cove.....	1	26	500	6	48	960	86	385	8500	2075	19	6000	40	200	700	700	150	11000	160000	100	11		
12 Herring Cove.....	5	125	2500	39	57	1140	72	112	3200	740	25	2700	90	450	90	400	400	1000	15000	70	12		
13 Ferguson's Cove.....	2	80	500	9	25	500	33	91	3800	620	19	6000	15	75	400	400	40	300	50000	...	13		
14 Bedford.....	1	17	200	19	20	400	100	400	1000	4	1200	5	25	500	500	400	50	700	100000	...	14		
15 Halifax.....	1	21	250	25	30	600	150	30	600	150	5	1500	3	15	500	400	50	700	100000	...	15		
16 Eastern Passage and Devil's Island.....	16	72	1340	42	260	15600	1090	...	...	...	...	...	...	...	260	...	38	9000	12000	19	16	
17 Cow Bay and Lawrence-town.....	17	20	400	15	80	4800	350	...	...	...	...	...	...	...	530	...	13	900	1000	5	17	
18 Seaford and Threafathom Harbour.....	4	196	5300	53	29	320	17	85	5100	350	...	...	...	...	325	...	25	750	800	...	8	18
19 West Chezetook.....	20	40	397	24	80	4800	330	...	...	...	...	...	...	...	...	...	15	600	200	...	27	19
20 East Chezetook.....	20	40	635	33	60	3600	240	...	...	...	...	...	...	...	...	...	149	600	100	...	5	20
21 Papeswick Harbour.....	1	15	400	3	55	1120	43	105	6300	440	...	...	...	...	1500	338	...	31	400	160	...	21
22 Musquodoboit Harbour.....	2	47	1000	14	70	1100	56	172	10320	675	1	35	...	...	170	...	168	500	...	24	22	
23 Jeddore.....	3	40	500	11	72	1000	60	271	16260	1084	3	550	...	...	185	77	425	500	200	...	8	23
24 Clam Harbr and Owl's Head.....	2	29	450	8	24	450	15	92	5520	378	18	26	24		
25 West Ship Harbour.....	2	29	450	8	24	450	15	92	5520	378	18	26	25		

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26 East Ship Harbour.....	1	23	300	51	20	380	24	63	1260	189	1	12	51	5	26
27 Pleasant Harbr and Tangier.	2	25	500	8	48	1486	53	216	4320	648	200	5	64	556	59	27
28 Pope's Harbr and Gerard's Island.....	.....	.....	.....	.....	37	955	38	175	3500	525	1	60	.....	.....	1	.....	.....	.....	501	.....	.....	40	28032 28
29 Spry Bay Taylors Head and Mushaboon.....	2	73	900	15	76	2361	72	591	11880	1782	.....	.....	.....	2	19	2	.....	.....	1341	.....	.....	198	56160 29
30 Sheet Harbour and Sober Island.....	2	35	1000	10	48	1876	53	189	3780	100	3	901	8	80	1	600	200	284	.....	.....	.....	42	20640 30
31 Beaver Harbr and Port Dufferin.....	.....	.....	.....	.....	8	182	10	35	700	108	1	20	.....	2	3	.....	.....	.....	27	.....	.....	23	41808 31
32 Quoddy and Harrigan Cove.	.....	.....	.....	.....	9	130	15	6	120	18	.....	.....	.....	.....	2	.....	.....	.....	2	.....	.....	1	98736 32
33 Moser River and Smith's Cove	2	27	1100	8	10	130	4	8	160	24	.....	.....	100	7	26	.....	.....	.....	8	.....	.....	3	.....
34 Mitchell's Bay and Eann Secum.....	.....	.....	.....	.....	28	452	29	50	1000	1500	5	230	.....	.....	2	.....	.....	.....	59	.....	.....	2	62448 34
Totals.....	57	1421	33350	379	2360	51064	2616	12405	328740	62411	401	109496	1597	8064	20	17070	1615	6877	101650	1629460	2393	432624	
Values.....%	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	323	30946	1016	195535	35895	108156	

4-5 EDWARD VII., A. 1905

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia,
for the Year 1903.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCT.					TOTAL VALUE OF ALL FISH	Number.			
	Lobsters fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Caspereau, brls.	Eels, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	Clams, brls.
<i>Halifax Co.</i>																							
1 North Shore.....	190	700	1	.....	20	200	100	300	300	2000	.....	60	8	60000	1000	90	80	1000	90	20	2	40	49,737 50 1
2 East St. Margaret's	160	1500	5	.....	40	500	300	1000	1000	1500	.....	30	25	15000	1000	70	20	1300	100	90	5	50	20,236 50 3
3 Indian Harbour.....	100	1000	4	.....	30	300	150	200	50	50	.....	25	5	6000	1200	75	30	600	75	.....	.....	.....	14,093 50 3
3 Peggy's Cove.....	75	75	1	.....	10	30	10	75	.....	30	.....	10	.....	4000	1000	30	.....	100	10	.....	.....	.....	5,177 00 4
4 Dover.....	425	1200	3	.....	50	100	75	100	.....	200	.....	95	6	9000	1200	60	25	500	100	.....	.....	.....	45,423 50 5
6 Prospect.....	400	1000	6	.....	20	100	75	100	500	100	.....	15	3	6000	1500	30	10	400	75	.....	.....	.....	30,130 00 6
7 Terrance Bay.....	600	700	3	.....	40	90	75	75	500	600	.....	75	8	16000	1600	40	5	500	90	250	.....	.....	35,364 00 7
8 Pennant.....	200	600	6	.....	40	40	15	50	700	500	.....	80	5	6000	1000	10	.....	400	40	.....	.....	.....	18,337 50 8
9 Sambro.....	600	1000	6	22000	10	200	15	30	2000	1000	.....	20	6	8000	1000	25	7	1000	80	.....	.....	.....	38,563 50 9
10 Ketch Harbour.....	600	300	.....	10000	.....	20	10	30	200	50	.....	100	.....	5000	500	6	.....	200	20	450	.....	.....	19,854 00 10
11 Portuguese Cove.....	700	100	.....	10000	.....	50	30	60	300	60	.....	20	.....	7000	6000	9	.....	50	30	.....	.....	.....	22,817 00 11
12 Herring Cove.....	500	600	.....	12000	.....	75	50	50	600	75	.....	25	.....	500	7000	30	.....	300	60	.....	.....	.....	23,211 25 12
13 Ferguson's Cove.....	400	50	.....	5000	.....	25	15	10	.....	25	.....	5	.....	800	600	2	.....	25	5	.....	.....	.....	6,466 25 13
14 Bedford.....	200	10	.....	1000	.....	25	15	20	.....	200	.....	4	.....	4000	400	1	.....	18	10	.....	.....	.....	7,054 15 14
15 Halifax.....	90	25	.....	2000	.....	.....	.....	.....	.....	1000	.....	6	.....	5000	500	2	.....	10	.....	.....	.....	.....	13,514 50 15
16 Eastern Passage and Devil's Island	75	280	1	40000	.....	.....	.....	82	5770	.....	.....	14	5	6500	.....	.....	.....	125	70	.....	.....	28	6,273 50 16
17 Cow Bay and Lau- rencetown.....	.....	30	.....	700	7	.....	.....	6	.....	600	.....	23	3	5000	.....	.....	.....	10	7	.....	.....	20	943 00 17
18 Seaforth and Three Fathom Harbour.....	152	84	.....	300	14	.....	.....	9	265	200	11000	20	5	7000	.....	.....	.....	28	6	30	.....	28	3,729 20 18
19 West Chezetcook.....	2208	2208	2	.....	301	.....	47	9880	.....	.....	3500	33	7	6000	.....	.....	.....	940	138	.....	.....	488	16,033 00 19
20 East Chezetcook.....	128	128	.....	.....	38	.....	22	315	.....	.....	1000	10	5	9000	.....	.....	.....	47	17	.....	.....	232	1,800 60 20
21 Petpawick Harbour.....	338	252	.....	1000	54	.....	52	910	600	600	800	6	10	5000	.....	.....	.....	71	20	200	.....	43	8,647 30 21
22 Musquodoboit Harb'r.	577	2000	63	5	57	3373	1500	1500	10000	7	6000	170	20	60	5,149 35 22

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23 Jeddore.....	414	1644	2	2500	118	5	4	68	1880	400	2110	2	7	9000	520	126	225	90	18,715	25	23	
24 Clam Harbour and Owl's Head.	657	482	.....	800	.....	.....	.....	62	5583	350	1400	2	3	16000	.....	210	47	220	.....	60	16,208	70	24
25 West Ship Harbour .....	.....	123	.....	500	21	.....	.....	17	392	200	600	60	3	4000	.....	50	11	.....	.....	5	1,687	20	25
26 East Ship Harbour .....	.....	235	.....	.....	32	.....	.....	68	1620	.....	.....	.....	.....	.....	.....	149	11	.....	.....	6	1,839	20	26
27 Pleasant Harbour and Tangier .....	.....	880	.....	75	17	22	802	4115	.....	.....	.....	.....	.....	.....	.....	10	30	.....	.....	8	9,930	25	27
28 Pope's Harbour and Gerrard's Island	375	24	3	90	1648	15	443	14	300	40	5	12,367	70	28
29 Spry Bay, Taylor's Head & Mushaboon	800	935	70	10	102	2700	5	645	33	500	9	34,119	50	29
30 Sheet Harbour and Sober Island	181	720	64	55	40	110	4583	18	280	20	200	6	13,155	05	30
31 Beaver Harbour and Port Dufferin	579	105	.....	.....	8	2	.....	40	928	.....	.....	.....	.....	.....	.....	43	4	400	27	2	15,901	05	31
32 Quoddy and Harrigan Cove	858	189	.....	.....	12	.....	.....	12	700	.....	.....	.....	12	.....	.....	50	4	1000	.....	5	32,345	50	32
33 Moser River and Smith's Cove. ....	.....	125	.....	.....	13	.....	.....	10	650	.....	.....	.....	.....	.....	.....	24	5	.....	.....	2	806	20	33
34 Mitchell's Bay and Fecum Secum.	269	220	.....	.....	35	.....	.....	20	2500	.....	.....	.....	.....	.....	.....	59	4	600	.....	3	19,505	20	34
Totals.....	9563	18522	34	109800	1209	1852	1001	3026	54115	11240	30410	740	168	225800	25500	480	10842	1372	4485	74	1288	.....	.....
* Values..... \$	66941	83349	340	3294	3627	4167	500	6052	5411	1124	1520	2060	1680	6774	765	1920	414	3252	2058	2242	92	2576	576,347	55

4-5 EDWARD VII., A. 1905

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 1902 and 1903.

Kinds.	Quantity in 1903.	Rate.	Totals.	QUANTITIES	
				Increase.	Decrease.
		\$ cts.	\$ cts.		
Salmon, fresh..... Lbs.	307,815	0 20	61,563 00	13,084	
" preserved in cans..... "	2,050	0 15	308 00	460	
" smoked..... "	3,015	0 20	603 00		5,730
Herring, salted..... Brls.	15,848	4 50	71,376 00	6,097	
" fresh..... Lbs.	1,726,002	0 01	17,260 00	693,337	
" smoked..... "	141,000	0 02	2,820 00		8,000
Mackerel, fresh..... "	4,741,686	0 12	569,002 00	2,847,010	
" salted..... Brls.	28,019	15 00	420,285 00	23,967	
Lobsters, preserved in cans..... Lbs.	2,085,484	00 25	521,371 00	53,030	
" fresh in shell..... Cwt.	12,551	7 00	88,857 00		2,374
Cod, dried..... "	61,305	4 50	275,872 00	770	
" tongues and sounds..... Brls.	299	10 00	2,990 00	148	
Haddock, fresh..... Lbs.	3,486,180	0 03	104,586 00	972,055	
" dried..... Cwt.	7,984	3 00	23,952 00		1,499
" smoked finnan haddies..... Lbs.	311,000	0 06	18,660 00		63,200
Hake, dried..... Cwt.	4,544	2 25	10,224 00		3,787
" sounds..... Lbs.	3,272	0 50	1,636 00		808
Pollock..... Cwt.	28,614	2 00	57,228 00	7,175	
Halibut..... Lbs.	304,780	0 10	30,478 00		280,421
Trout..... "	60,690	0 10	6,069 00	1,265	
Shad..... Brls.	2,115	10 00	21,150 00	1,167	
Smelts..... Lbs.	222,420	0 05	11,121 00	96,790	
Alewives or gaspareau..... Brls.	3,317	4 00	13,268 00		225
Bass..... Lbs.	13,400	0 10	1,340 00	1,575	
Eels..... Brls.	955	10 00	9,550 00		18
Oysters in shell..... "	1,037	5 00	5,185 00		282
Clams..... "	2,277	2 00	4,554 00		369
Flounders..... Lbs.	282,960	0 03	8,489 00	134,160	
Tom cod..... "	44,400	0 03	1,332 00		7,850
Squid..... Brls.	8,997	4 00	35,988 00		9,217
Coarse or mixed fish..... "	2,460	2 00	4,920 00		177
Fish oil..... Galls.	82,944	0 30	24,883 00	5,514	
Fish used as bait..... Brls.	26,388	1 50	39,582 00	1,446	
" products used as manure..... "	22,992	0 50	11,496 00		11,656
Seal skins..... No.	140	1 25	175 00	29	
Total, 1903.....			2,477,113 00		
" 1902.....			1,698,208 00		
Increase.....			878,905 00		

SESSIONAL PAPER No. 22

RECAPITULATION

SHOWING the Number and Value of Fishing Vessels, Boats, &c., in the District No. 2,
Province of **Nova Scotia** for the Year 1903.

Material.	Value.	Total.
	\$	\$
109 vessels, 2,409 tons.....	84,300	
5,308 boats.....	142,205	
26,987 gill nets, 652,680 fathoms.....	204,022	
434 seines, 48,633 fathoms.....	114,024	
108 trap nets.....	32,300	
3,762 trawls.....	25,073	
13 weirs.....	1,605	
103 smelt nets.....	2,405	
9,994 hand lines.....	5,956	
		611,890
115 lobster canneries.....	104,795	
273,436 lobster traps.....	166,559	
		271,349
50 freezers and ice houses.....	40,625	
1,755 smoke and fish-houses.....	104,244	
919 wharfs and piers.....	115,004	
35 fishing smacks, tugs and steamers.....	34,855	
		294,728
Totals.....		1,177,967

COMPARATIVE STATEMENT of the Value of the Fisheries in each County of District No. 2,
Nova Scotia, for the Years 1902 and 1903.

County.	Value in 1902.	Value in 1903.	Increase.	Decrease.
	\$	\$	\$	\$
Antigonish.....	63,786	80,947	17,161	
Colchester.....	46,232	60,038	16,806	
Cumberland.....	131,161	163,560	32,399	
Guysborough.....	651,258	1,448,254	796,996	
Halifax.....	585,182	576,347		8,835
Hants.....	7,870	6,565		1,305
Pictou.....	112,719	138,401	25,682	
Totals.....	1,598,208	2,477,112	889,044	10,140
		1,598,208	10,140	
Net increase.....		878,904	878,904	

NOVA SCOTIA—DISTRICT—No. 3.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., and the kinds of Fish in the County of Lunenburg,
Province of Nova Scotia, for the Year 1903.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.						KINDS OF FISH.															
Districts.	Vessels.				Boats.		Gill Nets.			Seine.		Trap Nets.		Trawls.		Lobster Canneries, No.	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.												
<i>Lunenburg County.</i>																									
1 Fox Point.....	1	16	500	5	120	2800	120	330	6000	26	10200	11	2200	8	60	125	...	32	500	1000	900	...	...	...
2 Mill Cove.....					200	3200	220	450	9000	24	10500	10	2000	4	25	100	...	30	250	900	800	...	...	...
3 Lodge & North-west Cove.....					80	1110	83	170	3500	17	1690	8	1400			70	...	35	...	180	120	...	...	...
4 Aspotogan.....					38	312	38	150	3000	8	900	2	400			60	...	15	...	...	80	40000	...	...
5 Bayswater & Blandford.....					185	1645	188	470	9550	36	3100	10	900			45	...	60	...	100	50	...	...	...
6 Little and Big Tancook.....					310	7520	325	500	10300	2150	43	4950	14	2180		250	...	450	...	550	250	...	...	...
7 Deep Cove.....					20	165	21	90	1800	260	5	600	2	150		25	...	20	...	60	22	...	...	...
8 Chester.....	2	121	4000	23	169	3500	80	320	17800	4400	22	4800	17	5800	1	10	5500	300	20	800	1000	50	54000	...	
9 Malbone Bay and Martin's River.....	24	2000	82000	400	210	3000	254	750	15000	1000	11	3000	5	1250	50	400	3200	110	80	500	7000	100	...	...
10 Lunenburg Harbour to Kingsbury.....	78	6974	418440	1283	646	13240	171	1200	24000	12000	15	3000	35	3500	400	18000	2	...	152	2500	4000	700	23088	...	
11 La Have River District.....	58	5210	312600	1044	487	11950	103	1400	28000	14000	5	1000	10	2000	350	16500	1	5400	225	500	6000	550	4944	...	
12 Petite Rivière to Port Medway.....	10	523	31320	106	112	4850	30	600	12000	6000	4	800	...	...	60	2400	...	3000	...	160	200	500	100	...
Totals.....	173	14844	848860	2861	2577	53092	1633	6430	140550	49520	216	44540	124	21780	873	37395	618375	635	1179	52500	21290	3722	122032	...	
Values.....\$																	3675	127	5306	52	2555	5830	30508	...	

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RETURN showing the Kinds and Quantities of Fish in Lunenburg Co., District No. 3—Nova Scotia.

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, lbs.	Haddock, dried, cwt.	Haddock, smoked fin- nan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspereau, brls.	Eels, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.	Clams, brls.	
Lunenburg County.		8	400	2	.....	80	.....	150	40	55	.....	25	.....	.....	5	30000	100	40	700	150	400	30	.....	19,557 00	1
1	Fox Point.....	6	200	2	.....	100	.....	30	.....	20	.....	30	.....	10	4	30000	100	42	1000	100	450	30	.....	17,527 00	2
2	Mill Cove.....	14	120	.....	.....	75	.....	45	.....	25	.....	.....	.....	7	5	27000	.....	20	80	160	80	.....	.....	4,315 35	3
3	Lodge & North-west Cove.....	10	20	.....	.....	15	.....	20	15	.....	.....	.....	.....	.....	.....	11200	.....	12	42	25	45	.....	1	12,140 50	4
4	Aspotogan.....	16	315	.....	200	136	.....	65	75	125	.....	50	.....	.....	.....	30000	180	110	220	65	190	4	.....	5,468 15	5
5	Bayswater & Blandford.....	94	2300	.....	600	912	200	200	150	2000	.....	.....	.....	.....	.....	51000	.....	35	900	650	1800	400	.....	27,450 00	6
6	Little and Big Tancook.....	5	500	.....	.....	25	.....	10	.....	4	.....	700	3000	.....	.....	17000	.....	10	100	30	12	35	.....	3,632 20	7
7	Deep Cove.....	400	1000	8	1500	32	500	35	40	12	500	.....	.....	50	10	45000	1450	20	200	150	200	15	16	27,430 75	8
8	Chester.....	14	30000	50	1400	70	400	200	150	160	25000	150	1500	20	11	10000	600	30	100	10000	800	.....	6	147,788 50	9
9	Malone Bay and Mar- tin's River.....	265	65833	60	4000	5000	.....	900	.....	375	110000	.....	.....	.....	8	.....	2000	.....	.....	42000	.....	.....	.....	365,029 50	10
10	Lunenburg Harbour to Kingsbury.....	180	57770	55	2500	240	1000	100	.....	95	6500	.....	6000	10	15	.....	500	.....	.....	30500	.....	.....	.....	285,789 25	11
11	La Have River District.....	110	5270	7	500	140	.....	.....	.....	80	1050	.....	500	.....	5	.....	700	.....	.....	3000	.....	.....	.....	29,583 00	12
12	Petite Riviere to Port Medway.....																									
Totals		1122	164728	182	10700	7425	1900	1815	230	1066	145175	955	11000	97	63	251200	5630	319	3342	86730	3977	510	27			
Values		\$	11220	741276	1820	321	22275	114	4084	115	2132	14517	96	550	388	630	7536	169	1276	6684	26019	5966	255	216		

Return showing the Number and Value of Vessels and Boats, &c., and the Quantity and Value of Fish, in the County of
Queen's, Province of Nova Scotia, for the Year 1903.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIAL.						LOBSTER.	
		Vessels.			Boats.			Gill Nets.			Hand Lines.			Canneries.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.
<i>Queen's County.</i>															
1	Port Medway.	2	124	7200	23	83	2800	206	255	4950	2208	200	120	.....	1
2	Mill Village.					21	155	28	32	675	125	.....	.....	.....	2
3	Greenfield.					12	140	28	100	50	50	.....	.....	.....	3
4	Liverpool Brooklyn and Gill Island.	1	18	200	5	29	475	45	70	1392	358	60	30	.....	4
5	Western Head Black Point and Moose Harbour.					75	1545	70	328	6560	1640	160	80	.....	5
6	White and Hunts Pt. and Summerville.	1	15	225	4	44	750	44	140	2804	700	130	55	1	200
7	Port Monton.	3	37	600	11	90	1500	75	182	3640	910	200	100	4	1500
8	Port Joli and Port Hebert.					60	1200	29	120	2400	600	120	60	2	400
9	Eagle Head and Beach Meadows.					25	297	32	34	680	170	46	23	1	500
10	Berlin, Milton and Kompt.					54	850	37	100	2000	500	74	37	1	300
	Totals.	7	194	8225	43	493	9712	594	1361	25151	7261	990	535	9	2900

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Queen's, Province of Nova Scotia, for the Year 1903.

Districts.	KINDS OF FISH AND FISH PRODUCTS.																	Total. VALUE OF ALL FISH.	Number.
	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, lbs.	Smelts, lbs.	Alwives or Gas- pereau, lbs.	Eels, lbs.	Fish Oil, galls.		
Queen's County.																			
1 Port Medway.	5750	400	385			7		2650	46	37		2975		5375	465	36	1940	18,293 25	1
2 Mill Village.	8545	1350										3950	16	2250	1037	12		6,817 00	2
3 Greenfield.	1765	375													885	11		4,473 00	3
4 Liverpool, Brooklyn and Gull Islands.	1200		25	6000			100	40		20	250							2,317 50	4
5 Western Head, Black Pt. and Moose Harbour.					675		190	100	20	10	300							12,585 00	5
6 White and Hunts Pt. and Summerville.					30	19968	150	89	10	9	200						15	7,415 00	6
7 Port Mouton.			225		30	96000	250	225	17	20	400						50	29,121 00	7
8 Port Joli and Port Hebert.			5			21200	300	175	20	22	100				20	24	40	9,556 00	8
9 Eagle Head and Beach Meadows.	200					38400	200	125	10	20							30	12,281 50	9
10 Berlin, Milton and Kempt.	1600					18400	120	80	9	10		2000			19			6,803 00	10
Totals	19060	2215	640	6000	742	193968	1310	3484	132	148	1250	8925	16	7625	2426	83	2075		
Values	3812	443	2880	720	11130	48492	13100	15678	396	296	125	893	160	381	9704	830	622	109,662 25	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., and the Kinds of Fish in the County of Shelburne,
Province of Nova Scotia, for the Year 1903.

Number.	Districts.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.						Number.			
		Vessels.			Boats.			Gill Nets.			Trap Nets.			No. of Lobster Canneries.			Herrings, salted, brls.				Lobsters, fresh in shell, cwt.	Lobsters, preserved in cans, lbs.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lbs.	Herrings, fresh, lbs.	MacKerel, fresh, lbs.				MacKerel, salted, brls.
<i>Shelburne County.</i>																							
1	Woods Harbour.	5	77	3500	34	150	7000	185	665	20000	1900	1	1500	...	...	6	...	...	2000	...	136800	1400	1
2	Slag Harbour	3	60	1600	25	55	3300	55	580	17500	1400	...	...	...	...	12	...	...	100	...	93568	175	2
3	Pear Point.	3	60	1600	27	1050	32	500	1280	925	...	...	...	...	...	1	...	...	100	...	...	65	3
4	Cape Island.	3	62	1500	29	510	20160	850	5140	95550	10000	6	10000	...	...	9	...	...	1000	...	171072	1700	4
5	Barrington.	3	60	3000	25	64	1850	68	430	13000	1200	...	...	...	...	9	...	...	...	...	...	150	5
6	Ports La Tour and Baccaro.	6	165	3100	58	415	7300	250	4385	71600	9300	...	...	...	...	2	...	...	...	...	10392	660	6
7	Cape Negro and Island.	3	51	1290	20	148	3160	148	2400	22000	1000	1	1500	...	...	1	...	...	2500	...	22704	800	7
8	Port Clyde.	3	110	5000	30	25	700	30	24	2800	250	...	...	...	...	1	...	...	...	...	24960	500	8
9	North East Harbour to Port Saxon.	3	40	1200	12	50	1250	125	650	19500	3250	...	...	...	...	1	...	...	...	...	...	800	9
10	Black Point to Round Bay	3	45	2500	18	50	2500	100	400	12000	2000	...	...	...	...	1	...	...	...	...	...	500	10
11	Roseway and McNutt's Island.	...	...	...	40	1000	80	200	6000	1000	...	...	...	...	...	...	...	...	...	...	...	350	11
12	Gunning Cove to Birehtown.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	500	12
13	Shelburne and Sandy Point.	9	563	29200	123	45	1300	100	600	18000	3500	...	...	...	...	1	...	...	...	...	22080	500	13
14	Jordan.	...	...	...	40	1000	60	300	9000	1500	...	...	...	...	...	...	...	...	...	...	...	270	14
15	Lockeport.	16	826	35000	175	100	1500	200	500	15000	2500	2	500	...	...	2	...	...	...	...	57168	5000	15
Totals		56	2059	80890	549	1727	53570	2291	17274	329240	40725	10	13500	492	1985	21	4835	6380	6900	8480	252	547344	*12970
Values.		8	967	28710	69	1018	3780	136836	129700

* Add 1888 cwt. lobsters—\$18,880.

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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 1903.

Number.	DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.				
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lbs.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gas.	Bas.	Flounders, brls.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Clams, brls.		
<i>Shelburne County.</i>																								
1	Woods Harbour.	4500		500	100			250	300									200	7600		81,445 00	1		
2	Shag Harbour.	2000		900	125			1100	900	200		35						350	850		40,686 00	2		
3	Bea Point.	1000		150	60			90	100									60	550		6,817 50	3		
4	Cape Island.	40000		9000	3000			1600	18000									2500	10000		283,408 00	4		
5	Barrington.	9000		1300	200			300	375	200		375		560				160	2500		48,916 30	5		
6	Ports La Tour and Baccaro.	21700		1650	2600			4250	4600	300		175						375	2250		134,925 00	6		
7	Cape Negro and Island.	28800		1000	1100			1250	1275			160						750	1600		153,698 50	7		
8	Port Clyde.	1000			30														200		12,815 00	8		
9	North East Harbour to Port Saxon.	500		8 0	50		20	35	750	300		65		3	400		5	150	15	50	9,145 50	9		
10	Black Point to Round Bay.	550		900	150		25	80	450	200		500	550	8	1800	600	2	350	100	10	15,157 25	10		
11	Roseway and McNutt's Island.	410		1 500	180			60	1285	300		600	50	20	2000	700	5	10	300	40	9,585 00	11		
12	Gunning Cove to Binehtown.	175		1 1050	85			25	200	500		100	80	7	1200	2000	5	150	20	10	5,669 50	12		
13	Shelburne and Sandy Point.	6000		4500	500	5000		300	500	5000		600	250	10	1800	1500	5	10	1300	40	46,917 50	13		
14	Jordan.	100		1400	35	200		9	150	1000		800	33	5	1000	1200	5	100	20	10	4,357 00	14		
15	Lockeport.	8500		2500	800		71	550	11100	1000		500	60	800	12	1500	1000	15	12	500	100	705	119,933 35	15
	Totals	124235	22	26150	9015	5200	118	9899	39985	9000	3100	1833	800	65	9300	7960	39	42	7245	25885	1255			
	Values.	559057	220	785	27045	312	266	19798	3998	900	155	7332	80	650	279	239	156	84	2174	38828	10040	992,356 40		

Shelburne County.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Kinds of Fish, &c.—Nova Scotia.—*Con.*

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.											
	Vessels.				Boats.				Gill Nets.				Trawls.		Lobster canneries, No.	Salmon, fresh, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.												
Yarmouth County.																								
1	Yarmouth.	9	439	44700	103	72	1740	144	490	9800	4900	2580	3	1000	314275	1000	10000	251472	30000	5438	1			
2	Port Maitland	3	138	3700	43	25	500	50	99	1980	990	10	500	1	1650	39300	500	40000	23280	1313	2			
3	Sandford	3	19	1750	12	29	580	48	300	6000	3000	11	550		1685	124260	500	40000		478	3			
4	Arcadia.	1	10	300	4	25	500	50	56	1120	560					315250			49104	306	4			
5	Pineknay Point.					32	640	64	100	2000	1000			2		3248375			33600		344	5		
6	Conneau Hill	1	17	500	4	25	500	50	50	1000	500			1		324300				763	6			
7	Tusket					260	2000	260	1800	36000	18000			3000	100000	2000								
8	Tusket Wedge.	2	160	3500	36	74	1480	148	190	3800	1900	18	180	6	325	1353625		258624		401	7			
9	Pubnico.	14	731	32280	192	123	2460	246	189	3780	1890			5	500	136600		331104		6458	9			
10	Argyle.	2	26	800	10	23	460	46	125	2500	1250			1		1417625		33552		338	10			
11	Ped Brook.					47	705	94	160	3200	1600					25000	500							
12	Salmon River.					24	360	24	103	2060	1630			900	50000	700								
Totals.		40	1570	87630	404	759	12525	1224	3662	73240	36620	297	3810	19	90660	7468810	5200	90000	980736	30000	15929			
Values.															1812		74668	104	10800	246684	300000	71680		

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Yarmouth, &c.—Nova Scotia—*Con.*

DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.					TOTAL VALUE OF ALL FISH.	Number.			
	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, smoked Fin- nan Haddies, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gaspereau, brls.	Eels, brls.	Pounders, lbs.	Tom Cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Clams, brls.
<i>Yarmouth County.</i>																				
1 Yarmouth	5 185470	4000	1281	25500	500	.....	15000	15000	.....	3000	.....	.....	15	120	3500	250	150	30	406,197 85	1
2 Port Maitland	5 86550	17000	1475	7525	.....	.....	.....	1000	.....	.....	.....	.....	12	1350	1600	55	530	10	285,536 00	2
3 Sandford .....	.....	28680	5700	89	9430	.....	.....	900	.....	.....	.....	.....	.....	370	200	70	260	15	12,063 40	3
4 Arcadia .....	.....	17500	.....	546	625	1000	.....	3000	5	22	.....	1000	.....	.....	.....	.....	.....	25	19,644 00	4
5 Pincuney Point .....	.....	19375	.....	52	.....	.....	.....	.....	.....	15	.....	.....	4	20	100	25	.....	40	43,710 50	5
6 Comcan Hill .....	.....	4750	.....	48	.....	10000	1000	10000	3000	50	.....	8000	5	22	90	26	.....	25	7,347 00	6
7 Tusket .....	.....	.....	.....	.....	5750	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	26,615 00	7
8 Tusket Wedge .....	.....	43375	.....	503	.....	.....	.....	1000	.....	.....	.....	3300	45	400	1200	95	.....	40	84,895 50	8
9 Pubnico	5 421800	.....	6400	.....	.....	.....	.....	10000	35	.....	.....	5000	70	55	3000	200	.....	60	141,067 00	9
10 Argyle .....	.....	12625	.....	48	625	500	.....	1000	100	25	.....	1800	.....	.....	.....	170	.....	30	27,421 50	10
11 Bel Brook .....	.....	.....	.....	.....	.....	500	.....	1000	500	50	.....	.....	.....	.....	.....	100	.....	25	3,610 00	11
12 Salmon River .....	.....	.....	.....	.....	.....	6000	.....	1200	700	40	.....	3000	.....	.....	.....	99	.....	20	4,952 50	12
Totals	15 820105	26700	10442	53455	18500	10000	1000	44100	4450	212	3000	22100	151	2337	9770	1440	940	340	.....	.....
Values	130 24603	1602	20884	5346	1850	10000	.....	2205	17760	2120	30	603	604	4734	2931	2160	470	2720	806,660 25	.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity of Fish, &c.—Nova Scotia.—Continued.

DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.										
Number.	Vessels.			Boats.		Gill Nets.		Seines.		Trawls.		Weirs.		Lobster canneries, No.	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Number.		
	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.														
<i>Digby County.</i>																										
1	Digby.	16	608	29420	179	144	3350	58	62	1240	300	2	550	625	15625	4	750	150	75	20000	200000	300	12000	7284	18	
2	Bay View and Culloden.					26	830	40	35	720	185	5	250	48	525			25	7200				250	625	11	
3	Gulliver's Cove to Waterford.																	15							14	
4	Centreville.					52	1350	60	46	920	220	4	115	39	465	4	800	275	15	322000		1150	260	1845	14	
5	Sandy Cove.					30	900	40	45	850	250	1	30	40	650	1	150	200	394	45	21985	24250	550	7568	6	
6	Mink Cove.					33	700	18	18	360	90	2	300	15	300	1	300	1	68	3000	25000	800	350	222	5	
7	Little River.					1	23	1000	9	15	560	22	60	1200	585	2	125	25	30	4000	100000		165	504	7	
8	Whale Cove to East Ferry.					36	1100	31	37	740	190	2	250	31	620			1	20	9000	100000		300	1094	6	
9	Tiverton & Central Grove.					37	750	57	54	1095	265	1	95	96	1920			2	100600				515	1375	18	
10	Freepoint.					22	2350	125	123	2380	610	3	550	120	2350				128	110200	150000		1800	7843	14	
11	Westport.					89	4800	200	101	2080	550	3	190	160	800	1	150	75	112700				1050	20346	25	
12	Smith's Cove & Brighton.					3	18	300	27	300	150	5	98	5	100	10	1450	75	21800	13360	100	1600	11466	26		
13	Plymouth to Weymouth.					21	600	3	15	300	120			23	140	1	60	135	23860				83	130	12	
14	Belliveau Cove.					7	24	1200	66	1650	700			50	500	2	120	33	16100				198	167	7	
15	Grosses Coques.					12	200	20	5	150	40	1	20	2	30	4	400		80000				80	200	14	
16	Church Point and Little Brook.					8	800	36	23	630	224			10	150								60		15	
17	Conseville.					33	660	36	23	690	224								14000				130	150	16	
18	Saintmerville.					16	320	24	12	360	96								3300	30854			90	185	17	
19	Meteghan & River.					11	220	22	10	300	80								4200				60	130	18	
20	Salmon River to Cape St. Mary's.					26	43	1080	56	1140	304			4	80				9300				135	485	19	
	Totals	55	1645	52770	478	976	25990	881	946	20955	5675	39	5073	1397	28605	28	4180	10	1103	456840	706345	2350		19681	62307	155
	Values.																	269	4964	9568	14007	282	32,807	196810	280381	1550

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RETURN showing the Quantity and Value of Fish, &c.—Nova Scotia.—Continued.

Number.	Districts.	KINDS OF FISH.														FISH PRODUCTS				TOTAL VALUE OF ALL FISH.	Number.
		Haddock, fresh, lbs.	Haddock, dried, cwt.	Smoked Finnan Haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, lbs.	Smelts, lbs.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, lbs.	Coarse and mixed fish, lbs.	Fish oil, galls.	Fish as manure, lbs.	Fish as bait, lbs.	Clams, lbs.		
<i>Digby County.</i>																					
1	Digby.	225000	2000	840000	18020	5950	5238	161950	2100	3	3500	825	1130	13500	5325	750	3480	1800	330,900 00	1	
2	Bay View and Culloden.	13000	965	.....	1483	1500	443	3710	18	.....	.....	.....	100	385	758	675	575	.....	16,779 70	2
3	Gulliver's Cove to Waterford	105800	1850	.....	3018	1005	770	2035	43	22	2800	1325	953	770	1350	340	1115	30	39,857 05	3
4	Centreville.	38000	75	312000	5667	2000	750	3250	.....	.....	535	550	600	498	4840	300	1200	.....	96,306 00	4
5	Sandy Cove.	3000	150	.....	400	500	150	75	.....	.....	530	550	7	30	300	100	175	30	8,029 50	5
6	Mink Cove.	28750	1200	19500	2470	1125	355	1050	.....	.....	980	400	5	2	1050	250	450	.....	19,990 30	6
7	Little River.	125000	3000	100000	5533	3600	100	3600	.....	.....	900	1500	50	1300	1500	350	1600	.....	48,334 00	7
8	Whale Cove to East Ferry	177000	1355	.....	3070	2800	815	2885	35	.....	630	775	330	2500	2320	1225	2375	.....	42,188 90	8
9	Tiverton & Central Grove	56100	2078	125000	10163	1075	3926	3500	115	.....	775	525	168	6180	9800	1375	2860	.....	130,893 00	9
10	Freeport.	100000	2489	.....	1906	2800	1444	29250	28	.....	525	3800	525	3800	6128	850	3875	40	166,589 45	10
11	Westport.	48000	3100	6580	8350	7000	15883	97840	28	.....	650	2140	550	3640	12500	900	4200	.....	160,010 30	11
12	Smith's Cove & Brighton.	7100	.....	.....	70	50	40	150	50	21	2200	980	7	365	50	410	495	150	5,320 70	12
13	Plympton to Weymouth.	44250	.....	.....	45	54	188	85	170	6	16400	450	.....	38	135	643	330	1620	11,097 75	13
14	Belliveau Cove.	108000	.....	.....	80	.....	420	.....	.....	.....	.....	.....	.....	.....	40	600	.....	1500	10,322 00	14
15	Grosses Coques.	40000	.....	.....	.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	100	2,740 00	15
16	Church Point and Little Brook.	25000	.....	.....	.....	.....	210	.....	.....	.....	.....	.....	.....	.....	.....	120	.....	150	3,765 00	16
17	Conceauville.	8700	.....	.....	.....	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	35	.....	80	10,087 00	17
18	Saunierville.	18700	.....	.....	.....	.....	210	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	40	2,325 50	18
19	Meteghan & River.	33500	.....	.....	.....	.....	270	.....	.....	.....	.....	.....	.....	.....	.....	110	.....	100	11,638 50	19
20	Salmon River to Cape St. Mary's	41800	.....	.....	.....	.....	1518	.....	.....	.....	.....	.....	.....	15	.....	130	.....	100	13,165 00	20
Totals.		1246700	18202	1403080	60275	29459	45855	339180	2587	52	25880	8545	4425	33023	46006	9288	22730	5740	1,130,339 65		
Values.		37401	54606	84184	135619	14730	91710	33948	259	520	1294	256	823	17700	6604	13932	11365	11480			

RETURN showing the Fishing Material and the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	Districts.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.										Lobsters, fresh in shell, cwt.	Number.			
		Vessels.			Boats.			Gill Nets.			Seines.			Trawls.		Weirs.				Herring, salted, bbls.	Salmon, fresh, lbs.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.						
<i>Annapolis County.</i>																						
1	Margaretville.	3	51	1200	10	8	160	8	10	300	100	1	100	60	20	100	250	1000	556	18	2	
2	Port George.	1	10	300	4	10	200	20	25	750	250	..	..	..	40	200	1	150	319	70	3
3	Port Lorne.	2	35	1000	8	11	220	30	80	2400	800	..	..	..	30	150	..	..	710	250	4
4	Hampton.	1	10	300	8	55	1100	60	20	950	110	..	..	..	20	100	..	..	337	250	4
5	Phinny and Parker's Coves.	1	11	350	4	30	600	28	60	1800	600	..	..	..	110	525	..	..	728	250	4
6	Hilsburn.	1	11	350	4	30	600	28	98	840	280	..	..	..	30	150	..	..	287	300	2
7	Litchfield.	2	33	800	10	25	560	23	23	690	230	..	..	..	126	630	..	..	193	300	2
8	Victoria Beach.	1	49	800	6	40	800	40	10	300	100	..	..	..	200	900	..	..	800	800	9
9	Clementsport and Annapolis.	..	..	..	..	6	120	10	50	500	300	..	..	..	..	..	6	600	20	..	10
10	*Lequille and Round Hill Rs. and inland lakes.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1100	..	..	..
Totals.		11	199	4750	45	298	1160	244	306	8510	2770	1	100	60	576	2755	9	1000	3150	2448	24480	
Values.																				1175	1120	24480

*Hook and line fishing.

SESSIONAL PAPER No. 22

RETURN showing the Fishing Material and the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Districts.	Cod, dried, cwt.	Cod, tongues and sounds, bbls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, bbls.	Smelts, lbs.	Eels, bbls.	Fish oil, Galls.	Fish as bait bbls.	Fish as manure, bbls.	Clams, bbls.	TOTAL VALUE OF ALL FISH.	Number.
<i>Annapolis County.</i>																		
1 Margaretville.....	520	2	1000	62	12	200	163	5000	.....	.....	.....	.....	1000	50	20	.....	6,616 00	1
2 Port George.....	130	1	1500	81	60	200	10	2400	.....	.....	.....	.....	1500	60	30	.....	3,648 50	2
3 Port Lorne.....	370	3	1230	231	680	300	100	600	.....	.....	.....	.....	2000	60	35	.....	8,922 40	3
4 Hampton.....	290	2	1000	430	1020	300	170	.....	.....	.....	.....	.....	1500	50	25	.....	9,984 00	4
5 Phinny and Parker's Coves.....	540	10	2200	716	1740	1050	315	.....	.....	.....	.....	.....	2500	130	130	.....	18,600 00	5
6 Hillsburn.....	560	4	1200	890	1500	800	20	500	.....	.....	.....	.....	1500	70	75	.....	16,615 00	6
7 Litchfield and Thomas' Cove.....	540	8	21000	1150	1750	2000	120	.....	.....	.....	.....	.....	2300	140	40	.....	16,356 00	7
8 Victoria Beach.....	900	8	50000	1639	2570	3000	300	3000	.....	.....	.....	.....	1500	85	60	.....	27,637 00	8
9 Clementsport and Annapolis.....	200	.....	1000	100	200	.....	20	800	800	20	10000	.....	.....	.....	.....	20	2,980 00	9
10 Lequille and Round Hill R.s. and inland lakes.....	.....	.....	.....	.....	.....	.....	.....	.....	5800	.....	.....	10	.....	.....	.....	.....	900 00	10
Totals.....	4050	38	80130	5359	9512	7850	1278	12300	6600	20	10000	10	13800	645	415	20	112,458 90	
Values.....	18225	380	2404	16077	21402	3925	2556	1230	660	200	50	100	4140	968	207	160		

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RETURN showing the Quantity and Value of Fish, &c.—Nova Scotia—Continued.

Number.	DISTRICTS.	Mackerel, fresh, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, bbls.	Alewives or Gaspareau, bbls.	Bass, lbs.	Coarse and mixed fish, bbls.	Fish as bait, bbls.	Fish as manure, bbls.	Clams, bbls.	TOTAL VALUE OF ALL FISH.	Number.
	<i>King's County.</i>																	cts	
1	Avonport and vicinity	...	...	75	1000	...	...	80	250	3750	10	205	100	600	20	...	...	1,755 00	1
2	Stars Pt. and Kingsport	...	...	98	3000	...	...	30	400	...	4	4	225	2100	10	...	800	2,003 50	2
3	Medford	15000	125	60	7100	52	...	75	150	...	1	...	255	2250	550	2000	...	6,920 00	3
4	Minas Gut, Scott's Bay and Wells Cove	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,234 00	4
5	Whalen Beach Baxter's Harbour	...	5	204	51500	75	12	200	525	...	1	...	125	5000	500	1000	...	17,040 00	5
6	Sheffield Vault and Race Pt.	4500	55	22	1600	...	...	55	...	...	...	...	100	3600	200	...	...	10,712 00	6
7	Halls Harbour	5000	100	95	69000	250	50	400	800	...	...	3	150	5000	500	2500	...	57,615 00	7
8	Hunting Point and Chipman Brook	2000	130	130	31500	10	16	800	300	...	...	10	350	5200	335	1000	...	18,856 00	8
9	Canada Creek	1000	90	132	10500	10	25	75	...	...	...	8	125	2000	265	1000	...	9,634 75	9
10	Harbourville	800	...	25	2500	8	5	26	150	...	...	6	...	1000	85	800	...	4,022 25	10
11	Ogilvie Wharf	...	100	75	1000	4	4	10	...	...	...	5	100	...	20	1700	...	1,578 50	11
12	Victoria to Bishop's Brook	400	36	54	2900	9	...	52	500	2500	...	6	50	1820	120	...	800	7,438 00	12
	Totals	28700	641	970	185200	418	112	1806	3075	6250	18	321	1525	28570	2605	10000	5000	150,809 00	
	Values	3444	6410	4365	5556	1254	252	3606	308	625	180	1284	152	57140	3908	...	1600	...	

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 3, Province of Nova Scotia, for the Year 1903.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		\$ cts.	\$ cts.	\$ cts.
Salmon, fresh.....lbs.	114,775	0 20	22,955 00	23,525 00
" smoked....."	2,850	0 20	570 00	
Herring, salted.....brls.	21,449	4 50	96,520 50	198,948 40
" fresh.....lbs.	8,640,700	0 01	86,407 00	
" smoked....."	801,045	0 02	16,020 90	
Mackerel, fresh.....brls.	156,820	0 12	18,818 40	89,558 40
" salted.....brls.	4,716	15 00	70,740 00	
Lobsters, canned.....lbs.	1,981,306	0 25	495,326 50	1,195,926 50
" fresh in shell.....cwt.	70,060	10 00	700,600 00	
Cod, dried....."	375,703	4 50	1,690,663 50	1,694,783 50
" tongues and sounds.....brls.	412	10 00	4,120 00	
Haddock, fresh.....lbs.	2,368,985	0 03	71,069 55	278,935 35
" dried.....cwt.	40,551	3 00	121,653 00	
" smoked (finnan haddies).....lbs.	1,436,880	0 06	86,212 80	
Hake, dried.....cwt.	71,832	2 25	161,622 00	180,391 50
" sounds.....lbs.	37,539	0 50	18,769 50	
Pollock.....cwt.	70,491	2 00	140,982 00	59,472 00
Halibut.....lbs.	594,720	0 10	59,472 00	5,281 70
Trout....."	52,817	0 10	5,281 70	11,060 00
Shad.....brls.	1,106	10 00	11,060 00	4,635 25
Smelts.....lbs.	92,705	0 05	4,635 25	36,468 00
Alewives.....brls.	9,117	4 00	36,468 00	232 50
Bass (sea).....lbs.	2,325	0 10	232 50	4,330 00
Eels.....brls.	433	10 00	4,330 00	8,161 35
Flounders.....lbs.	272,045	0 03	8,161 35	1,893 90
Tom cod....."	63,130	0 03	1,893 90	19,736 00
Squid.....brls.	4,934	4 00	19,736 00	134,688 00
Coarse and mixed fish....."	67,344	2 00	134,688 00	
Clams (in shell)....."	6,540	2 00	13,080 00	
" (shelled)....."	1,642	8 00	13,136 00	
Fish oil.....galls.	165,716	0 30	49,714 80	
Fish as bait.....brls.	43,840	1 50	65,760 00	
Fish as manure....."	34,595	0 50	17,297 50	
Total for 1903.....				4,247,997 65
" 1902.....				4,609,900 20
Decrease.....				361,902 55

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RECAPITULATION

Of the Value of Fishing Vessels, Nets, &c., in the District No. 3, Nova Scotia,
for the Year 1903.

Material.	Value.		Total.	
	\$	cts.	\$	cts.
350 fishing vessels (20,635 tons).....	1,090	325		
6,871 " boats.....	161	522		
315 " dories.....	3	150		
30,147 gill nets (603,071 fathoms).....	144	771		
298 seines (42,306 fathoms).....	58	848		
140 trap nets	52	780		
3,673 trawls.....	75	100		
74 weirs.....	13	405		
23 smelt nets	7	05		
17,530 hand lines	13	720		
			1,614	326
65 lobster canneries.....	43	850		
233,255 " traps	213	729		
			257	579
176 freezers and ice houses.....	35	289		
1,597 smoke and fish houses.....	93	049		
564 fishing piers and wharfs.....	213	065		
120 " tugs and smacks.....	78	480		
			419	883
Total....			2,291	788

Number of persons employed in the fisheries of the same district, 1903.

Men in fishing vessels.....	4,405
" " boats.....	7,095
Persons in lobster canneries.....	1,926
Total.....	13,426

RECAPITULATION.

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 Province of Nova Scotia, for the Year 1903.

COUNTIES.		FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.													
		Vessels.			Boats.			Gill Nets.				Seines.				Trap Nets.					
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.			
<i>District No. 1—</i>																					
1	Richmond	57	1260	21400	325	1123	20094	1962	9258	184450	68928						768	4330	1	4330	
2	Cape Breton	12	189	4800	53	445	11598	813	2353	22300	21981	1	75	95			492	3118	2	3118	
3	Victoria	21	168	5300	84	485	45221	698	1373	38454	13754				200		392	3301	3	3301	
4	Inverness	27	380	8500	149	635	11063	1121	1412	35188	12054	1	375	200			392	1968	4	1968	
<i>District No. 2—</i>																					
5	Cumberland	2	31	600	6	305	5875	465	672	17416	5665	2	60	25			23	325	5	325	
6	Colchester					209	3315	372	312	18925	3971						32	200	6	200	
7	Pictou					260	7656	304	264	10733	5332						42	197	7	197	
8	Antigonish	1	10	300	3	221	2985	255	710	11111	3420						42	6150	8	631	
9	Guysborough	49	947	50050	265	1893	69645	1956	12436	252381	121685	31	2636	4563	45	23400	13636	13636	9	13636	
10	Halifax	57	1421	33330	379	2350	51664	2616	12495	328740	62411	401	45923	109496	21	2750	1597	8064	10	8064	
11	Hants					70	1065	72	104	10360	1533								11		
<i>District No. 3—</i>																					
12	Lunenburg	173	14844	84880	2861	2577	53092	1633	6430	146550	49520	216	23006	41540	124	21780	873	37305	12	37305	
13	Queens	7	194	8225	43	493	9712	594	1361	25151	7261	10	1000	3000			492	1985	13	1985	
14	Shelburne	56	2039	86890	549	1727	53570	2291	1727	329246	40725				10	13500	16000	297	3810	14	3810
15	Yarmouth	40	1570	87530	404	759	1252	1324	3662	73240	36620				4	16000	1397	28605	15	28605	
16	Digby	55	1645	52770	478	976	25990	881	946	20955	5675	39	2358	5073	2	1500	576	2755	16	2755	
17	Amnapolis.	11	199	4750	45	208	4160	244	306	8310	2770	1	100	60			38	550	17	550	
18	Kings	8	124	1300	25	131	2473	228	168	5425	2200	32	15848	6175					18		
Totals.		576	25451	1214625	5669	14867	356003	17729	71530	1536143	465510	734	91389	173167	250	85280	9333	113190			

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RECAPITULATION.

Showing the Number, the Quantity and Value of Fishing Materials, &c.—*Continued.*

Number.	COUNTRIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.						OTHER FIXTURES USED IN FISHERIES.							
		Weirs.		Smelt Nets.		Hand Lines.		Cameries.		Traps.		Persons employed in canneries.		Freezers and Icehouses.		Smoke and Fishhouses.		Piers and Wharves.		Tugs, Steamers and Snacks.	
		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.....	...	...	17	655	4719	2379	11	12300	38450	20425	257	1	1400	787	20180	144	6155	23	3290	1
2	Cape Breton.....	...	...	...	...	2098	1256	14	16600	31588	17721	295	4	1590	217	4294	130	16221	18	6625	2
3	Victoria.....	...	...	1	8	1685	1224	18	5910	14553	8646	200	10	3705	126	9699	31	4215	6	910	3
4	Inverness.....	20	200	...	...	2293	1869	19	9715	37320	20494	282	13	4175	215	6830	68	35837	15	640	4
<i>District No. 2—</i>																					
5	Cumherland.....	1	40	70	1540	108	76	37	22645	49250	35045	415	...	...	55	3811	...	...	...	...	5
6	Colchester.....	6	1200	7	175	9	18	3	2200	4000	2000	31	4	300	22	1000	...	...	...	...	6
7	Pictou.....	...	...	8	310	150	118	21	26550	43700	27810	492	...	...	13	247	...	...	...	...	7
8	Antigonish.....	...	...	1	10	222	134	6	6300	16800	8580	149	2	3000	93	949	...	...	3	400	8
9	Chesborough.....	...	...	...	...	...	...	...	31000	88900	65430	509	35	32075	665	56275	207	81425	6	14550	9
10	Halifax.....	...	...	17	370	4410	3180	28	31000	70780	27689	306	9	5550	907	41962	712	33579	26	19905	10
11	Hants.....	6	365	...	...	5095	2430	20	16100	...	...	...	...	...	...	...	...	...	...	...	11
<i>District No. 3—</i>																					
12	Lunenburg.....	...	...	...	...	3822	2189	6	2150	16910	8555	485	6	1650	351	24050	232	36400	14	1350	12
13	Queens.....	...	...	...	...	990	505	9	2900	19345	14424	97	47	6915	262	6004	9	1480	17	4330	13
14	Shelburne.....	...	...	...	...	5856	5398	21	16000	12950	109400	203	19	5600	390	24140	175	27550	25	17050	14
15	Yarmouth.....	...	...	5	225	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Digby.....	7	1000	4	60	3811	1905	19	13200	40810	40810	982	30	14500	105	9050	41	57600	50	47275	15
17	Annapolis.....	28	4180	14	420	2080	2806	10	9600	34376	34376	116	45	5464	248	23725	107	90035	14	8475	16
18	Kings.....	...	...	...	...	405	405	...	...	7800	5100	...	12	600	135	2460	...	...	...	...	17
19	Totals.....	107	15210	144	3773	38319	26404	242	193170	628602	447599	4862	254	86784	4697	238296	1856	390497	217	124800	18

* Add 315 dorics, \$8,150.

Showing the Kinds and Quantities of Fish and Fish Products in the whole Province of Nova Scotia, for the Year 1903.

COUNTIES.	KINDS OF FISH.																		
	Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, salted or smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Number.
District No. 1.																			
1 Richmond	3200	1729	.....	6230	161300	.....	154650	13693	255160	1314	21010	123	577300	8373	97500	297	111	3729	1
2 Cape Breton	19194	.....	.....	4511	34380	.....	13270	1068	325256	5945	13662	5	5088	1818	.....	127	.....	1074	3
3 Victoria	35710	.....	80	675	30465	.....	8000	724	177014	81	13505	3	.....	2582	.....	.....	.....	534	2
4 Inverness	39168	1392	19	2559	503660	.....	700	1312	329492	493	11410	15	1150	1262	500	1624	705	40	4
District No. 2.																			
5 Cumberland	12550	500	.....	703	34313	135000	9700	.....	147618	315	710	.....	11320	659	.....	820	.....	791	5
6 Colchester	122590	.....	.....	25	8000	6000	.....	.....	33552	.....	430	.....	4000	50	.....	21	.....	16	6
7 Pictou	47000	60	.....	60	171000	.....	17000	20	462432	.....	95	.....	200	8	.....	59	.....	5	7
8 Antigonish	29190	.....	.....	827	209652	.....	54412	544	166382	.....	636	.....	1300	40	.....	571	1346	16	8
9 Guysborough	49345	2050	900	7350	1201400	.....	3031114	25062	543196	2673	40870	265	3353560	6018	31000	1221	925	24754	9
10 Halifax	17070	1615	.....	6877	101650	.....	1629460	2363	432621	9563	18522	34	106800	1299	.....	1852	1001	3926	10
11 Hants	20070	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	.....	.....	.....	.....	.....	.....	611	11
District No. 3.																			
12 Lunenburg	18375	.....	635	1179	5250	.....	21200	3722	122032	1122	161728	182	10700	7425	1900	1815	230	1066	12
13 Queen's	19060	.....	2215	640	.....	.....	6000	712	193998	1310	3484	.....	.....	132	.....	.....	.....	118	13
14 Shelburne	4835	.....	.....	6380	6900	.....	8180	252	517344	12970	124235	22	26150	9015	5200	118	.....	989	14
15 Yarmouth	9060	.....	.....	7468810	5200	.....	90000	.....	986736	30000	15920	15	820105	.....	26700	.....	.....	10412	15
16 Digby	1345	.....	.....	1103	956840	700345	2350	.....	131226	19681	62307	155	1216700	18202	1403080	60275	29459	45855	16
17 Annapolis	5600	.....	.....	3150	.....	.....	28700	.....	.....	2448	4050	38	80130	5339	.....	9512	7890	1278	17
18 King's	56500	.....	.....	8997	202900	45500	.....	.....	.....	641	970	.....	185200	418	.....	112	.....	1803	18
Totals	519862	5171	5865	51272	11096507	942045	5075126	49532	5153712	90474	496505	857	6438703	62570	1845880	78124	41627	104482	
Values	103972	776	1173	230724	110965	18841	609015	742987	1288428	827772	2234677	8570	193161	187710	110753	176455	20813	208964	

* 49 barrels.

SESSIONAL PAPER No. 22

RETURNS showing the Kinds and Quantities of Fish and Fish Products in the Province of Nova Scotia. &c.—*Concluded.*

COUNTIES.	KINDS OF FISH— <i>Con.</i>											TOTAL VALUE OF ALL FISH.	Number.					
	Halibut, lbs.	Trout, lbs.	Shad, lbs.	Smelts, lbs.	Alwives or gaspareau, lbs.	Bas, lbs.	Reis, lbs.	Oyster, lbs.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, lbs.			Coarse and mixed fish, lbs.	Fish as bait, lbs.	Fish as manure, lbs.	Seal skin, No.	Clams, lbs.
<i>District No. 1.</i>																		
1 Richmond	22905	10130	.....	28000	1082	.....	552	.....	255000	186000	1561	3353	18080	3907	.....	185	532,463 56
2 Cape Breton	14867	3450	265	7550	267	.....	165	8	300	4000	356	.....	7167	2117	.....	12	237,307 04
3 Victoria	24600	1490	.....	5600	31	.....	50	49	1800	4300	350	181	5182	287	.....	.....	143,474 75
4 Inverness	2844	2900	.....	4200	211	.....	153	260	.....	700	577	115	3957	2168	489	40	201,246 50
<i>District No. 2.</i>																		
5 Cumberland	13350	1300	152	120600	803	65	729	2500	5500	1054	170	5900	4800	43	163,560 10
6 Colchester	5000	19000	1938	10000	300	11450	.....	200	.....	.....	.....	.....	250	40	350	800	63,037 75
7 Pictou	.....	3500	.....	32100	195	.....	174	.....	.....	.....	.....	18	1030	4675	.....	40	138,401 75
8 Antigonish	600	.....	2	10200	38	1400	63	108	21660	.....	10	256	1012	1116	1702	.....	80,946 62
9 Guysborough	232315	21450	4	16960	764	300	485	.....	33000	13400	8507	925	70670	16930	6980	66	1,448,233 73
10 Halifax	54115	11240	.....	30410	740	.....	108	.....	225800	25300	480	207	10842	1372	4485	74	576,347 55
11 Hants	3600	3600	19	2150	417	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,565 50
<i>District No. 3.</i>																		
12 Lunenburg	145175	955	.....	11000	97	.....	63	.....	251200	5630	319	3342	86730	3977	510	27	945,711 20
13 Queen's	1250	8925	16	7625	2426	.....	83	.....	.....	.....	.....	.....	2075	.....	.....	.....	109,662 25
14 Shelburne	39085	9000	.....	3100	1833	800	65	.....	9300	7960	39	42	7245	25885	.....	1255	992,356 40
15 Yarmouth	53455	18500	1000	41100	4440	.....	212	.....	3000	22100	151	3367	9770	1140	940	340	806,660 25
16 Digby	339480	2587	52	23880	.....	.....	10	.....	8345	27440	4425	33023	46096	9288	22730	5740	1,130,339 65
17 Annapolis	12300	6600	20	1000	.....	.....	.....	.....	.....	.....	.....	.....	13800	645	415	20	112,458 90
18 King's	3075	6253	18	.....	321	1525	.....	.....	.....	.....	.....	28570	.....	2605	10000	800	150,809 00
Totals	964316	131497	3486	360475	14025	15725	2398	1354	913005	302530	16775	73453	283046	78767	58076	192	10681	
Values	96431	13148	34860	18024	56100	1572	23080	6770	24392	9076	67100	146906	84913	118150	29038	240	7,841,692 50	

RECAPITULATION

Of the Yield and Value of the Fisheries of the whole of Nova Scotia for the Year 1903.

Kinds of Fish.	Quantity.	Value.	Total.
		\$ cts.	\$ cts.
Salmon, fresh Lbs.	519,862	103,972 40	
" preserved Cans.	5,171	776 15	
" smoked Lbs.	5,865	1,173 00	
" salted Brls.	99	1,485 00	107,406 55
Herring, salted Brls.	51,272	230,724 00	
" fresh Lbs.	11,096,507	110,965 07	
" smoked Lbs.	942,045	18,810 90	360,529 97
Mackerel, fresh Lbs.	5,075,126	609,014 80	
	49,532	742,987 50	1,352,002 30
Lobsters, preserved in cans Lbs.	5,153,712	1,288,428 00	
" in shell Cwt.	90,474	827,772 00	2,116,200 00
Cod, dried Cwt.	496,595	2,234,677 00	
" tongues and sounds Brls.	857	8,570 00	2,243,247 00
Haddock, dried Cwt.	62,570	187,710 00	
" fresh Lbs.	6,438,703	193,161 60	
" smoked (haddies) Lbs.	1,845,880	110,752 80	491,624 46
Hake, dried Cwt.	78,424	176,455 12	
" sounds Lbs.	41,627	20,813 50	197,268 62
Pollock Cwt.	104,482		208,964 00
Halibut Lbs.	964,316		96,431 60
Trout Lbs.	131,477		13,147 70
Smelts Lbs.	360,475		18,023 75
Shad Brls.	3,486		34,860 00
Alewives Brls.	14,025		56,100 00
Eels Brls.	2,308		23,080 00
Bass (Sea) Lbs.	15,725		1,572 50
Oyster Brls.	1,354		6,770 00
Clams Brls.	10,981		31,814 00
Flounders Lbs.	813,095		24,393 05
Tom cod Lbs.	302,530		9,075 90
Squid Brls.	16,775		67,100 00
Coarse and Mixed fish Brls.	73,453		146,966 00
Fish oil Galls.	283,046		84,913 60
" as bait Brls.	78,767		118,150 50
" as manure Brls.	58,076		29,038 00
Dog fish Lbs.	274,300		2,743 00
Seals No.	192		240 00
Total for 1903			7,841,602 50
Total for 1902			7,351,753 27
Increase			489,849 23

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RECAPITULATION

OF the Fishing Vessels, Boats, Gear, etc., used in the whole of Nova Scotia for the Year 1903.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
576 fishing vessels (23,051 tons)	1,214,625 00	
14,867 " boats	356,003 00	
315 " dories.. ..	3,150 00	
		1,573,778 00
71,530 gill nets (1,536,142 fathoms).....	465,510 00	
734 seines (91,389 fathoms)	173,167 00	
250 trap nets.....	85,280 00	
7,333 trawls.....	113,190 00	
107 weirs.....	15,210 00	
144 smelt nets.....	3,773 00	
38,319 hand lines.....	26,404 00	
		882,534 00
242 lobster canneries.....	193,170 00	
628,602 " traps.....	447,569 00	
		640,739 00
254 freezers and ice houses	86,784 00	
4,697 smoke and fish houses.....	238,296 00	
1,856 fishing piers and wharfs.....	390,497 00	
217 fishing tugs and smacks.....	124,800 00	
		840,377 00
Total		3,937,428 00

Statement of Persons employed in the Fishing Industry of Nova Scotia, 1903.

Number of men in fishing vessels.....	5,669
" " " boats.....	17,729
" persons in lobster canneries.....	4,862
Total.. ..	28,260

APPENDIX No. 4.

NEW BRUNSWICK.

District No. 1, comprising the counties of Charlotte and St. John. *Inspector J. H. Pratt, St. Andrews.*

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 Victoria, Carleton, York, Sunbury Queen's and King's. *Inspector H. E. Harrison, Mauderville.*

DISTRICT No. 1.

REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK,
COMPRISING THE COUNTIES OF CHARLOTTE AND ST. JOHN,
FOR THE YEAR 1903.

ST. JOHN, N. B., January 20, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report on the fisheries of District No. 1, New Brunswick, for the past year of 1903, and also the statistics of the value and catch from the numerous sub-districts, with synopses of the several officers' annual reports.

The past season has been fairly prosperous for this district, the schools of each kind of fish that usually frequent the Bay of Fundy were as large as those of an average year, and the value of the fisheries of my district will show an increase for the year of \$3,679 80. While this may not be termed a large increase it is very gratifying however to find it placed on the right side of the ledger.

The total value of the catch for the season is \$1,067,826.00, which compares quite favorably with those of previous years, and I will quote here the value of the catch for each of the past six seasons, which will give a clear idea of the annual fluctuations.

1898.....	\$1,145,361.00
1899.....	1,216,394.00
1900.....	638,890.00
1901.....	1,285,073.00
1902.....	1,064,126.00
1903.....	1,067,826.00

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THE DOGFISH PEST.

The ravages of these scavengers of the sea, have been written about so frequently to your department during the past few seasons by those interested, that it is needless for me to refer at any length to this important subject. The newspapers of the maritime provinces, with those of the New England States, have been deluged with correspondence on this very absorbing topic for several years past. What action to take in dealing with these sea wolves is a subject of serious concern, for the whole North Atlantic seaboard, and it is earnestly hoped that vigorous steps will be taken which will lessen the ravages of this voracious fish, or that the schools of dogfish will make one of those surprising and mysterious movements with which they are credited, and disappear from our coasts with the same rapidity that they invaded them.

HERRING.

An increase in the catch of sardine herring of 13,109 barrels will be noticed in the returns, increasing the value of this catch over that of previous seasons by \$26,218. The largely increased pack of these small herring in the canning factories of Charlotte county gives an addition this season to the value of the pack of \$100,600, the total value of the pack being \$147,575.

By careful collection of the statistics this season's catch of sardine herring is estimated at 180,000 barrels, which being valued at \$2 a barrel gives the value of catch at \$360,000. Those small herring were taken in fairly good quantities in Charlotte county till the latter part of the summer, when they worked gradually up the Bay of Fundy and remained into St. John harbour, where each night fairly good hauls were made by an immense fleet of fishing vessels that proceeded there from all parts of the Bay of Fundy. At one time I counted 85 vessels there, each of them having on an average six men on board. All the herring caught at St. John were of a good size for canning as sardines and found a ready market on vessels coming from Eastport, Maine. It is estimated that \$10 per hogshead was the average price received by our fishermen for the St. John catch, and an aggregate of \$60,000, was received during the short period that the herring schooled there.

Fifty-two sardine factories were in operation in the state of Maine, during the past season, and placed on the market an aggregate pack of 1,173,000 cases. Fully 1,000,000 of those cases were packed in Washington county alone. The factory owners received for their pack during the season an average price of \$3 per case, which gave the state of Maine the handsome sum of \$351,900 for this year's work. This is very gratifying for the above named state, but when we consider that over three quarters of the raw material for this large output was furnished from the Canadian fisheries, it is not by any means pleasant reading for the Canadian who considers what a loss it is to our country that all this raw material is manufactured in a foreign country, instead of our own. However, the United States tariff will not allow matters to be otherwise at present.

The herring fisheries of Grand Manan island were very poor during the year, and will show a decrease in the value of \$60,000, nearly all this shortage being in the herring catch.

Various and interesting are the views advanced to account for this serious decrease in the herring catch, this fishery being the principal one in the Bay of Fundy. The Fisheries Commission appointed by your department taking evidence in fishing districts of the Bay of Fundy, will doubtless discover the reasons for the decrease, and suggest remedies that will effectually remove the evil.

SALMON.

It is a pleasure to report that an increase of 3,575 lbs. in the catch of that beautiful fish can be noticed in the returns. If the several salmon rivers flowing in the Bay of

Fundy can be properly protected when salmon enter and ascend them for propagation purposes, little anxiety need be feared as to the permanency of this fishery. I am still endeavouring to have a fish-way put in the dam at Salmon river, one of the best salmon streams in the province, and am quite sanguine that ultimately I will be successful.

COD AND HADDOCK.

The catch of cod remains about the same as in 1902, but this season's returns show an increase of \$15,123 in the value of the haddock caught and cured. A greater increase than this would have been shown, but for the ravages of the large schools of dogfish that frequent our coasts. On the Island of Campobello the haddock catch exceeded that of any previous year, and when selling them fresh, the fishermen received very high prices, and this fishery was very profitable to them.

LOBSTERS.

A large increase will be noticed over the previous season of 1902, in not only the amount of lobsters caught, but an increase in the amount canned, showing a total increase in value of \$19,971 over that of previous seasons. The value of catch for both counties this season gives the gratifying figure of \$119,850, but on account of the change just made in the lobster regulations, allowing none to be taken in Charlotte county of a less size than 10½ inches in length, there will not be any canneries in operation during the coming season. Not very much illegal fishing has been attempted by those who have been very active in this unlawful work in the past.

High prices were paid our fishermen not only for the smaller sized lobsters for canning purposes but also for the larger ones for shipment fresh to the outside market.

POLLOCK.

A most gratifying catch of 20,814 quintals will be noticed in the returns, being very little less than the catch of 1902. The prices received by our fishermen were higher than ever received before, and a good season's work resulted. Pollock in the Quoddy river did not bite very well in the day time, but it was found that they would bite well at night, and large catches were made in consequence of this discovery.

The law preventing the dynamiting of pollock has had a good effect, for while this destructive work was in progress a decrease in any of the various fisheries was immediately attributed to the use of the deadly explosive.

SYNOPSIS OF FISHERIES OFFICERS' REPORTS.

Guardian Skillen of St. Martin, N. B., in his annual report states there was a slight decrease in the catch of lobsters in his district, and the price received by the fishermen was higher than in the previous year, with no attempt at illegal fishing. The cod and pollock fishing are not prosecuted by any persons here, and thirty quintal would represent the entire catch of both those kind of fish. Not more than 125 barrels of herring would be taken in this district, as the former fishermen have gradually been absorbed into the lumber industry. The salmon fishery was very limited, although large schools were along the shores of the bay, and seeking to enter the numerous rivers to deposit their spawn. There were plenty of salmon in the streams during the autumn but still below the average of the year previous.

Guardian Kirsop, who has charge of the district between Lynemouth creek and Mispec, states that there was an increase of about 6,000 lbs. of lobsters caught in his district over that of previous season, and they averaged 2½ pounds each, the fishermen receiving about 14 cents each for them. I do not believe there was any illegal lobster fishing attempted, and I neglected no opportunity to search lobster cars and boats.

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Over 1,500 traps and 25 boats were used by the fishermen in their operations. The catch of cod and pollock was quite small as our fishermen do not engage in these fisheries to any extent.

Guardian Belding, whose district extends from St. John to Chance Harbour, states that lobsters show a decided decrease, not only in catch but in price also. Gaspereau will show a decrease in catch with price about the same as in 1902. There is a slight decrease in the catch of shad, but with an increased price. A large increase will be noticed in the catch of salmon, and a slight decline in the prices paid the fishermen. In the catch of hake, a small increase will be noticed, although the dogfish were a greater hindrance than ever before to the prosecution of this fishery. Sardines struck the shores of my district in larger schools than have been encountered for many years, and this fishery proved very lucrative for the energetic fishermen in my district. Herring struck in plentifully in July and good catches resulted. Herring had not been on the shores during the summer season for over twenty years.

Guardian Murray, of Dipper Harbour, states that the average length of the lobsters caught in his district during the season would be about 13 inches, the weight being about 2 lbs. each. About 14 men were busily employed at this fishery using among them about 600 traps. Very little illegal fishing was attempted, and the season was fairly profitable to the large number of men engaged in the various fisheries.

Guardian Daly, of Lepreau, states that the weir fishermen were very successful this season, having received a good price for their fish, with plenty of boats ready to buy them. There was an increase in the catch of lobsters, more boats and men being engaged. The line fishing was hampered very much by the presence of dogfish which remained on the coast nearly all the year. The clam industry was very brisk during the year, and an increased number were dug and mostly for canning purposes. The close seasons were pretty well observed, although some illegal herring fishing was reported to me, but I was unable to procure the names of the poachers.

Guardian Mealey, of Pennfield, who has charge of the district from Pocologan to Letang, states that the catch and value of the fisheries in his district will be about the same as in 1902. Cod fishing began about June 1, with moderate catches during the month. Hake and haddock were caught in good quantities and a fairly good catch of pollock was taken. The herring schools in the district were not very large, although they were more plentiful than in the previous year. The winter herring, that has not visited our shores for about 14 years, has once more returned much to the delight of the net fishermen. Some very good catches were made during the past few weeks.

The lobster catch will show a fairly good one, although the reports of the numerous fishermen interviewed were very conflicting.

Guardian Catherine, of Letete, the officer in charge of the district from Letang to St. George, states there was a decrease in the catch of sardines in his district caused by the season being extremely dry and the sardine herring went into the heads of the rivers when there were no weirs. Although there was a decrease in the catch, the increased price per hogshead will show an increase in the aggregate. There will be an increased lobster catch with the value very much in advance of that paid in previous years. All the line fisheries will show a decrease, as many of the men formerly engaged hand lining and trowing went to work early in the season in the sardine factories. At the time of writing, and for the past few weeks the net fishermen are doing extremely well netting herring, something they have not done to any extent for the past 15 years.

Guardian Lord, of West Isles, and who controls that district, states in his annual report that there was an increase in the catch of sardine herring. They came in the early spring and though they were not at any time too plentiful, yet they were steady, the channel weirs taking some every time the tides were favourable. The prices were high and the demand was exceptionally good, the fish being very scarce at other places which is usual in the spring months. Those small herring remained till the last of July, when the squid, dogfish, &c., came and drove the herring off shore. In the fall some few herring were caught in the weirs, but they stayed only one day, and then again in December when the herring were leaving St. Andrews bay, the channel weirs made some good catches of large ones for smoking purposes.

The catch of cod this season would be about the same as last year, and high prices were realized.

Although the pollock were very plentiful in Quoddy river, the returns will show a decreased catch, for the reason that their food was plentiful in that river, and they did not bite well at the bait offered them. The prices for pollock were very high and the livers were all sold fresh, the price paid for them being as high as 60 cents per bucket.

The lobster catch will show a slight decrease owing to the law being changed to 10½ inches, and this change was very desirable in the interests of this industry and all those engaged in it. I would recommend either a change in lobster close season, or have no close season at all for 10½ inch lobsters, the same as it is in the state of Maine.

Clams show an increase in catch as there is a small factory in this district, besides a large number shipped in their shell. The price remains about the same as last season, 25 cents per bucket being paid the fishermen for them.

Overseer Savage, of Wilsons Beach, who has charge of the fisheries of the Island of Campobello, states in his annual report that large herring were more scarce than in any previous year. A number of vessels fished on the offshore grounds during the fall but their catch was only about two thirds of that of the previous year.

Sardine herrings were very scarce in this district. There was a fair catch of spring herring, but they came early and passed by before the factories opened. Summer herring made their appearance early in July, but the dogfish and squid soon drove them further inshore, and no more were caught during the season. However, our fishermen handled more sardines than last year, owing to a number of them being engaged in the St. John sardine fishery.

There was about the usual catch of lobsters, although a smaller number of fishermen were engaged in this fishery than last year. The change in the size limit, together with the change of time in the close season have caused a number of the fishermen to abandon lobster fishing, and engage in the line fisheries, which are more profitable. A large number of the lobsters canned on this island were brought in from other districts and very high prices were paid for them by the factory owners for shipment fresh.

There was a fair catch of hake early in the season, but the dogfish made their appearance early in July, compelling the fishermen to abandon this industry.

Cod are never plentiful in this district, there was, however, about the usual quantity caught by the trawlers among their haddock and hake.

Haddock were very plentiful and the catch exceeded that of any previous year. High prices were paid for them fresh, and this branch of fishing was very profitable. There is an unlimited market for finnan-haddies and the demand for them is annually increasing. Pollock made their appearance in May in large schools and there was a good catch till late in October. For some unknown reason they would not bite well in day time, but large catches were made at night. Bait was plentiful, the squid striking in during July, and remaining till the end of the pollock season. High prices were paid the fishermen and they did a profitable business. All kinds of line fishing have been good, prices have been high and, the fishermen have enjoyed a successful season. As nearly all the fishermen are engaged in line fishing there is very little inducement to violate the fishery regulations.

Overseer Fraser, who has charge of the fisheries on the Island of Grand Manan, states that he is sorry to report that there is another decrease in the fisheries this season amounting to \$60,000, this decrease being principally in the shortage of the herring catch. This enormous falling off naturally makes one inquire as to the cause of it. It was believed by some that the scarcity of the herring was on account of the decrease of other fish, as all kinds of fish pursue the herring, but I do not credit this theory. In my opinion, the most reasonable cause is on account of such immense quantities of sardines and britt being taken for lobster bait for several years past. Those small herring are not allowed to mature, and unless some measures are adopted to prohibit the killing of britt in such large quantities, there will be no herring left of any size in the near future. I would recommend a size limit be adopted. About 90 per cent of our fisheries, both fresh and manufactured, go to foreign countries, principally to the United States. The use of your patrol launch during the season was of great assistance in the protection of the fisheries of my district.

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There were no pollock taken in the weirs during the season, but a good number were seined outside of the limits. I would recommend a law be passed allowing seining for pollock in our waters, it is a good way to catch those fish, and of late years they do not take the hook as readily as they formerly did.

If nets were taken out of the water in the day time it would do much to the advantage of net and weir fishermen. Weir owners should also be ordered to place buoys at a distance named by law from their respective weirs, as a guide to the net fishermen. The fishery commissioners who were here investigating matters, will no doubt amend the fishery laws where needed and bring about more harmony among our fishermen, where it does not exist at the present time.

About the usual number of barrels of pickled herring were put up during the year, but there was a great decrease in fresh and smoked herring, which is the principal industry here. Only about half the amount of herring was smoked as compared with 1902. To the northward of Cheney's passage the herring industry has been almost a total failure. Good prices have been paid this season for all kinds of fish.

There was an increase in the haddock catch this year with very good prices. Although there was a decrease in the catch of hake during 1902, I find that there was an increase this past season over that year. Quite a number of the hake fishermen did not engage in the business this season but went to work in the sardine factories.

A decrease will be found in the catch of cod, but a small increase in the catch of pollock, with prices for both these fish very much higher than previous seasons. At the fishing meeting held at Grand Harbour at the beginning of December, I was surprised to hear one of the witnesses state that pollock was a bad fish and worthless, and should be classed with dogfish and exterminated. It is true to a certain extent that they drive herring, but other fish are equally guilty.

A small increase in the catch of halibut will be noticed, but very few vessels fit out for this fishery.

The price of fish oil was very much higher than former years, and quite an income is realized in the dulse industry by many of our fishermen, which brings them good prices, and a market is readily found.

Boatman Silas Mitchell, of Campobello, who patrols the Coffil's Ledge fishing grounds in the Quoddy river, in his annual report states that he has carefully patrolled the river with an assistant and effectually prevented any American boats from crossing the boundary line and fishing in Canadian waters. There was a large fleet of boats fishing during the summer on the United States side of the boundary line, and could be seen daily hovering around the better fishing grounds on the Canadian side.

Cod struck in the river on March 19, and good catches are still being made when the weather permits, although the catch during the season has not been up to the standard of 1902.

The catch of haddock has been better than for a number of years, and the men who have been engaged in this fishery have realized a better year's work than ever before.

The pollock catch has been fairly good, but not equal to that of 1902, but the price received by the fishermen for pollock exceeded that of any previous year.

The lobster catch was quite small in the part of the river that I control. The close season was fairly well observed, and very little illegal fishing was attempted.

Only three United States fishing vessels have been at Eastport during the season seeking bait, namely the *New England*, on April 27, *Uncle Joe*, May 1, and *Jubilee*, May 6.

I have the honour to be, sir,

Your obedient servant,

JOHN H. PRATT,

Inspector of Fisheries.

4-5 EDWARD VII., A. 1905

DISTRICT No. 2.

MONCTON, N.B., February 12, 1904.

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 of 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 year 1903, with tabulated statement, giving the products and values by districts and counties, together with an estimate of the capital employed in the prosecution of these fisheries.

These returns show a considerable increase in the aggregate values over those of last year, but this is at least in part made up by the increased prices for lobsters, herring and oysters.

I will now briefly refer in detail to the several kinds of fish caught.

SALMON.

Though good catches were made at some places the totals are considerably below those of 1902, owing, the fishermen say, largely to the prevalence of unfavourable winds, these fish were reported plentiful in the rivers during spawning time last fall, but something should be done in the case of the Nipisiguit river by reserving a portion thereof for breeding purposes, there being only about 18 miles from tidal water to Grand Falls and every pool of this distance is fished right up to close time, it is entirely different with the Miramichi and Restigouche rivers which have large tributaries running away into the forests where fish are scarcely disturbed.

SHAD.

The catch in the Bay of Fundy is smaller than ever, I see there is some talk of hatcheries, but if a close time were made to allow these fish to ascend the St. John river undisturbed and not be slaughtered as they are when full of spawn, there would, I am satisfied, be little need of artificial help.

HERRING.

Immense quantities were taken last spring for every purpose, including increased numbers for smoking, on the Caraquet and Miscou banks where they are caught in the early fall and are very much fatter than the spring run, all that is wanted is a better method of curing to insure ready and profitable sales. These were very plentiful last season.

MACKEREL.

The catch was not quite up to that of 1902, as these fish are erratic in their movements on our coasts very little preparation is made for this fishery except in two or three places.

COD.

Notwithstanding the dogfish nuisance which interfered largely with this fishery latter part of the season, especially in the case of the Caraquet fleet, the quantity taken

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on the whole coast is pretty nearly up to that of the previous year and prices were very high.

BASS.

The quantity taken is again very small, but immense quantities of them were reported last fall in our rivers and on our coast of from $\frac{1}{2}$ lb. to 1 lb. in weight, which speaks well for the future.

SMELTS.

The catch reported is about the same as previous year, but high prices were paid making this fishery in many cases very profitable, a single net in a few days earning several hundreds of dollars, and although on account of weather or other local causes good fishing may not always be had, these fish are certainly not decreasing or being fished out, in fact there is scarcely a doubt that many more are devoured by other fish than are taken by every means, although the catch in this district runs from three to four thousand tons every year.

LOBSTERS.

There is quite a marked increase in the pack of these fish in past year nearly every where on our coast, mainly owing to the greater care taken in preserving the berried lobsters for some years past, in many instances the leading packers assist the officers in carrying out the regulations governing this very important matter.

OYSTERS.

Not quite as many were raked as in 1902, notwithstanding some 800 barrels were taken from the reserved beds in Shediac harbour. This is again altogether due to the little interest taken in the Miramichi river fishery where they are of inferior quality and in good times other fishing and employment generally pays better.

CLAMS.

Large quantities still continue to be taken and shipped to the United States, principally from Kent county, thousands of barrels are also canned by Messrs. A. & R. Loggie, at Inkerman, in Gloucester county.

I have the honour to be, sir,
Your obedient servant,

R. A. CHAPMAN,
Inspector.

DISTRICT No. 3.
COMPRISING THE COUNTIES OF KING'S, QUEEN'S, SUNBURY,
YORK, CARLETON AND VICTORIA.

MAUGERVILLE, N.B., Feb. 6, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my second annual statistical report on the Fisheries of District No. 3 N.B., for the year 1903, showing the quantity and value of fish taken, also the materials and value of same used in connection therewith.

A comparative statement, showing the difference in value of fish and materials between 1902 and 1903, is also given herewith viz. :—

Value of Fish.

For 1902.....	\$57,204.00
“ 1903.....	61,484.00
<hr/>	
An increase in favour of 1903 of.....	\$4,280.00

Value of Materials.

For 1902.....	\$56,585.00
“ 1903.....	51,564.00
<hr/>	
A decrease for 1903 of.....	\$5,021.00

While the increase in value of fish is not great, it is, to some extent gratifying, wherein it shows that the rivers and lakes are not being depleted of fish and that a considerable revenue and an immense amount of pleasure is to be derived from the pursuit of the ‘finny tribe.’ A source of revenue in connection with the fisheries, particularly in my district, of which it is difficult to appraise the value, is the distribution of money by foreign sportsmen, who visit frequently and spend freely.

The decrease in value of materials is not so gratifying, but it is, probably, not caused so much by deterioration of materials, (for it is principally nets, boats and canoes that show less value,) as in estimating the value of same.

SALMON.

A slight falling off in the quantity of this, the most valuable fish caught in this district, can scarcely be attributed to a smaller run, or less of them passing up the St. John river, in fact I think I can disprove any statement to that effect, by evidence which I will submit with this report, from one who is in a position to know the facts. I feel safe in saying that the decrease in quantity taken is the result of better protec-

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tion, made possible by your department giving me an extra guardian the first of the season and two the latter part of it, whereby considerable illegal fishing was prevented. The surface fly fishing on the Tobique river was grand the past season, and those who could afford the pleasure were delighted with the result.

This of course, depends for its supply of salmon on the number that gets up the St. John, which in turn depends on the Tobique, for in that river are about all the spawning beds, in fact I may say 'all.' (There are other rivers, tributaries of the St. John, which with improved dams, would no doubt, be excellent salmon streams.)

SHAD.

The very large increase in quantity of this fish taken is pleasing. It comes chiefly from Queen's county, where they seem to have fairly swarmed in the great rivers and lakes of that county. The large amount used in the fresh state is noticeable. The supply for market does not nearly equal the demand.

TROUT.

This is, of course the people's fish. While they are fished chiefly for sport, many families of the poorer class often find it very convenient to be able to go to a nearby brook and with the help of baited hook, return in a short time with enough of the 'little beauties' for a meal. The return of the quantity of trout caught would indicate that some of the lakes and streams still have quite a supply. Here I might mention the very commendable action taken by the provincial government of New Brunswick in establishing a trout hatchery in the province. There are yet many lakes in this district seemingly without fish, which could they be examined by an expert, might be found suitable for trout and now that there is a chance to get a supply, I would suggest that your department have some of these lakes examined.

PICKEREL.

The statistical return of pickerel indicates that this industry is prosecuted quite industriously. They seem to be confined to the waters of the lower river counties, and it is well, I think they should never be introduced in the upper section of the province. There may be profit, but no pleasure, in fishing them. Nearly all are exported.

HERRING.

These fish do not come far up the St. John river, being reported only from King's county, where a limited quantity is taken. The catch shows a slight increase over last year.

ALEWIVES.

Considerable decrease is shown in the value of these fish, which is almost wholly accounted for by the lower rate (per barrel) at which they are quoted. They were rated at \$4 last year, while the price is given as \$3 this season. There are immense quantities in the lower section of the district, in their season, but the market has been dull for a year or two, consequently this part of the fishery is not prosecuted with as much vigour as would be the case were prices better. Fishermen report a prospect of better prices for 1904.

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WHITEFISH.

The catch of whitefish shows a considerable of increase, (comparatively) over 1902, The increase is all in Victoria county, while King's shows a decline. None reported from any other part of my district, unless as Overseer Hetherington, for Queen's county, east, says, Lake Ontario herring are called whitefish. He says some of those are caught in his district, weighing about $\frac{3}{4}$ lb.

BASS.

Bass fishery does not count for much at the present time, in my district. A small quantity are caught in King's county, but the fishery officers in that county report it almost a failure. There are very few applicants for bass licenses, and only one outside of King's.

STURGEON.

A gratifying increase is noticeable in the amount of sturgeon caught, although the quantity is small beside what I hope to see it in a few years. True there were more licenses issued in 1903, but one fisherman says sturgeon fishing was three times as good, as in 1902. Most of those caught were undersized, about five feet in length and weighing 40 or 50 pounds. This leads one to wonder if it is not advisable to begin to consider a change in regulations, longer close season, larger mesh, &c. I hope to see these fish protected by a stringent law, for they would certainly be a most valuable asset to our fishermen, should they become as plentiful as they were a few years ago in the St. John river.

Caviare sold readily at 90 cents per pound, for export.

SYNOPSIS OF FISHERIES OFFICERS' REPORTS.

King's County.

Guardian Perlee, Sussex, says trout fishing in this district seems to be improving. He had some trouble with mill owners but after a final warning the troublesome persons took care of the sawdust.

Guardian Coggan, Sussex, reports trout fishing poor first of season on account of cold, wet weather, but good later on.

Guardian Myers, Norton Station, reports the Fishery Law well observed in his district.

Guardian McCready, Penobscuis, reports trout fishing excellent in his district.

Guardian Jenkins, Kars, reports bass fishing almost a failure, other fishing fair, and the law strictly observed.

Guardian Belyea, Lilly Lake, reports salmon fishing better than last year.

Guardian Dunham, Grey's Mills, reports sturgeon fishing much better than last year, sturgeon poor.

Queen's County, East.

Overseer Hetherington, Johnston, reports the Fishery Law much better observed now than formerly. Salmon more plentiful than for years, but complains of what he terms the 'unjust restrictions' with regard to the issuing of salmon licenses. Trout fishing was on the increase.

Overseer Belyea, Gagetown, (Queen's west) says fishing appears to have received more attention in 1903 than last year. Shad, alewives and pickerel are the principle fish caught and returns quite satisfactory. The law well observed. No report than statistics, from Sunbury and York county officers.

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Carleton County.

Guardian Blake, Woodstock, on St. John river, reports salmon more plentiful than usual and some illegal fishing.

Guardian Brooks, Bristol, on St. John river, reports salmon very plentiful, with less desire seemingly, on the part of residents to poach.

Guardian Briggs, Belleville, on Madawnaque river, reports salmon and trout more plentiful than in 1902.

Overseer Wilson, Grand Falls, Victoria county, reports a gratifying increase in the run of salmon in the St. John and Tobique rivers. Through the watchfulness of himself and guardians the Fishing Law was well observed, very little illegal fishing being done.

In conclusion, I wish to prove my assertion regarding the increase of salmon, by inclosing a copy of a letter from the superintendent of the 'Tobique Salmon Club' to Overseer Wilson. Mr. Allen, a citizen from the United States has for years looked after the interest of the club. In connection with the fishing on the Tobique, Mr. Allen requests that I mention the urgent necessity for some action in regard to the destruction of the 'Brown Breasted Merganser'. A duck very numerous in that section and which lives the whole summer on small fish, no doubt destroying many valuable ones. In connection with this letter, which I trust you will include in my report, it is interesting to note what Mr. Allen says regarding surface-fly-fishing in the vicinity of Grand Falls, the limit for salmon ascending the St. John river.

I have the honour to be, sir,
Your obedient servant,

H. E. HARRISON,
Inspector of Fisheries.

Extract from a report to the local Fishery Overseer by Mr. T. F. Allen, head warden of the Tobique Salmon Club.

'As to the fishing on the Tobique river the past season, I am pleased to say that it was the best in the history of the Tobique Salmon Club. This was due principally to the improvement in the protection of the fish in the non-tidal waters of the St. John. Without such assistance, very few salmon would be able to pass the numerous nets such as would be in use, unless compelled to abide by the laws in connection with such protection, by the Dominion Government on the St. John river. The salmon are well protected after they enter the Tobique river. Twenty men residents of the vicinity, are constantly on duty as wardens on the Tobique river, from June 1st to Nov. 1st. While the season for taking salmon expires Aug. 15, the wardens are retained to protect the fish through the spawning season, and until they leave that stream on their return to the sea, these guardians are retained at the expense of the Tobique Salmon Club.

'The fry placed in the Tobique river each season from the Dominion Hatchery, at Grand Falls, are undoubtedly a great benefit in supplying a stock of salmon for the river.

'During the present season, there were more salmon in the Tobique river for spawning, (after the season closed for taking them,) than I ever saw at one time; they could be counted by the thousand. This means a grand supply for the future.

'A grand feature in connection with the fishing of the past season, was that at no time after the salmon arrived was there a day before the close of the season, but salmon

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could be taken with a fly as far as the condition of the water was concerned. We had some rain, but not enough at any time to put the river above a fishing pitch or make it so dirty that a fish could not outline a fly distinctly. This is very remarkable, as usually we have a late June freshet in the Tobique region. I am also pleased to state that the residents take kindly to the enforcement of the laws as to the protection of the salmon; but one case of poaching was reported to me the past season, and as usual for first offence and promise of good behaviour in the future, this party was fined but a trifling sum.

'The members of the Tobique Salmon Club and their guests killed about three hundred and twenty-five fish, including salmon, and grilse, and in private pools controlled by Lord Strathcona, and residents on the river, there were many fish killed, the exact number I cannot state.

'With the increase of salmon, many new pools are being discovered on Tobique river, principally on property controlled by the inhabitants and they are bringing sportsmen to the river to fish, the same making employment for many men as guides at a time when they are at leisure between planting and harvesting their crops.

'As to the future of the St. John river in the vicinity of Grand Falls, I will venture to say, that with proper protection of the non-tidal waters of that river, the salmon can be taken with the fly below the falls, to such an extent as will bring many sportsmen to that place for such fishing.

'Your visit to Plaster Rock, I hoped, would cause the improvements desired, and required in the fishway at that point, but as yet nothing has been done. I suppose this is on account of the property being in litigation. In order to give the salmon a free and easy passage over the structure, the buckets should be high enough so the water passing through the fishway should follow from one pond to another, without flowing over the tops of the buckets, thus spoiling the principal effect of the fishway.

'This fall the salmon remained in the pond for a long time while on their way to the sea, on account of the clogging of the fishway with driftwood and bark, caused by the top of the pier built above the fishway being gone. This pier was ordered built there by the government for the protection of the fishway and if kept at a proper height, no driftwood can enter the fishway. I hope you will be able to have such repairs completed the coming winter.

'I am frank in saying, that with proper protection of the non-tidal waters of the St. John river, the fly fishing on the Tobique river and upper St. John, in the vicinity of Grand Falls, will not be surpassed in any river in New Brunswick.'

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NEW BRUNSWICK—DISTRICT NO. 1.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the Counties of St. John and Charlotte, Province of New Brunswick, for the Year 1903.

Fishing Districts.		Fishing Vessels and Boats.						Fishing Gear or Materials.											
		Vessels.			Boats.			Gill Nets.			Seines.		Trawls.		Weirs.				
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
Charlotte County.																			
1	Lepreau to Red Head	5	40	2700	10	68	1255	64	4	1100	100	18	604	1095	32	128	21	13000	1
2	Red Head to Letang	10	165	3000	40	81	3000	50	80	2760	870	46	1276	2260	183	1150	41	12300	2
3	Letang to St. George	6	120	2000	26	308	5170	188	34	607	284	108	2049	6085	123	503	77	35600	3
4	St. George to St. Stephen	10	175	500	12	306	6800	306	20	900	150	102	2346	4700	50	120	102	33200	4
5	Grand Manan	71	1100	33000	195	165	18400	250	650	14225	5500	50	1840	6500	77	1650	50	49800	5
6	Campobello	11	272	6350	61	192	6350	139	76	2450	985	32	803	1300	90	1200	83	12600	6
7	West Isles	1	30	1200	10	200	8000	200	50	800	300	125	4000	8000	50	500	35	50000	7
8	St. George and vicinity																		8
Totals		114	1902	49350	354	1370	48975	1197	914	22142	8189	481	12978	29940	605	5251	409	206500	
St. John County.																			
1	St. John Harbour	2	47	500	10	90	4700	160	915	74000	10000	7	1820	3000			35	7440	1
2	Lepreau to Chance Harbour	4	91	1875	20	39	774	40	108	9252	1332	3	167	167	15	292	1	336	2
3	Chance Harbour to Mispec	5	80	1300	20	140	8400	250	500	56000	7000	20	800	1040	200	800	10	3000	3
4	Mispec to Tynewmouth Creek					25	300												4
5	Tynewmouth Creek to Albert Co.	1	10	1000	3	15	300	20	25	1250	375				4	25	2	250	5
Totals		12	228	4675	53	309	14474	470	1548	140502	18707	30	2787	4167	219	1117	48	11026	
Grand totals		126	2130	54025	407	1679	63449	1667	2462	162644	20896	511	15765	34167	824	6368	457	217526	

RETURN showing the Kinds and Quantities of Fish, &c., in the Counties of St. John and Charlotte, Province of New Brunswick, for the Year 1903—*Continued.*

FISHING DISTRICTS.		KINDS OF FISH.													Number.				
	Salmon, fresh, lbs.	Herring, kippered, cans.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Scallops, in shell, brls.	Scallops, canned, cans.	LoBSTERS, preserved in cans, lbs.	LoBSTERS, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh or frozen, lbs.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, human haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Number.	
<i>Charlotte County.</i>																			
1 Lepreau to Red Head.....	2000	85000	50	72000	50	100000	13	20000	140	20000	13	20000	140	20000	13	20000	140	20000	13
2 Red Head to Letang.....																			
3 Letang to St. George.....		9000	140	20000	45000	7500		35000	440	150	220000	210000	30	80000	40	600	2000	4	
4 St. George to St. Stephen.....		83300	7800	1100000	1800000	750		15000	3170	2890	251000	75000	270	4000	2100	2800	6500	5	
5 Grand Manan.....			640	6000	14000				270	200		803000	61	1500	750	2100	7100	6	
6 Campbellton.....				10000					300	200	5000	100000			100		4500	7	
7 West Isles.....																		8	
8 St. George and vicinity.....																			
Totals.....	2000	177300	8643	1308000	1933000	750	6200	99800	7180	5910	501500	1391000	981	140900	8390	9635	20630		
<i>St. John County.</i>																			
1 St. John Harbour.....	100000																		1
2 Lepreau to Chance Harbour.....	17900		150	10000					320	90		18000			300	420		2	
3 Chance Harbour to Miramichi.....	135000		300						1000	1000		50000			1299	1400	100	3	
4 Miramichi to Tynemouth Creek.....									720	5							30	4	
5 Tynemouth Creek to Albert Co.....	600		100	2000					320	10							15	5	
Totals.....	253500		550	12000					2310	1105		68000			1500	1820	151		
Grand totals.....	255500	177300	9193	1320000	1933000	750	6200	99800	9490	5015	504500	1453000	981	140900	9890	11455	20814		

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RETURN showing the Kinds and Quantities of Fish and Fish Products, in the Counties of St. John and Charlotte, Province of New Brunswick, for the Year 1903--Continued.

FISHING DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.						TOTAL VALUE OF ALL FISH.	Number.
	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gas- pereau, brls.	Eels, brls.	Sardines, canned, cans.	Sardines, brls.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, in shell, brls.	Clams, canned, cans.	Dulse, lbs.		
<i>Charlotte County.</i>																		
1 Lepreau to Red Head	2500	60					1374000	4300			260	1000		5600	123000	3600	60,096 50	1
2 Red Head to Letang				1300				4300			3600	550	3300	406	7000	6000	140,900 00	2
3 Letang to St. George							1570000	43500		30	330	660		24	1100		192,269 00	3
4 St. George to St. Stephen	10000			900				35500				100		1900	52800	1000	100,537 50	4
5 Grand Manan	11200			2500				4200			5600	4000				40000	199,389 00	5
6 Campbellville								14000		348	7600	600	80				85,997 50	6
7 West Isles		7000		1500	25			23500	10000			500		25	29000		67,475 00	7
8 St. George and vicinity																	1,175 00	8
Totals	23700	7000	60	6200	25		2951500	140050	10000	378	17390	7410	3380	7955	212000	50600	847,850 50	50
<i>St. John County.</i>																		
1 St. John Harbour		800			8500	70		30000				4000					128,700 00	1
2 Lepreau to Chance Harbour								150			850	150					10,165 00	2
3 Chance Harbour to Misp'c.	200	60		500	100		9800				2000	500	1000				69,945 00	3
4 Misp'c to Tynewmouth Creek																	7,300 50	4
5 Tynewmouth Creek to Albert Co.																	3,865 00	5
Totals	200	860	860	500	8600	70		39950			2850	4650	1000				219,975 50	50
Grand totals	23900	7000	920	6700	8625	70	2951500	180000	10000	378	20240	12060	4380	7955	212000	50600	1,067,825 00	100

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 Year 1903.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon, fresh in ice.....Lbs.	255,500	0 20	51,100 00
Herring, kippered, in.....Cans.	177,300	0 10	17,730 00
" salted.....Brls.	9,193	4 50	41,368 50
" fresh or frozen.....Lbs.	1,320,000	0 01	13,200 00
" smoked.....Lbs.	1,939,000	0 02	38,780 00
Scallops in shell.....Brls.	750	2 00	1,500 00
" canned.....Cans.	6,200	0 15	930 00
Lobsters, fresh.....Cwt.	9,490	10 00	94,900 00
" canned.....Cans.	99,800	0 25	24,950 00
Cod, dried.....Cwt.	5,015	4 50	22,567 50
" fresh or frozen.....Lbs.	504,500	0 04	20,180 00
Haddock, fresh.....Lbs.	1,459,000	0 03	43,770 00
" dried.....Cwt.	981	3 00	2,943 00
" smoked, finnan haddies.....Lbs.	140,900	0 06	8,454 00
Hake, dried.....Cwt.	9,890	2 25	22,252 50
" sounds.....Lbs.	11,455	0 50	5,727 50
Pollock, dried.....Cwt.	20,814	2 00	41,628 00
Halibut, fresh.....Lbs.	23,900	0 10	2,390 00
Trout.....Lbs.	7,000	0 10	700 00
Shad.....Brls.	920	10 00	9,200 00
Snelts.....Lbs.	6,700	0 05	335 00
Alewives.....Brls.	8,625	4 00	34,500 00
Eels.....Brls.	70	10 00	700 00
Sardines, canned.....Cans.	2,951,500	0 05	147,575 00
" fresh.....Brls.	180,000	2 00	360,000 00
Dulse.....Lbs.	50,600	0 06	3,036 00
Tomcod or frost fish.....Lbs.	10,000	0 03	300 00
Squid.....Brls.	378	4 00	1,512 00
Fish oil.....Galls.	20,240	0 30	6,072 00
Fish as bait.....Brls.	12,060	1 50	18,090 00
" manure.....Brls.	4,380	0 50	2,190 00
Clams in shell.....Brls.	7,955	1 00	7,955 00
" canned.....Cans.	212,900	0 10	21,290 00
Total value of catch for 1903.....			1,067,826 00
" " 1902.....			1,064,126 20
Value of increase for 1903.....			3,699 80

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RECAPITULATION

OF the Number and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of District No. 1, New Brunswick, comprising Counties of St. John and Charlotte, for the Year 1903.

Number.	Material.	Value.	
		\$	cts.
126	Vessels, tonnage 2130.....	54,025	00
1,679	Boats.....	63,449	00
2,462	Gill nets, fathoms 162,644.....	26,896	00
511	Seines " 15,765.....	34,107	00
824	Trawls.....	6,368	00
457	Weirs.....	217,526	00
20	Smelt nets.....	160	00
1,798	Hand lines.....	1,124	00
5	Lobster canneries.....	12,500	00
22,269	" traps.....	20,157	00
10	Freezers and ice houses.....	4,000	00
830	Smoke and fish houses.....	141,640	00
304	Piers and wharfs.....	73,980	00
41	Tugs and smacks.....	15,275	00
5	Sardine factories.....	41,000	00
7	Fish curing houses.....	10,000	00
154	Weir scows.....	8,000	00
90	Pile drivers.....	8,000	00
25	Fish presses.....	3,000	00
16	Clam canneries.....	600	00
1	Fish guano factory.....	5,000	00
Total value of material.....		746,807	00

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NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels, Boats,

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING		
		Vessels.				Boats.		Gill		
		Number.	Tonnage.	Value, \$	Men.	Number.	Value.	Men.	Number.	Fathoms.
<i>Restigouche County.</i>										
1	Above Dalhousie.....	2	37	1500	8	30	600	35	23	8520
2	Below Dalhousie.....	2	37	1500	8	290	4000	370	140	19100
Totals.....		2	37	1500	8	320	4600	405	163	27620
<i>Gloucester County.</i>										
3	Beresford and front of Bathurst.....	2	22	1600	8	435	10000	880	1500	50500
4	Caraquet, New Brandon and part of Bathurst.....	126	1450	52000	420	550	16500	1020	1950	67000
5	Saumarez, Inkerman and Shippegan mainland.....	24	260	9500	100	255	7000	500	4000	100000
6	Shippegan and Miscou Islands.....	65	795	32500	235	465	20000	950	1100	35000
Totals		217	2527	95600	763	1705	53500	3350	9550	252500
<i>Northumberland County.</i>										
7	Neguac and vicinity.....	3	33	1250	10	210	7000	300	620	50000
8	Bay du Vin and vicinity	2	30	900	6	250	7500	450	800	80000
9	Chatham and vicinity					150	4000	160	400	35000
10	Southwest and Northwest Miramichi Rivers.....					130	2200	140	375	15000
Totals		5	63	2150	16	740	20700	1050	2195	180000
<i>Kent County.</i>										
11	Richibucto, St. Louis and Carleton.....					311	10440	460	4250	80500
12	Buctouche and vicinity.....					520	15000	820	3250	70000
13	Cocagne and vicinity.....					310	8500	450	1000	28000
Totals.....						1141	33940	1730	8500	178500
<i>Westmorland County.</i>										
14	Shediac, Moncton and Salisbury.....					360	10000	650	700	35000
15	Botsford.....					450	13000	750	600	18000
16	Sackville and Westmorland.....					225	5000	300	350	8000
17	Dorchester.....					30	1800	60	160	7000
Totals.....						1065	39800	1760	1810	68000
18	<i>Albert County</i>					6	200	8	10	1500
Grand totals		224	2627	99250	787	4977	142740	8503	22230	708200

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District No. 2.

Nets, &c., in District No. 2 Province of New Brunswick, for the year 1903.

GEAR OR MATERIALS.					Lobster canneries, number.	KINDS OF FISH.											Number.
Nets.		Trawls.		Smelt Nets		Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobster, preserved in cans, lbs.	Lobstcell, fresh in shell, cwt.		
Value.	Number.	Value.	Number.	Value.													
%		%		%													
7000	.....	.....	128	6500	.....	62000	.....	.....	.....	.....	.....	.....	.....	.....	120
17000	.....	.....	23	2000	.....	2 125600	.....	.....	1400	300000	46400	.....	.....	37072	1355
24000	...	.....	151	8500	.....	2 187600	.....	.....	1400	300000	46400	...	.....	37072	1475
31000	2 40	.....	.....	5	106000	400	500	10000	200000	12000	4000	15	12640	350	3
38000	200 800	54	2600	17	200000	.....	.....	38000	120000	.....	15000	20	245800	450	4
35500	20 100	226	7000	7	52000	.....	.....	10000	20000	.....	15000	25	88400	200	5
13000	100 450	42	1900	32	.....	4000	1000	14000	50000	.....	15000	20	445200	150	6
117500	322 1390	322	11500	61	358000	4400	1500	72000	390000	12000	49000	80	792040	1150			
45000	.....	190	15200	9	100000	.....	.....	4000	20000	15000	2000	10	72000	200	7
70000	.....	250	15000	3	70000	.....	.....	2600	10000	10000	200000	100	51500	200	8
30000	.....	350	26000	1	92000	.....	.....	120	10000	.....	2000	.....	.....	.....	9
8000	.....	.....	.....	.....	90000	.....	3000	.....	.....	.....	.....	.....	.....	.....	10
153000	...	.....	790	56200	13	352000	.....	3000	6720	40000	25000	201000	110	123500	400
14340	40 800	330	13200	12	46500	500	1300	14400	90000	.....	220000	240	183760	380	11	
15600	.....	270	11000	23	.....	.....	.....	10000	150000	.....	1000	.....	160000	200	12
9000	.....	62	2500	5	.....	.....	.....	7000	40000	.....	2000	10	19500	150	13
38940	40 800	662	26700	40	46500	500	1300	31400	280000	.....	223000	250	363260	730		
15000	.....	150	7500	28	2500	.....	.....	27000	600000	2000000	4000	.....	216000	300	14
6000	.....	60	1800	50	.....	.....	.....	10000	1000000	660000	2000	.....	500000	2000	15
2500	.....	46	1200	.....	500	.....	.....	1200	50000	5000000	1000	.....	5000	2000	16
3000	.....	.....	.....	.....	3000	.....	.....	100	.....	.....	.....	.....	.....	.....	17
26500	.....	256	10500	78	6000	.....	.....	38300	1650000	7660000	7000	.....	721000	4300	
700	.....	.....	.....	.....	2800	.....	.....	200	3000	.....	.....	.....	.....	.....	18
360640	362 2190	2181	113400	194	952000	4900	5800	150020	2663000	7743400	483000	440	2036812	8055			

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RETURN showing the Quantity and Value of

Number.	DISTRICTS.	KINDS OF FISH						
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Halibut, lbs.	Trout, lbs.
								Shad, brls.
	<i>Restigouche County.</i>							
1	Above Dalhousie.	20						5000
2	Below Dalhousie.	30						4500
	Totals.	50						9500
	<i>Gloucester County.</i>							
3	Beresford and part of Bathurst.	2500			160			9000
4	Caraquet, New Bandon and part of Bathurst.	41500	150		1200	1600	55000	12500
5	Saumarez, Inkerman and Shippegan mainland.	10000	20	1000	2000	1500	10000	4000
6	Shippegan and Miscon Islands.	24000	80		1600	2000	30000	500
	Totals.	78000	250	1000	4960	5100	95000	26000
	<i>Northumberland County.</i>							
7	Neguac and vicinity.	800		1000	800	500	2000	6000
8	Bay de Vin and vicinity.	3000		200	200		2000	1100
9	Chatham and vicinity.	400		300	200			5000
10	South-west and North-west Miramichi Rivers.							25000
	Totals.	4200		1500	1200	500	4000	37100
	<i>Kent County.</i>							
11	Richibucto, St. Louis, Carleton, &c.	2100		200	2000	880	4700	3300
12	Buctouche and vicinity.	50			300			2200
13	Cocagne and vicinity.	50			100			2600
	Totals.	2200		200	2400	880	4700	8100
	<i>Westmorland County.</i>							
14	Shediac, Moncton and Salisbury.	50			40			14000
15	Botsford.				200			8000
16	Sackville and Westmorland.							1500
17	Dorchester.							2200
	Totals.	50			240			25700
18	<i>Albert County.</i>	40						9500
	Grand totals.	84540	250	2700	8800	6480	103700	115900

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Fish, &c.—New Brunswick—Continued.

AND FISH PRODUCTS.															Number.
Smelts, lbs.	Alewives or Gasparan, brls.	Bas, lbs.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	TOTAL VALUE OF ALL FISH.	
															cts.
226000	.....	.....	15	.....	.....	30000	20000	.....	80	.....	10	50	.....	26,860 00	1
42000	.....	1500	20	.....	20	1000	1500	.....	.....	20	360	400	.....	56,642 00	2
268000	.....	1500	35	.....	20	31000	21500	.....	80	20	370	450	.....	83,502 00	
5000	.....	1500	20	.....	7000	18000	14000	15	300	200	1400	20000	12	115,470 00	3
300000	.....	8000	200	650	2000	25000	150000	420	800	16000	10000	24000	20	542,561 00	4
560000	500	3000	150	100	5000	12000	15000	100	2500	2500	2000	5000	32	191,175 00	5
250000	.....	7000	100	60	2000	5000	15000	250	600	9000	11000	10000	24	340,550 00	6
1115000	500	19500	470	810	16000	60000	194000	785	4200	27700	24400	59000	88	1,189,756 00	
960000	150	5000	125	1250	350	10000	200000	.....	.....	200	700	1500	20	135,025 00	7
650000	500	4000	150	3000	250	20000	150000	.....	500	.....	4000	7000	.....	149,935 00	8
1660000	400	1400	35	1200	.....	30000	1000000	.....	.....	.....	20	200	.....	150,050 00	9
.....	1150	55000	460	.....	.....	.....	20000	.....	.....	.....	.....	.....	.....	49,400 00	10
3270000	2200	65400	770	5450	600	60000	1370000	.....	500	200	4720	8700	20	484,410 00	
1113000	1440	18100	850	860	450	35000	50000	20	250	750	2650	13500	16	261,695 00	11
600000	2000	500	150	2200	10000	.....	80000	.....	1200	200	5500	12000	.....	178,600 00	12
250000	400	2000	150	1800	6000	5000	50000	.....	500	50	1850	10000	.....	86,015 00	13
1963000	3840	20600	1150	4860	16450	40000	180000	20	1950	1000	10000	35500	16	526,310 00	
610000	400	3000	150	1000	1500	.....	20000	.....	800	.....	18000	46000	.....	320,295 00	14
360000	200	1000	100	200	2000	.....	10000	.....	.....	.....	30000	20000	.....	287,090 00	15
160000	150	2500	75	150	1000	.....	10000	1000	.....	.....	5000	5000	.....	149,170 00	16
.....	.....	.....	50	.....	.....	.....	3000	.....	100	100	.....	.....	.....	12,090 00	17
1130000	750	6500	375	1350	4500	.....	43000	1000	900	100	53000	71000	.....	768,645 00	
2500	.....	500	40	.....	10	.....	20000	.....	40	40	.....	.....	.....	4,867 00	18
7748500	7290	114000	2840	12470	37580	191000	1828500	1805	7670	29060	92490	174650	124	3,057,490 00	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, New Brunswick, for the Year 1903.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ ct.s	\$
Salmon, fresh. Lbs.	952,900	0 20	190,580
" preserved in cans. "	4,900	0 15	735
" smoked. "	5,800	0 20	1,160
Herring, salted. Brls.	150,020	4 50	675,090
" fresh. Lbs.	2,663,000	0 01	26,630
" smoked. "	7,743,400	0 02	154,868
Mackerel. Brls.	440	15 00	6,600
" fresh. Lbs.	483,000	0 12	57,960
Lobsters preserved. Cans.	2,036,812	0 25	509,203
" in shell. Cwt.	8,055	6 00	48,330
Cod. Brls.	84,540	4 50	380,430
" tongues and sounds. Brls.	250	10 00	2,500
Haddock. Cwt.	2,700	3 00	8,100
Hake. "	8,800	2 25	19,800
" sounds. Lbs.	6,480	0 50	3,240
Halibut. "	193,700	0 10	10,370
Trout. "	115,900	0 10	11,590
Shad. Brls.	3,830	10 00	38,300
Smelts. Lbs.	7,748,500	0 05	387,425
Alewives. Brls.	7,290	4 00	29,160
Bass. Lbs.	114,000	0 10	11,400
Eels. Brls.	2,840	10 00	28,400
Oysters. "	12,470	5 00	62,350
Flounders. Lbs.	191,000	0 03	5,730
Frost fish or tom cod. "	1,828,500	0 03	54,855
Squid. Brls.	1,805	4 00	7,220
Coarse fish. "	7,670	2 00	15,340
Fish oil. Galls.	29,060	0 30	8,718
Fish as bait. Brls.	92,490	1 50	138,735
Fish as manure. "	174,650	0 50	87,325
Seal skins. No	124	1 25	186
Clams. Brls.	37,580	2 00	75,160
Total			3,057,490

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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, 1903.

Material.	Value.	Total.
	£	£
224 fishing vessels (2,627 tons)	99,250	
4,977 " boats	142,740	
708,200 fathoms gill nets	360,640	
2 mackerel trap nets	2,000	
362 trawls	2,190	
117 bass nets	920	
2,181 smelt nets	113,400	
5,380 hand lines	3,860	
194 canneries	103,800	725,000
218,180 lobster traps	199,380	
187 freezers and ice houses	62,600	
361 fish and smoke houses	51,370	
45 piers and wharfs	27,900	
71 tugs and smacks	24,500	
819 smelt shanties	12,470	
		178,840
Total		1,207,020

4-5 EDWARD VII., A. 1905

RECAPITULATION.

RETURN showing the Kinds and Quantities of Fish in the District No. 3, comprising the Counties of King's, Queen's, Sunbury, York, Carleton and Victoria, Province of New Brunswick, for the Year 1903.

Kinds of Fish.	Quantity.	Price.		Value.
		\$	cts.	\$ cts.
Salmon, fresh..... Lbs.	81,440	20	00	16,288 00
Shad, fresh..... "	109,000	05		5,450 00
" salted..... Brls.	830	10	00	8,300 00
Trout..... Lbs.	95,700	10		9,570 00
Pickarel..... "	117,900	07		8,253 00
Herring, salted..... Brls.	300	4	50	1,350 00
" fresh and smoked..... Lbs.	30,000	02		600 00
Alewives, salted..... Brls.	2,300	3	00	6,900 00
" fresh and smoked..... Lbs.	38,500	02		770 00
Whitefish..... "	9,700	15		1,455 00
Bass..... "	500	08		40 00
Eels..... Brls.	70	10	00	700 00
Sturgeon..... Lbs.	6,000	08		480 00
Coarse and mixed fish..... Brls.	450	2	00	900 00
Caviare..... Lbs.	475	90		428 00
Total value of fish for 1903.....				61,484 00
" " 1902.....				57,204 00
Increase for 1903....				4,280 00

NOTE.—For the quantities of fish by counties, see p. 123.

RECAPITULATION

Of the Number of Fishermen, Tonnage and Value of Vessels, Boats, Nets and other Materials in the Fishing Industry in District No. 3, Province of New Brunswick, for the Year 1903.

Materials.	Value.	Totals.
	\$ cts.	\$ cts.
2 vessels (80 tons) { 1,278 men employed. }	700 00	
732 boats and canoes.....	10,144 00	
1833 gill nets, 54,080 fathoms.....	24,620 00	
1635 rods and lines.....	4,450 00	
50 eel traps.....	50 00	39,964 00
168 cottages, smoke and ice houses.....	11,600 00	11,600 00
Total value of material for 1903.....		51,564 00
" " 1902.....		56,585 00
Decrease for 1903....		5,021 00

NOTE.—For details by localities see recapitulation, p. 121.

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RECAPITULATION showing the Number, Tonnage and Value of Vessels, Boats, Nets and of all Fishing Materials and other Fixtures used in the Fishing Industry of the Province of New Brunswick, for the Year 1903.

FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.															
Vessels.					Boats.					Gill Nets.					Seines.			Trap Nets.		Trawls.		Weirs.			
Number.	Tonnage.	Value.	Men.		Number.	Value.	Men.		Number.	Fathoms.	Value.	%	Number.	Fathoms.	Value.	%	Number.	Value.	%	Number.	Value.	%	Number.	Value.	%
District No. 1.																									
1 Charlotte	114	1902	49350	354	1370	48975	1197		914	22142	8189			481	12978	29940		605	5251		409	206500		1	
2 St. John	12	228	4675	53	309	14474	470		1548	146502	18707			30	2787	4167		219	1117		48	11026		2	
District No. 2.																									
3 Albert					6	290	8		10	1500	700												3		
4 Westmorland					1065	29800	1760		1810	68000	26500												4		
5 Kent					1141	33940	1730		8500	178300	38940							40	800				5		
6 Northumberland	5	63	2150	16	740	29700	4050		2195	180000	153000												6		
7 Gloucester	217	2527	95600	763	1705	53500	3350		9550	252500	117500							322	1390				7		
8 Restigouche	2	37	1500	8	320	4000	405		163	27620	24000												8		
District No. 3.																									
9 Victoria					140	1550	190		6	100	60												9		
10 Carleton					45	450	100		35	1650	280												10		
11 York					163	1956	350		300	10500	4500												11		
12 Sunbury	1	40	400	4	60	1000	100		300	10370	3600												12		
13 Queen's	1	40	300	2	224	2688	332		692	17650	6180												13		
14 King's					100	2500	200		500	15000	10000												14		
Totals	352	4837	153975	1200	7388	216333	11242		26523	924844	412156			511	15765	34107		22000	1186	8358		457	217526		

RECAPITULATION showing the Number, Tonnage and Value of Vessels, Boats and other Fishing Materials, &c.,
New Brunswick—Continued.

Number.	FISHING GEAR OR MATERIALS— <i>Con.</i>		LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.											
	Smelt Nets.	Hand Lines.	Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers and Snacks.				
			Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.					
														%	%	%	%	%
<i>District No. 1.</i>																		
1	Charlotte	201	160	1073	1034	5	12500	17179	15404	75	6	1900	730	131800	222	66080	38	14675
2	St. John			125	90			5690	4753		4	2100	100	9830	82	7300	3	600
<i>District No. 2.</i>																		
3	Albert	256	10500	250	90	78	18000	63500	59400	1670	65	1300	1	14700	11	2600	2	2000
4	Westmorland	662	26700	810	360	40	14200	38000	34600	820	18	8700	30	3400	15	2000	3	8000
5	Kent	790	56200	170	250	13	14000	15000	13000	380	44	19400	114	12500	1	10000	18	6000
6	Northumberland	322	11500	4100	3150	61	56000	94000	88000	1885	53	18200	124	19950	14	13100	44	4500
7	Gloucester	151	8500	50	10	2	1600	4680	4380	61	7	15000	2	800	1	200	4	4000
8	Restigouche																	
<i>District No. 3.</i>																		
9	Victoria			385	1150								12	3300				9
10	Carleton			300	600													10
11	York			400	1600								31	4150				11
12	Sunbury			100	200								20	400				12
13	Queen's			250	500								70	1750				13
14	King's			200	400								35	2000				14
Totals		2201	113560	8813	9434	199	116300	240449	219537	4891	197	66600	1359	204610	349	101880	112	39775

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RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products, &c.—New Brunswick—Continued.

1000

+ Over half a million lbs. of fresh cod.

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products, &c.—New Brunswick—Concluded.

Number.	COUNTIES.	KINDS OF FISH.										FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.				
		TROUT, lbs.	SHAD, brls.	SMELTS, lbs.	ALWIVES OR GASPEREAU, brls.	BASS, lbs.	PICKEREL, lbs.	EELS, brls.	SARDINES, brls.	OYSTERS, brls.	CLAMS, brls.	FLONDERS, lbs.	TOM COD OR FROST FISH, lbs.	SQUID, brls.			COARSE AND MIXED FISH, brls.	FISH AS BAIT, brls.	FISH AS MANURE, brls.	SEAL SKINS, number.
<i>District No. 1.</i>																				
1	Charlotte	7000	60	6200	25				140050		7955		10000	878		17300	7110	3380	817,850 50	1
2	St. John		800	500	8600			70	39950							25850	4650	1000	219,975 50	2
<i>District No. 2.</i>																				
3	Albert	9500	110	2500		500		40		1350	10		20000		40				4,807 00	3
4	Westmorland	25700	130	1130000	750	6500		375		4860	4500		43000	1000	900	100	53000	71000	768,645 00	4
5	Kent	8100	130	1963000	3840	20000		1150		5450	600	40000	180000	20	1950	1000	10000	35500	526,310 00	5
6	Northumberland	37100	2200	3270000	2200	65400		770		5450	600	60000	1370000		500	200	4720	87600	484,410 00	6
7	Gloucester	26000	50	1115000	500	19500		470		810	16000	60000	194000	785	4200	27700	24400	59000	1,189,756 00	7
8	Restigouche	9500		208000		1500		35			20	31000	21500		80	20	370	450	83,502 00	8
<i>District No. 3.</i>																				
9	Victoria	20700																	4,980 00	9
10	Carleton	10000	25					10											4,150 00	10
11	York	33000	150		100		35000	10											16,038 00	11
12	Sunbury	2000	65		1200		36000	20											7,906 00	12
13	Queen's	5000	230		900		31500	10											13,317 00	13
14	King's	25000	*300		100	500	15000	20											15,093 00	14
Totals		218600	5580	7755200	18215	111800	117900	2980	180000	12470	45535	191000	1838500	2183	8120	49300	104550	179030	124	.....
Values		\$ 21860	61250	387760	71330	11410	3253	29800	360000	62350	83115	3730	55155	\$732	16240	11790	156825	89535	186	4,186 800

* There is over 100,000 lbs. of fresh shad, see p. 120. † Add nearly 3 million cans of sardines, \$147,575.

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RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of New Brunswick,
for the Year 1903.

Kinds of Fish.		Quantity.	Rate.	Value.	Total.
			§ cts.	§ cts.	§ cts.
Salmon, fresh.....	Lbs.	1,289,840	0 20	257,968 00	259,863 00
" smoked.....	"	5,800	0 20	1,160 00	
" canned.....	"	4,900	0 15	735 00	
Herring, salted.....	Brls.	159,513	4 50	717,808 50	969,616 50
" fresh or frozen.....	Lbs.	3,983,000	0 01	39,830 00	
" smoked.....	"	9,712,400	0 02	194,248 00	
" kippered.....	Cans.	177,300	0 10	17,730 00	
Mackerel, salted.....	Brls.	440	15 00	6,600 00	64,560 00
" fresh.....	Lbs.	483,000	0 12	57,960 00	
Lobsters, preserved.....	Cans.	2,136,612	0 25	534,153 00	677,383 00
" alive or fresh.....	Cwt.	17,545		143,230 00	
Cod, dried.....	Cwt.	89,555	4 50	402,997 50	425,677 50
" fresh.....	Lbs.	504,500	0 04	20,180 00	
" tongues &c.....	Brls.	250	10 00	2,500 00	
Haddock, dried.....	Cwt.	3,681	3 00	11,043 00	
" fresh.....	Lbs.	1,459,000	0 03	43,770 00	63,267 00
" (finnan haddies).....	"	140,900	0 06	8,454 00	
Hake, dried.....	Cwt.	18,690	2 25	42,052 50	51,020 00
" sounds.....	Lbs.	17,935	0 50	8,967 50	
Pollock.....	Cwt.	20,814	2 00	41,628 00	41,628 00
Halibut.....	Lbs.	127,600	0 10	12,760 00	12,760 00
Trout.....	"	218,600	0 10	21,860 00	21,860 00
Shad, fresh.....	"	109,000	0 05	5,450 00	61,250 00
" salted.....	Brls.	5,580	10 00	55,800 00	
Alewives, salted.....	"	18,215		70,560 00	71,330 00
" smoked.....	Lbs.	38,500	0 02	770 00	
Eels.....	Brls.	2,980	10 00	29,800 00	29,800 00
Smelts.....	Lbs.	7,755,200	0 05	387,760 00	387,760 00
Bass.....	"	114,500	0 10	11,440 00	11,440 00
Whitefish.....	"	9,700	0 15	1,455 00	1,455 00
Pickarel.....	"	117,900	0 07	8,253 00	8,253 00
Sturgeon.....	"	6,000	0 08	480 00	908 00
" caviare.....	"	475		428 00	
Flounders.....	"	191,000	0 03	5,730 00	5,730 00
Tom cod.....	"	1,838,500	0 03	55,155 00	55,155 00
Sardines.....	Brls.	180,000	2 00	360,000 00	507,575 00
" canned.....	Cans.	2,951,500	0 05	147,575 00	
Squid.....	Brls.	2,183	4 00	8,732 00	8,732 00
Oysters.....	"	12,470	5 00	62,350 00	62,350 00
Clams.....	"	45,535		83,115 00	104,405 00
" canned.....	Cans.	212,900	0 10	21,290 00	
Scollops.....	"			2,430 00	2,430 00
Coarse and mixed fish.....	Brls.	8,120		16,240 00	16,240 00
Fish as bait.....	"	104,550	1 50	156,825 00	156,825 00
" manure.....	"	179,030	0 50	89,515 00	89,515 00
" oil.....	Galls.	49,300	0 30	14,790 00	14,790 00
Seals.....	No.	134	1 25	186 00	186 00
Dulse.....	Lbs.	50,000		3,036 00	3,036 00
Total for 1903.....					4,186,800 00
" 1902.....					3,912,514 20
Increase.....					274,285 80

RECAPITULATION

OF the material used in the Fishing Industry of the whole of **New Brunswick**,
for the Year 1903.

Articles.	Value.	Total.
	\$	\$
352 Fishing vessels (4,837 tons).....	153,975	
7,388 " boats.....	216,333	
		370,308
924,844 Fathoms of gill nets	412,156	
15,765 " seines.....	34,107	
2,201 Smelt nets.....	113,560	
117 Bass nets.....	920	
2 Trap nets.....	2,000	
457 Weirs.....	217,526	
50 Eel traps.....	50	
1,186 Trawls.....	8,558	
8,813 Hand lines.....	9,434	
		798,311
199 Lobster canneries	116,300	
240,449 " traps	219,537	
		335,837
197 Freezers and ice houses.....	66,600	
1,359 Fish and smoke houses.....	204,610	
819 Smelt shanties	12,470	
349 Fishing piers and wharfs.....	101,880	
112 Fishing tugs and smacks.....	39,775	
5 Sardine canneries.....	41,000	
16 Clam canneries.....	600	
7 Fish curing establishments	10,000	
25 Fish presses.....	3,000	
1 Fish guano factory.....	5,000	
154 Weir scow's.....	8,000	
90 Pile divers.....	8,000	
		500,935
Total.....		2,005,391

Statement of the number of men engaged in the Fishing Industry of New Brunswick.

Number of men in vessels.....	1,200
" " boats.....	11,242
" persons in lobster canneries.....	4,891
Total.....	17,333

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APPENDIX No. 5

PRINCE EDWARD ISLAND.

REPORT BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, P. E. ISLAND, January 2, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the Fisheries of the province of Prince Edward Island, together with the tabulated returns showing the value and catch of fish for the season of 1903 and synopses of the officers' reports.

The following shows the aggregate values for the last three years:—

1901.....	\$1,050,648
1902.....	887,024
1903.....	1,099,510

Mackerel.

I am pleased to report a large increase over last season's catch. Netting commenced about July 10, with good results and fishermen had fair hooking during the latter part of that month.

The August fish were large and in good quality and good prices were obtained.

Oysters.

I have to report a decrease in the quantity of oysters taken and would again call your attention to the recommendation contained in last year's report in reference to increasing the size limit.

Owing to the high prices obtained, fishermen and shippers are well satisfied with the season's results.

Lobsters.

The ice having left our coast, fishing commenced in April and the catch for the season showed a great improvement in quality and quantity, the pack being larger by three hundred thousand pounds.

This is a convincing proof of the wisdom of protecting this branch of the fisheries and an encouragement towards the continuance of the protection. The fishermen are of opinion that the lobster hatchery at Pictou has helped to keep up the supply of fish and are looking forward to a further increase when the hatchery at Block House Point is in operation.

Herring.

This fish struck in the last week of April and an abundance was taken to be used for lobsters and mackerel bait, for which purpose, principally, the herring are fished.

Cod.

I have to report a large shortage in cod chifley due to the apathy of the fishermen and to the increase of dogfish which infest our coast and cause a great deal of annoyance and loss to those engaged in this branch of the industry. I would suggest that a bounty be offered to the fishermen as an inducement to exterminate, by determined and extensive fishing, these pests of the sea.

Hake.

This fishing also suffered largely from the same cause as the codfishing.

Smelts.

I am pleased to report a large increase in the catch. Prices were good and fishermen reaped the richest harvest that they have had for the last few years. Gill nets were more largely used and a better quality of fish was taken.

Trout.

These fish are of little commercial value to this province but there were sufficient with us to make it interesting for sportsmen.

Overseer J. Davison, of Prince County, reports a decrease in the catch of herring. Mackerel were more plentiful but were taken principally with nets. Lobsters increased in size and were of better quality. The cod and hake fishing was much below last season's catch owing, chiefly, to the quantity of dogfish and the unusually rough weather. Smelts were more plentiful and of good quality. There was a shortage in oysters.

Overseer McCormack, of King's County, reports that herring struck in about April 30, in small quantities. Between the 1st and 15th May fair catches were made and fishermen secured enough for bait; good catches of fall herring were made which found ready sale at remunerative prices.

The cod fishing commenced about May 1. The fish were very large and fishermen looked forward to a good season's catch but about July 1, dogfish made their appearance on the coast in large numbers and practically put an end to the fishing. The shortage in hake was due to the same cause.

Mackerel, you will be pleased to learn, show a large increase. Some few barrels were taken in the spring with nets; hooking commenced the last week in July and continued through August and September north and south of East Point. Very few were taken at Souris or Georgetown with hooks by the fishermen in boats.

Lobsters show an increase over last year of 144,000 pounds.

There were about three thousand additional traps in use.

Fishermen and packers are well pleased with the results of the season's work.

I have the honour to be, sir,

Your obedient servant,

J. A. MATHESON,
Inspector of Fisheries.

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RETURN showing the Number and Value of Vessels, Quantities of Fish and Fish Products, &c.—Prince Edward Island—*Concluded.*

Number.	DISTRICTS.	KINDS OF FISH.													TOTAL VALUE IN ALL FISH.	Number.
		Smelts, lbs.	Alwives or gaspereau, brls.	Eels, brls.	Caplin, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	Clams, preserved in cans.		
King's County.																
1	Souris and Red Point.....	1000	.....	10	250	.....	500	50	100	1000	600	.....	20	.....	1	30,831 00
2	Bay Fortune.....	2000	.....	5	.....	10	.....	20	25	50	250	.....	5	.....	2	13,102 00
3	Annandale	2500	.....	5	.....	.....	1000	25	100	125	1200	.....	10	.....	3	37,709 50
4	Georgetown.....	10000	50	150	.....	.....	2000	40	100	350	1400	100	30	25	4	45,775 50
5	Murray Harbour North.....	1000	15	5	20	.....	.....	20	50	200	2600	.....	10	150	5	50,660 50
6	" " South.....	1500	.....	10	.....	.....	1000	30	100	1000	1500	.....	.....	250	6	50,660 50
7	North and St. Peters.....	4000	50	50	.....	.....	.....	.....	50	450	1600	.....	.....	.....	7	34,629 25
8	Naufrage.....	1000	20	5	10	.....	.....	.....	100	80	800	.....	.....	.....	8	47,786 00
9	North Lake.....	.....	50	.....	15	.....	500	.....	50	100	500	.....	.....	.....	9	19,097 00
10	East Lake.....	.....	.....	10	20	.....	500	.....	100	400	600	.....	.....	.....	10	24,622 50
	Totals.....	23000	185	250	315	10	5500	185	835	3755	11050	100	75	425		23,520 00
	Values.....	1150	740	2500	1102	50	165	740	1670	1126	16575	50	300	2125		327,733 25

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Queen's, Province of Prince Edward Island, for the Year 1903.

Number.	Fishing Districts.	Kinds of Fish.														Fish Products.				Total Value of All Fish.	Number.		
		Herring, salted, brls.	Herring, fresh, brls.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Trout, lbs.	Smelts, lbs.	Alwives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Flounders, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.
<i>Queen's County.</i>																							
1	Tracadie,	600	20000	20000	300	117312	100	1575	35	90000	50	1000	90000	500	150	3025	2000	25	800	1500	500	20	76,370 50
2	New London,	400	.....	8000	645	54240	.....	650	10	20000	150	1200	8000	80	50	100	.....	10	100	900	80	.....	33,350 00
3	Point Prim,	127	.....	.....	.....	102432	.....	70	.....	.....	.....	500	10000	.....	100	550	.....	.....	.....	1600	400	.....	33,394 50
4	Rustico,	4000	.....	5000	500	92064	75	4000	150	.....	.....	1000	20000	.....	250	.....	.....	50	200	650	200	20	74,056 00
5	Wheatley River, .....	.....	.....	.....	.....	.....	.....	1000	10	.....	.....	700	10000	.....	.....	150	.....	.....	.....	.....	.....	.....	5,170 00
6	Pownal, .....	.....	.....	.....	.....	24000	.....	.....	.....	.....	.....	.....	5000	.....	.....	.....	.....	.....	.....	500	400	.....	7,950 00
7	Charlottetown, .....	.....	10000	.....	.....	.....	85	.....	.....	.....	.....	.....	25000	.....	.....	.....	.....	.....	.....	600	300	.....	1,945 00
8	Crapaud, .....	.....	.....	.....	.....	42480	.....	.....	.....	.....	.....	.....	30000	.....	25	.....	.....	.....	.....	800	400	10	13,420 00
9	Lot 65,	4000	.....	.....	.....	125424	25	.....	.....	.....	.....	1000	60000	.....	15	1150	.....	.....	.....	.....	.....	.....	59,931 00
10	Bays and Rivers,	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5000	40000	200	150	.....	.....	.....	.....	.....	.....	.....	49,840 00
Totals,		19127	30000	33000	1445	557952	285	7295	265	110000	200	10400	298000	780	750	4975	2000	85	1100	6550	2280	50	.....
Values,		86071	300	3960	21675	139488	1995	32828	2050	3300	600	1040	14900	3120	7500	24875	60	170	330	9825	1140	200	355,427 00

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RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Province of Prince Edward

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR					
		Vessels.			Boats.			Gill Nets.		Seines.		Trap Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Prince County.</i>			\$			\$				\$		\$
1	Tignish.....					48	2800	128	30	600	300		1 1000
2	Alberton.....	5	120	2100	33	21	825	60	230	4600	1990	2	300 200
3	Lot 11.....					24	755	31	46	830	176		
4	Narrows.....					25	1000	50	150	3000	500		
5	Grand Rivers.....					25	400	40	14	280	140		
6	Richmond Bay.....	1	10	350	4	70	1300	120	150	2250	600		
7	Summerside.....					20	400	20	5	100	50		
8	Travellers Rest.....					90	1300	160	25	500	125		
9	Carleton.....					24	1370	48	45	900	360		
10	Tryon.....					36	3270	72	78	2865	780		
11	Malpeque.....	2	32	700	8	100	3700	240	20	400	100		
12	Egmont Bay.....					100	3820	210	246	4229	950		
13	Brae and West Point.....					11	330	25	30	600	135		
14	Munnigash.....	1	12	300	4	38	1500	75	160	3525	963		
15	Nail Pond.....					41	1880	79	40	910	470	2	400 900
16	Skimmers Pond.....					43	840	51	60	1400	367		
17	Brae and Higgins wharf.....					6	400	12	7	140	28		
18	Bideford and Frost River.....					8	170	13					
19	Rivers Lot 5 and 6.....					18	164	30	8	160	36		
20	Wellington.....					15	140	15	2	40	20		
	Totals.....	9	174		49	763		1479	1346	27329		4 700	1
	Values.....	\$		3450			26364			8090		1100	1000

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Quantity and Value of all Fishing Materials, &c., in the County of **Prince, Island**, for the Year 1903.

OR MATERIALS.						LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.							
Trawls		Smelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.			
Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.		
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£			
2	20	3	45	75	50	6	5000	8400	4200	135	1	200				1		
...	...	25	500	200	100	8	3275	5575	3225	49	1	1000				2		
...	...	13	425	...	...	4	1400	4400	1950	22						3
1	20	8	300	125	55	5	700	5000	4000	100					1	1000		
...	...	2	70	...	...	3	160	850	690	14						4
...	...			10	4											5		
...	...	10	200	...	...			100	50							6
...	...	8	160	10	10								1	25		7		
...	...	6	120	...	...	6	3250	5450	2250	26						8
...	...	7	92	...	...	9	4500	9850	8400	92						9
...	...	13	325	45	25	3	2000	2000	2000	12						10		
...	...					22	6400	25015	17045	185					1	10000		
...	...	2	40	20	9	3	900	2080	700	35						11		
...	...	3	45	84	42	5	1656	5820	3045	54	1	700				12		
34	444			50	25	5	4300	7400	7500	110	1	1500	12	3000		13		
...	...			20	10	4	4900	7300	5200	82	1	40				14		
9	125					1	300	1500	800	12					2	2000		
...	...	12	360	...	...	1	50	1400	975	8					1	1000
...	...	1	30	12	12										1	500		
...	...	2	35	8	4	1	50	1600	500	8						20		
46	...	115	...	659	...	86	..	93740	...	944	5	...	16	...	7	...		
...	609	...	2747	...	346	...	36341	...	62530	...	...	3440	...	3150	...	28500

RETURN showing the Kinds and Quantities of Fish and Fish Products in the

Number.	DISTRICTS.	KINDS OF FISH									
		Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Flake, dried, cwt.
	<i>Prince County.</i>										
1	Tignish	500	2000		300	88260		500		100	200
2	Alberton	400	5000		600	50880		400			200
3	Lot 11	150		1200		28064		52			
4	Narrows	100			40	39000		650			
5	Grand River	350				6432		40			
6	Richmond Bay	400	2000		70		25	100			
7	Summerside	40	1000				90				
8	Travellers Rest	30	4000					40			
9	Carleton		2000			36576					
10	Tryon	200				108844					
11	Malpeque	100	5000		100	14180		800			
12	Egmont Bay	500				250391					
13	Brae and West Point	140				10160					
14	Miminigash	583			256	53328		1184			560
15	Nail Pond	560		200	140	42957		1030	2600		100
16	Skinners Pond	200			65	96332		700			200
17	Brae and Higgins wharf					31920					
18	Bedeque and Trout River	30				4800					
19	Rivers of Lot 5 and 6	84	1000					80			
20	Wellington	40				12000		20			
	Totals	4347	22000	1400	1571	874424	115	5596	2600	100	1260
	Values \$	19561	220	168	23565	218606	805	25182	78	300	2835

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County of Prince, Province of Prince Edward Island, for the Year 1903.

AND FISH PRODUCTS.

Hake, sounds, lbs.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or Caspereau, brls.	Eels, brls.	Oysters, brls.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams in shell, brls.	TOTAL VALUE OF ALL FISH.	Number.
												% cts.	
500			5000					500	1875			35,297 50	1
200			78380					100	1600			32,269 00	2
			36900					10	1000			11,417 00	3
	250		100000		15	1800		100	1900		1000	32,780 00	4
			4000			950			150			8,538 00	5
			35000		4	2800		30	300			19,744 00	6
			30000		10	250			50			3,745 00	7
			36000		18	3150		25				18,092 50	8
			18000		10	200			900			12,514 00	9
			15900						1533			31,205 50	10
			20000			2250		200	400			22,130 00	11
									5480			73,067 75	12
									580			4,040 00	13
1159		840	9560		7		11	857	1000			29,396 10	14
250								360	2000	200		23,384 25	15
70								150	850			30,913 00	16
			22000	14	5	298			400		700	12,676 00	17
			3000		60	910			100			6,785 00	18
			2000		8	340		5				2,629 50	19
			4000		25	400		20				6,726 00	20
2179	250	840	419740	14	162	13348	11	2356	20118	200	1700		
1089	25	84	20987	56	1620	66740	44	707	30477	100	3400	416,350 10	

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the Province of Prince Edward Island, for the Year 1903.

COUNTY.	KINDS OF FISH.													Total value of all Fish.	Number.		
	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	LoBSTERS, preserved in cans, lbs.	LoBSTERS, fresh, in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.			Hake, sounds, lbs.	Halibut, lbs.
1 King's.....	3500	1286	552000	140000	8700	1610	963024	.....	4850	65	7700	575	2425	4850	1700	12000	1
2 Queen's.....	.....	19127	30000	.....	33000	1445	557352	285	7255	205	110000	200	.....	.....	.....	10400	2
3 Prince.....	.....	4347	22000	...	1400	1571	874424	115	5596	.....	2000	100	1260	2179	250	840	3
Totals.....	3500	24760	614000	140000	43100	4626	2235400	400	17741	270	120300	875	3685	7029	1950	23240	

COUNTY.	KINDS OF FISH.													Total value of all Fish.	Number.	
	Smelts, lbs.	Alewives or Gas- pereau, brls.	Eels, brls.	Caplin, brls.	Oysters, brls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.			Clams, preserved in cans.
1 King's.....	23000	185	250	315	10	.....	550	185	835	3755	11050	100	71	425	327,733	25
2 Queen's.....	298000	780	750	.....	4975	2000	.....	.....	85	1100	6550	2280	50	.....	355,427	00
3 Prince.....	419740	14	162	.....	13348	.....	.....	11	.....	2357	20118	200	1700	.....	416,350	10
Totals.....	740740	979	1162	315	18333	2000	550	196	920	7212	37718	2580	1825	425	1,099,510	35

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RECAPITULATION

SHOWING Yield and Value of the different Fisheries of the Province of Prince
Edward Island during the Year 1903.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon, fresh.....Lbs.	3,500	0 20	700 00
Herring, salted.....Brls.	24,760	4 50	111,420 00
" fresh.....Lbs.	604,000	0 01	6,040 00
" smoked....."	140,000	0 02	2,800 00
Mackerel, fresh....."	43,100	0 12	5,172 00
" salted.....Brls.	4,626	15 00	69,390 00
Lobsters, preserved in cans.....Lbs.	2,335,400	0 25	583,850 00
" fresh in shell.....Cwt.	400	7 00	2,800 00
Cod, dried....."	17,741	4 50	79,834 50
" tongues and sounds.....Brls.	270	10 00	2,700 00
Haddock, fresh.....Lbs.	120,300	0 03	3,609 00
" dried.....Cwt.	875	3 00	2,625 00
Hake, dried....."	3,685	2 25	8,291 25
" sounds.....Lbs.	7,029	0 50	3,514 50
Halibut....."	1,950	0 10	195 00
Trout....."	23,240	0 10	2,324 00
Smelts....."	740,740	0 05	37,037 00
Alewives.....Brls.	979	4 00	3,916 00
Eels....."	1,162	10 60	11,620 00
Caplin....."	315	3 50	1,102 50
Oysters....."	18,333	5 00	91,665 00
Flounders.....Lbs.	2,000	0 03	60 00
Tom cod or frost fish....."	5,500	3 00	165 00
Squid.....Brls.	196	4 00	784 00
Coarse and mixed fish....."	920	2 00	1,840 00
Fish oil.....Galls.	7,212	0 30	2,163 60
Fish as bait.....Brls.	37,718	1 50	56,577 00
Fish as manure....."	2,580	0 50	1,290 00
Clams, salted....."	125	4 00	500 00
" in shell....."	1,700	2 00	3,400 00
" in cases.....Case.	425	5 00	2,125 00
Total.....			1,099,510 35

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RECAPITULATION

SHOWING the number and Values of Vessels, Boats, Nets, Lobster Canneries, Traps, &c., used in the fisheries of the Province of Prince Edward Island and number of fishermen employed, season 1903.

Articles.	Value.	Total.
	\$	\$
41 fishing vessels (839 tons)	17,350	
2,013 " boats	53,424	
4,231 grill nets (81,154 fathoms)	26,885	
11 seines (2,225 fathoms)	1,750	
231 trap nets	2,980	
362 trawls	3,269	
385 dip nets	335	
208 smelt nets	4,297	
3,217 hand lines	2,271	
		112,561
190 lobster canneries	143,291	
253,195 " traps	160,030	
		303,321
1 freezers and ice houses	6,640	
179 smoke and fish houses	6,910	
52 piers and wharfs	31,160	
17 steamers and smacks	4,200	
		48,910
Total		464,792

Number of persons employed in the fisheries of Prince Edward Island :—

Men in fishing vessels	202
" " boats	3,754
Persons in lobster canneries	2,612
Total	6,568

APPENDIX No. 6.

PROVINCE OF QUEBEC.

REPORT ON THE GULF OF ST. LAWRENCE DISTRICT, INSPECTOR W
WAKEHAM, M.D., GASPÉ BASIN.

SOUTH SHORE DISTRICT, INSPECTOR N. LAVOIE, M.D., L'ISLET.

INLAND DISTRICT, INSPECTOR A. H. BELLIVEAU, OTTAWA.

GASPÉ, March 10, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR, I have the honour to submit the statistical report of the fisheries of the Gulf division for the season of 1903. In my advance report, for the season, to be published with your report for 1902, I had foretold a decrease as compared with 1902, and the complete returns show that there was a decrease in the two principal fisheries—cod and herring—but the material increase in the salmon, and lobster fisheries, together with the fact that we have advanced the price allowed for cod from \$4 per cwt. to \$4.50, and for canned lobsters from 20 to 25 cents per pound can, gives us for 1903 a total value of \$1,994,806.90, being an increase over 1902 of \$175,896.

The season of 1903 was an unusually rough one, strong easterly winds prevailed all spring, and up to the month of August. At all exposed points this condition very much handicapped both the salmon net fishermen, and those who fished for cod in boats. This was particularly the case on the coast of Gaspé.

That most abominable pest the dogfish, which we have had with us, for the past five seasons was also a cause of great worry and annoyance, and of considerable loss, especially to those fishing for cod and herring. I do not for an instant wish to say that the presence of these dogfish is not a cause of loss to our fishermen—they destroy a great amount of gear—tearing up the herring, and mackerel nets, and cutting off the snoods on both trawls, and hand lines—they prey on, harass, and worry all kinds of fish—they must consume an enormous amount of bait, and by tearing the bait off the hooks they cause fishermen to lose a great deal of time, and use a much larger quantity of bait; but I must say speaking for the Gulf division that they have not caused us any such serious loss as they seem to have in other places judging by the outcry against them. Our statistical returns show this very clearly.

They have always existed, and have always been a cause of annoyance, and loss to the fish in the warmer waters to the south of us on both sides of the Atlantic, and their present northern movement is not confined to our coasts—for I see that the fishermen of the Orkney islands, who have not usually been bothered by them are making the same complaints as we are about them. They have not yet extended to the Labrador though on the Little North Shore, west of Moisie, they were quite numerous, and it is on this part of the coast that a company has been licensed to capture them, for the manufacture of oil, and fish guano with the view of encouraging their capture, and utilization, your department has accorded a bounty to this company, we will therefore soon know whether it is practicable to capture them in sufficiently large numbers to

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make the venture profitable. I do not think that this can be done without the payment of a considerable bounty.

They have never been regular inhabitants of our Gulf waters and I am inclined to think that they will, some of these days, disappear as suddenly as they came. Their appearance here is most probably due to a lack of food further south. They were this season most abundant, and troublesome about the Magdalen islands, and in the Baie Chaleur, we would naturally expect to find them at these points, where the water is shoaler and warmer than in other parts of the gulf. The returns from the Magdalen islands show that the fishing was quite an average one, while the two fishing stations showing the best returns for the main land, on the south shore, are Newport and Grand river. The boats from these stations fish off Miscou in the Baie Chaleur, the fishermen complained bitterly of the annoyance, and loss caused by these dogfish, but all the same, they made unusually good hauls of fish.

Could any means be discovered of capturing these pests in large numbers, a profitable industry could no doubt be developed, by expressing their oil, and preparing their flesh, &c., as a fish guano—especially if the industry were backed by a substantial government subsidy. So far, however, no wholesale method for their capture has been discovered, and I do not see how the thing can be done.

It has been reported that they can be used as a food, and substituted for some of the lower members of the cod family, and some imaginative people with extra strong stomachs, speak of them highly as an article of diet. They are no doubt like all the sharks, scavengers to some extent, in this respect they are, however, no worse than trout, eels or lobsters, but it would I fear, be useless to put them on our fish markets as an article of food—there is a prejudice among the white people against eating *Shark* which it would take some time, and a good deal of educating to overcome.

I note also that their meat has been put up in tins, and sold as canned *Japanese Mackerel*; this is an age of shams and adulterations, particularly as regards food products, and a little more or less may not make much difference, but I suppose one could hardly venture officially to recommend any such artifice. So that I do not expect for some time to see them come into use as an article of food, though they are relished by the southern blacks, and are used to some extent in England, we must for the present be content if we can manage to discover some method for their wholesale capture, and utilization as a fertilizer. Years ago, when fish oil had a greater value, it paid to take them for the oil alone, but this is no longer the case. A great many plans for their capture in large quantities, have been suggested by ingenious people, not all of whom have ever seen them, or known anything of sea fishing, so far I have not seen any plan suggested which seemed to me to be at all feasible.

As I have said a company has been organized in the county of Saguenay with the object of taking these dogfish, and other sharks, expressing the oil and preparing a fertilizer from the residuum. I sincerely hope the venture may be successful.

Bait was never abundant all season, the easterly winds which prevailed, undoubtedly kept the herring and squid off shore, when bait was obtained fish were taken abundantly.

It is proposed for next season, to establish on our Labrador a number of whaling stations, the whales are to be taken by means of small, fast steamers armed with bomb-guns and lances. This method of capturing whales has been successfully carried on for some years in the Archangel sea, and more recently in Newfoundland waters. At first merely the blubber was saved for the manufacture of oil—the carcass and refuse being allowed to go adrift—this was ruinous to the fisheries in the neighbourhood, now, however, by a new process known as the Rissmullen Process, the whole of the carcass is utilized for the manufacture of a valuable fertilizer. As whale are abundant along the whole of our north coast, from Belisle to Saguenay, I expect to see a number of these whaling stations established there, giving employment to considerable capital and many men.

COD.

This fishery began early in May, the returns showed a decreased catch, as compared with previous season. This was due altogether to the bad weather of the spring

and early summer, which kept the supply of fresh bait offshore. No doubt also the presence of the dogfish helped in many places to reduce the catch. On the Lower Labrador where the fishery is carried on inshore in shelter, the catch was good.

I note in recent numbers of *Forest and Stream* (Nov. 28, 1903), a statement which is quite misleading and should be contradicted. 'That the Gulf fisheries are threatened, that some of the fishermen of the Gulf of St. Lawrence are now in a state of alarm and not without good reason, because of the continual diminution of the catch of codfish in their waters. The two principal causes which are believed to have contributed to this result, are the destructive trap nets and steam trawling for cod and herring, &c., &c.'

The statement is wholly and entirely false, cod are as abundant in the Gulf as they ever were. Trap nets are only used for cod on the Labrador, and that for a season of not more than six weeks during the time of the inshore caplin run—while a steam trawler was never seen in the Gulf. Spring herring are used for manure in the Baie Chaleurs. During the year of the reciprocity treaty an immense trade was done with the United States in this lean herring—the fish were roughly salted, being only gibbed, not split—in this way they brought about \$2 a barrel. They were shipped by schooner load to Boston, from there being sent to the Southern States and the West Indies, where they were used by negroes. When the reciprocity treaty was abolished and a duty put on this herring, the trade was instantly killed, as they were only worth at most \$2.50 per barrel and could not stand the duty. For several years the people of the Bay suffered severely from the loss of that trade. They then gradually began to cultivate potatoes, for which they used as manure the same herring that they formerly exported to the United States. They simply changed their market, and they have greatly benefited by the change. Spring herring are to day as abundant at the Magdalen islands, in the Bay Chaleurs, at Anticosti and on the north coast, at all points where we found the fish spawning grounds, as they ever were.

When I first saw herring being used in the county of Bonaventure in large quantities for manure, I was shocked, and almost considered the practice immoral, but on close inquiry on the spot, and studying the history of the fishery, I changed my views. There has been no decrease in the volume of spring herring coming into the gulf, and by using these fish for manure they, the fishermen, have become farmers and have found a local market for the same quantity of fish that they formerly exported foreign, and they have greatly benefited by the change, so that the imposition of this duty by the United States which was intended to be a *curse* has turned out a *blessing*. I do not know where the correspondent of *Forest and Stream* got his information, but the whole article is ridiculous from start to finish, and it is a pity that such random assertions should go abroad. The idea of a petition to the government to 'prohibit steam trawling for cod and herring in the gulf' when no one there ever saw a steam trawler is, to say the least, rather rich.

SALMON.

The returns from the salmon fishery show an increase of about 40,000 pounds. This was altogether due to the increased catch in the estuaries of the large rivers on the north shore. In Gaspé and Bonaventure there was a considerable falling off in the catch, while the sea coast nets on the north shore also did badly. This was clearly and solely due to the rough weather in May, June and July. The fly fishing was generally good.

MACKEREL.

This fishery, which is confined to the Magdalen Islands, shows a slight falling off, which must also be attributed to the unfavourable weather conditions. The prices obtained were high owing to the scarcity of mackerel elsewhere. A few small schools were seen in the neighbourhood of Point des Monts.

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LOBSTERS.

The returns from the canners show an increased pack of nearly 300,000 pounds. This increase occurred entirely at the Magda'en islands or on the mainland. Both on the south and north coasts the pack was about the same. This increase has occurred in spite of the fact that we had fewer canneries in operation, with a great reduction in the number of traps fished. It was everywhere noticed that there was a marked increase in the average size of the lobsters taken.

HERRING.

The catch of spring herring at the Magdalen Islands, Baie Chaleur, Anticosti, and along the north shore was about as usual. No diminution has ever been noticed by our fishermen in the spawning grounds of the gulf. It would be impossible to make any one, not on the spot, and seeing for himself, appreciate the enormous volume of herring that enters the gulf in the spring. Gill nets set out for an hour are often sunk with the weight of herring in them. Seines are landed to the strand with many thousands of barrels at a single haul. The pots of trap nets are filled solid with a shining mass. Over miles, and miles of coast the water is made milk white with the milt of the male fish—while after an on shore-breeze great walls of spawn are rolled ashore through which paths have to be shovelled to reach the water—predacious birds and fishes hover about, and prey on the schools. So far I do not believe that any serious inroad has been made on this enormous volume of herring by all that man has taken. After spawning these great schools back off, and go out to sea. During the summer herring are frequently scarce in shore, and the codfishery suffers for want of bait, while late in the fall fat herring are generally taken close in shore just as the ice is making. Herring were scarce this past summer in shore, this was most likely due to the rough weather, large banking boats which remain out for three or four days, and set their nets for bait for off shore, where they fish, generally managed to secure herring for their trawls.

SMELTS.

There was a slight increase in the smelt fishery over the previous season, and fishermen did well as the prices obtained for them, on the New York market last fall were unusually high.

I beg to append synopses of the reports made to me by some of the local fishery officers.

Geo. Forrest, of Bonaventure, reports that the salmon fishery shows a considerable falling off—this was due to bad weather during the net fishing season. The codfishery was also poor due to want of bait during the summer, and to rough weather in the fall. In some places both spring and fall herring were scarcer than usual. There is also a decrease in the quantity of lobsters packed, owing to the fact that there was one cannery less in operation.

F. X. Chapados, of Gascons, reports that the codfishery was below the average, this was due in part to a scarcity of bait, and partly to the ravages of the dogfish which were abundant between August 15, and the end of September. Fall herring were also scarce in this part of the coast. The returns from the salmon and lobster fishery show an average catch. The regulations were well observed.

W. Langlois, of Gaspé, reports a slight decrease in the net fishery for salmon, as compared with the previous year. The returns for the herring fishery show an improvement over 1902. Codfishing began on May 15, but the catch was small throughout the summer as owing to constant east wind, and fog the boats were unable to venture to the off shore banks where fish, and bait were more abundant than close inshore. The smelt fishery shows an increase as compared with last season.

Louis Létourneau, of Mont Louis, reports a few mackerel as having been taken in the herring nets. Salmon net fishing in the eastern part of his division was poor, owing to constant east wind, and cold weather; in the western part of the division the salmon

catch was good. The first cod was taken on May 19, bait was scarce in the eastern part of the division, and the catch was poor, but in the west, when bait was more abundant, the fishing was fair. East winds, and strong currents greatly militated against the fishery. The partial failure in this fishery was altogether due to the bad weather.

Spring herring were very abundant. Summer herring struck in August, and were abundant, but they were small in size and would not make No. 1. Prices of all kinds of fish were high. Turbot were abundant off shore in 60 fathoms, but as it requires fine weather to carry on this fishery the returns were small.

Napoléon Comeau, of Godbout, reports one of the poorest fishing seasons within his recollection. There being a decrease in all the fisheries except that for halibut. Salmon were abundant, as was shown by the numbers that entered the rivers, and the catches of the fly fishermen, but owing to continuous east winds and gales the net fishery was a failure. In June for ten days in succession it was impossible to keep the nets out. Herring made their appearance early, and in great abundance, but the fall fishing was very poor. Cod also struck early and at first the catch was good, but during the later part of the season there was neither cod nor bait, so that many of the fishermen left off fishing, and engaged in other pursuits, finding employment at the different lumber mills in the vicinity.

Théotime Migneault, of Moisie, reports that salmon struck on the May 19, and were fished for up to July 29. The net fishery in the estuary of the Moisie river was most abundant, but the sea coast nets did badly. Many of them being wrecked during the easterly gale in June. On one occasion nets that were tied up on Saturday evening for the Sunday close time, were never let down again for eight days, it being impossible to get at them.

The cod fishing was good, the catch being better than usual.

Herring were scarce all season. There was an increase in the take of halibut. Bait was scarce at all time. No squid were taken. Mr. Migneault attributes this to continuous bad weather. The regulations were well observed.

John W. Scott, of Natashquan, reports that the seal hunt at the ice, made by two small schooners from Natashquan, each manned by 16 men, yielded a return of 500 seals. The salmon net fishing was very good, showing an increase of 29,000 lbs. over that of 1902, while the fly fishing in both the Watsheeshoo and Natashquan rivers was most excellent. Capelin struck the shore on June 18, but were scarce. Cod struck the coast on June 1, and were very abundant up to August 1, this fishery showing a considerable increase over that of last season. The herring and lobster fisheries both show a great falling off. The weather was very unfavourable for either taking or curing fish in June, July and August, during these three months the wind was steadily from the east with fog and rain.

M. J. A. Chevrier, of Amherst, Magdalen Islands, reports for the southern division of these islands that spring herring were more abundant than usual, but his fishermen had not done well as the prevailing highwinds had prevented the usual number of fishing vessels from coming to Amherst to buy bait. These vessels all went to the northern part of the islands where they found more shelter. The mackerel fishing was slightly below an average catch, owing in part certainly to the unfavourable weather, though it is the opinion of the local fishermen that the nets set off the entrance to the bay prevent these fish from coming in. The lobster fishery has exceeded the usual catch, and the fish taken were of an extra large size. All the people of the Magdalen islands would like to see the lobster season close early in July, to be opened again in September for two months fishing: they would also like to be allowed to fish inside the bays, and lagoons, as well as outside. The cod fishery was not as good as last year, but the higher prices obtained fully made up the difference.

Mr. Procule Chevrier, of House Harbour, Magdalen Islands, officer in charge of the Northern division of the Islands, reports an abundant catch of spring herring, most of which was sold by the local netters to foreign fishermen, who came seeking bait. Cod were abundant in May, and good catches were made, but during the summer the weather was so bad that very little was done. Late in the fall the fishery again improved. Spring mackerel struck on June 3, apparently in abundance, but the weather at once

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became so bad that the catch was poor. Fall mackerel were not as abundant as in 1902, but the price was higher and the fishermen did well. The lobster pack was the best of recent years, and the run of lobsters much larger than for many years back. He had a few violations of the lobster close season regulations especially as regards fishing in the lagoons. The guilty parties were caught, and fined, and their gear confiscated.

The above being humbly submitted.

I have the honour to be, sir,
Your obedient servant,

W. WAKEHAM.

REPORT ON THE FISHERIES OF THE SOUTH SHORE OF THE RIVER ST. LAWRENCE, FROM LÉVIS TO CLAUDE RIVER, TOGETHER WITH REMARKS ON THE LOBSTER INDUSTRY OF THE COUNTIES OF BONAVENTURE AND GASPÉ, DURING THE SEASON OF 1903, BY INSPECTOR N. LAVOIE, M.D.

L'ISLET, January 15, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith a report of this year's fishing in my division which extends from Lévis to Claude river, on the south shore of the St. Lawrence, together with fishery statistics and remarks on the lobster fishery of Bay des Chaleurs and Gaspé county.

Taken as a whole, the fishing season just concluded cannot be said to have been a success, although the yield was better in some places than in others. In the counties of Lévis and Bellechasse, for instance, better results were obtained than elsewhere, especially in eel fishing, which shows an increase of fully one hundred per cent over the year 1902, an exceptionally good one by the way. At other stations, such as Green Island, Cacouna, Sacré-Cœur, Bic, &c., no complaints were heard about fish being scarce, but for all that, the catch was much below that of last year. From Méchins to Marsouis, the yield of cod and herring may still be considered to have been remunerative for such men as carried on fishing with perseverance. Reference to the statistics annexed to this report, will show, however, that outside the above named localities, the catch was one of the poorest experienced for a great many years past. In this connection, it must be remarked that some thirty large brush fisheries were not set, the owners being thoroughly disgusted with previous ill-success, and as employment was in good demand and wages high, people seemed to prefer a sure thing than risking their time and money in fishing operations. This accounts, partly, for the catch being so poor between Berthier and Sandy Bay. Several reasons are given for this ill-success. In previous years, the blame was attributed to stormy weather, excessive heat, &c., but this season, with the exception of large schools of predaceous fishes which visited our waters, these causes did not exist, and everything seemed to indicate a big catch. The temperature was cool, the weather calm, but for all that, very few fish were caught. It seemed as if they had found a way to avoid nets and brush fisheries by keeping in the middle channels. From Sandy Bay to Marsouis, people had, in former years, had such great success in cod and herring fishing that the greater part of them went to the expense of procuring improved and costly fishing gear, neglecting their farms to spend days and weeks on the fishing grounds, with the hope of making a small fortune in a few days. But, this year, instead of the hundred of quintals of cod and barrels of herring which

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they expected to secure, hardly 50 quintals of cod and 400 barrels of herring were taken at Sandy Bay, River Blanche and Matane. Fortunately, the crops were abundant, employment in great demand, wages high, and these circumstances helped to save the situation.

The total value of fish caught from Marsouis to Capucins is about \$23,000 and from Capucins to St. Nicholas, \$56,500.

COD.

For the past three years, a great scarcity of cod has been felt at all the stations above Méchins. Indeed, the fishermen of Sandy Bay, River Blanche, Métis and Ste. Félicité, caught so little fish that very few of them were qualified to claim the bounty. The same thing happened this year. Only one man came forward, and all the fish he had caught were taken on the north shore. At other stations lower down, such as Méchins, Cape Chatte, Ste. Anne, Marsouis, cod struck in great abundance early in the spring, and the catch was being most satisfactory when, all of a sudden, the fish disappeared and were not again seen until the season had expired. Various reasons are given for this occurrence, but the only plausible one seems to be the early appearance of white whales and their stay on the grounds until the close of the season. In spite of this drawback, the statistics show a total catch of 4,078 cwts. of dried codfish against 4,807 in 1902 and 7,408 in 1901. Prices ruled high, being from \$5 to \$6.50 a quintal.

HERRING.

The decrease in the catch of herring, was larger than that of cod, although it may be said to have been satisfactory in some places as at Ste. Félicité, Matane and Marsouis. The reason of failure at other stations is accounted for by the early appearance and the long stay of porpoises. The injurious effect of their visit was especially felt at Sandy Bay, River Blanche and West Ste. Félicité. Prices were good, ranging from \$5 to \$5.50 a barrel, so that on the whole, people have very little to complain of. The fish I am now speaking of is the fall herring which is caught from August to the close of the season, always fetches a better price in the local markets. The spring herring which is caught so abundantly in brush fisheries from River Ouelle to Métis, has also its relative importance, although inferior in quality to the fall fish. Most of these fish are used for local consumption and manuring purposes, and the failure of this particular fishery caused great inconvenience. I am not prepared to argue whether the excessive use of these fish, in previous years, occasioned their scarcity in certain places, but I believe it would be a proper subject for investigation by the special commission appointed by the department.

EELS.

It is worthy of note that while the catch of eels from St. Valier to Rimouski has shown a steady falling off, the fisheries of Bellechasse and Lévis continue to achieve most extraordinary success, the more so, in season when the winds happen to blow from the right direction. I am half inclined to share the opinion that the improved modes of fishing adopted in the latter places have a good deal to do with the matter. It will be easily understood how wire nets set in the narrow stretches between the island of Orleans and the south shore, stand a better chance of intercepting the run of eels than coarse structures in brush lower down when heavy winds compel them to seek a shelter near the shore. When there were no eel fisheries at Montmagny, Berthier, St. Valier, St. Michel, Beaumont, Lévis, the bulk of the fishing was done at River Ouelle, Crane Island and on the grounds adjoining the small islands near by, but all this is changed now. The statistics show that out of a total catch of 274,500 lbs. only 47,100 lbs. were taken between St. Valier and Rimouski.

SARDINES.

Sardine fishing was not a success, although the statistics show that 282 barrels were caught against 243 in 1902. The best catches were, as usual, made at Cacouna, Green Island and River Ouelle. The fish were much smaller than usual.

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STURGEON AND SHAD.

Though the yield of these fish was much under that of previous years, some fishermen note with pleasure that it has had a tendency to improve during the past two years. From Ste. Luce to Ste. Anne, the statistics show a total catch of 15,955 pounds of sturgeon, and from Ste. Anne to St. Nicholas, 58,850 pounds. The most favoured place were Beaumont, St. Valier, St. Michel, Montmagny, Cap St. Ignace, Green Island and Sacré-Cœur.

The total yield of shad amounted to 66,500 pounds against 5,775 last year; the best fishing was done at Green Island, Rivière du Loup, Kamouraska and other places higher up between St. Valier and St. Nicholas.

SALMON AND TROUT.

The local fishery officers, whom I interviewed, agree in saying that the salmon pools were full of breeding fish last fall. Fly fishing was excellent. I was told that over 300 fish had been killed with the fly in Ste. Anne des Monts river; 125 at Matane; 75 at Métis; 12 at Cape Chatte, and 25 at Rimouski. Cape Chatte river is leased and is to be efficiently guarded. I have no doubt that, with proper care, this stream will be reckoned as one of the best salmon streams on the south shore. The total yield of salmon from Marsouis to St. Nicholas, is 54,100 pounds; a slight increase over that of last year.

Trout fishing appears to grow in popular favour. Lakes in rear of the counties of Rimouski, Témiscouata, l'Islet and Montmagny are often leased to angling clubs and private individuals who vie with each other in efficiently guarding their waters. Comfortable houses are being built, roads made and efficient guardians appointed everywhere. Under such circumstances, it is not difficult to realize that trout must be on the increase. Very little illegal fishing took place this season.

SEALS AND BELUGAS OR WHITE WHALES.

Though white whales were seen in great numbers in the waters of this division, very few were killed. Thirty-two were caught in the sedentary fisheries of River Ouelle, yielding 1,800 gallons of oil. The skins fetched \$4 each, and the oil sold at 32 cents a gallon. Eighty-nine seals were killed at Rivier du Loup, Cacouna and other places.

Only about 10,000 pounds of halibut were caught this season. This fishing is subject to great variations each year,

The statistics show a poor catch of 85,000 pounds of mixed and coarse fish.

WHITEFISH, PICKEREL AND BASS.

These fisheries may be said to have been a comparative failure, heavy winds prevented the fishermen from visiting the grounds as often as they desired. The most favoured places for the above named fish are located opposite the counties of Bellechasse and Lévis and around the small islands lying opposite the county of Montmagny.

LOBSTERS.

The season which opened so early around Quebec, was very backward on Bay des Chaleurs, as well as in the county of Gaspé. However, when I reached Grand river, I found packing in full blast, and the news received were most satisfactory. The weather had been fine so far, and fishing which began on May 27, was carried on under most favourable circumstances until about the middle of June. Early in that month, the pack at all canneries, except one or two, exceeded that of previous year for the whole season. No loss of gear occurred, and prices reached \$2 or \$3 more per case than usual. Strict attention was needed to see that the regulations were faithfully complied with,

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but I am happy to say that but two very slight contraventions came to my notice, which I considered inadvisable to punish. The best spirit prevailed everywhere, and fishermen as well as packers seemed to be impressed with the necessity of keeping the strict letter of the law. The total catch this year is 4,166 cases against 3,181 in 1902.

The grounds are everywhere said to be well stocked, and generally speaking, the lobsters were of large size. I measured a great many which I found to be from 11 to 13 inches.

I have the honour to be, sir,
Your obedient servant,

N. LAVOIE,
Inspector of Fisheries.

REPORT ON THE FISHERIES OF THE WESTERN AND INLAND
DIVISION OF QUEBEC FOR THE YEAR 1903, BY INSPECTOR
A. H. BELLIVEAU.

OTTAWA, March 20, 1904.

To the Dominion Commissioner of Fisheries.

SIR,—Notwithstanding the appointment of another inspector of fisheries for that part of the St. Lawrence extending from Huntingdon to Three Rivers, thirty two counties, mostly inland, are still left under my supervision.

For greater convenience in establishing comparisons in the yields of the different kinds of fish with those of former years, the same sub-divisions as heretofore have been adhered to, even when under different officers.

Difficulty to secure statistics.—Since the provincial authorities do not demand the fishery statistics from their overseers, the collection of any reliable data is becoming more and more difficult. Were it not for the necessity of classifying the different species of fish, a fair estimate could be arrived at of the quantity brought week after week to the Bonsecours and other Montreal markets as well as to other large towns. Some simple and inexpensive means could be devised which would induce even the suspicious fishermen to keep a better account of their weekly catch of fish. The fear of an increased license fee very often induces the interested person to minimize his catch. These apprehensions are now groundless, as while the provincial government now issues the fishing permits, the federal requires the statistics to continue a system of publication initiated since confederation.

Soft fish.—In most of the inland waters of this district, fish are not only being generally depleted, but the better grades seem to be replaced by inferior species. To overfishing and indiscriminate use of undersized gear this regrettable result can be chiefly ascribed. The fortunate resident in the vicinity of large towns and cities can realize more for his unpalatable *poisson-mou* than the Lake St. John sportsman would for his rare and gameful ouananiche. Every kind of fish, on a big market, finds a purchaser, the best grades going first, then it seems that the customers not seeing exactly what they would wish for, take what there is left. Thus bullheads, catfish, eels and even the common carp are all disposed of at remunerative prices in a comparatively short time.

No nets in July and August.—The enforcement of all net prohibition during the warm months of July and August has proven of great benefit even to those who at first were against it, in saving the large quantities of fish which were usually spoiled and wasted during the warm season. Very few genuine fishermen now complain of this curtailment; on the contrary I have been asked to extend this restriction both in time and area.

The Ottawa District.—The Ottawa river, the most important tributary of the mighty St. Lawrence and the neighbouring lakes shows a decline in the best kind of fish such as trout, bass, maskinonge and whitefish, while bullhead, catfish and other coarse fish still yield largely to the total aggregate of this sub-division. Fewer persons now take licenses

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in this district. The capital and its transpontine neighbour constitute goods markets where the fishermen west of Carillon may dispose of their catch at a fair compensation. This division comprises Lake Temiscamingue as well as the numerous other lakes and streams of Pontiac.

Eastern Townships.—In the beautiful lakes of this part of the province such as Megantic, Memphremagog, Massawippi, Aylmer, St. Francis, Brompton, &c., it is noticeable that the protection is unfortunately insufficient. In these waters the best quality of fish are being depleted by the surrounding poachers. Where no revenue is derived from the issue of licenses, the provincial authorities seem less disposed to disburse for efficient services. The general prohibition of all netting by Order in Council in the townships was a good measure in the right direction, but it will remain ineffective if not judiciously enforced. Only on lakes, where fish and game clubs are organized, is a real interest taken in earnest protection of the finny tribe. When in Newport, Vt., I was informed that nearly a thousand pounds of lunge netted on their spawning beds in Canadian waters had been disposed of there, in a single morning. Allowing for some exaggeration, it is still a deplorable state of affairs. Several poachers were prosecuted and fined for illegal netting in Memphremagog lake, a couple of whom went to jail rather than pay the fine. I must admit that there is one good officer on this lake, but he is somewhat handicapped in different ways, and it is impossible for one man to attend to both sides of a lake over 30 miles long and at some places three or four miles wide.

Missisquoi Bay.—In this bay, the northern part of Lake Champlain, seining was again tolerated during the spring. The yield of fish was fairly good, over 35,000 lbs. of pickerel and nearly as much perch being captured in the few weeks of spring fishing. These fish are shipped frozen to the New York markets which they reach in a few hours and where they bring very remunerative prices, netting in some instances over fifteen cents per lb. The mode of seining in Missisquoi bay was fully described in my last annual report, p. 151.

The above mentioned prices for pickerel being more than 100 per cent above the rates used in the statistical table, are quoted as an offset to parties who are inclined to consider our prices too high. There are many similar cases.

Richelieu River.—In this stream, which is the outlet of Lake Champlain joining the St. Lawrence at Sorel, especially in that part between the boundary line and Chambly, the fisheries seem fairly well preserved. The fishermen are now pleased that they have adhered to the regulation suggested by the department a few years ago. Each licensee is limited to four hoop nets (verveux) and the regulation mesh of $1\frac{1}{2}$ to $1\frac{1}{4}$ inch square has been maintained. The result is that the fish caught are of a uniformly large size and command better prices than those of other localities where the mesh of hoop-nets is reduced even below the square inch.

Eel fisheries.—The most important fisheries of this district are the two large eel weirs of Iberville and St. Thérèse. These extensive weirs have been operated by the present occupants and their ancestors for over a century. The last improvement, (a kind of granolithic bottom upon which the wire parts of weir are easily adjusted or removed by certain lengths), though costly, saves a great deal of labour. There are three boxes or traps at regular distances along the leaders which extend nearly across the river in so many broadened V shapes. These weirs are valued at over \$75,000. The traps are visited early every morning. The eels therein are placed in a boat with a scoop net, then conveyed to reservoirs where they are kept alive until shipping days, two or three times a week. Without a touch of spear or hooks of any kind these eels reach New York still alive and in prime condition, where they command the highest prices.

These fish are all from Lake Champlain and are thus captured in July, August and September when they seem to be drifting seaward with the current. They only travel at night sliding near the water surface to eat a certain kind of fly which abounds there at that time of the year. The darker the night the better the catch.

While they are captured in the Richelieu and Lake St. Louis as early as June, lower down the St. Lawrence, say about the Ile aux Coudres, none are taken before September and then they are still heading for the sea.

After these fresh water eels reach the sea, what becomes of them, do they ever attempt to again ascend the streams from whence they came? None are ever noticed going against the current, but they are all captured at night while in their descent to the gulf whether by weirs, night lines or with the spear. It would be interesting to have more information from scientists about the habitat of the eel.

Less seems known about eels than about any other kinds of Canadian commercial fishes. Even their way and time of spawning are not fully determined. No ova is ever found in them at any period of the year, hence some fishermen conclude that they do not spawn at all like other fishes, but bring forth their young already hatched. The lessees of the above mentioned weirs at Iberville are so thoroughly convinced of this fact, that they sent sample eels with sacks of alleged tiny eels inside of them to Dominion Commissioner of fisheries for verification. Unfortunately this sample reached the department in a state rendering it impossible for the scientist to establish whether the alleged infant eels were or were not merely parasites.

The experiment will certainly be repeated, at the first opportunity, so anxious are these parties, who have handled eels all their lives, to convince others of their contention.

A remarkable feature noticed, when visiting these weirs, was the absence of other kinds of fish only a few bullheads were found with the hundreds of eels picked that morning. They were either returned to the water or given to the poor at the Landing. This absence of other species was thus explained to me. By the time that the weirs are set (about the middle of June) all the spring spawning fishes have already ascended to the upper waters to deposit their eggs, and by the time these return the wire barriers have been removed.

Saguenay District.—In that part of the district from Quebec city to the Saguenay, there is hardly any notable change from the previous record, a steady decline is reported by the weir fishermen of that coast. Eel's are now the chief item in the yield of that locality extending from Isle d'Orleans, Ile aux Coudres and along Charlevoix.

Notwithstanding the efficient services of the local fishery guardians, there is still considerable salmon poaching on the famous Saguenay river. Settlers in the vicinities of favourable landing places, come to the river side, and shielded by the wooded banks in case of surprise, make provision of salmon for their domestic purposes. These poachers are disguised and it is almost impossible to either prove their identity and obtain a conviction. Quite a few illegal nets were seized last season.

Lake St. John.—The fisheries were last year prosecuted with even more vigour than usual in Lake St. John. A couple of fish buyers stimulating the demand, shipped a few hundred pounds weekly from two railway stations on each side of this large inland sea. Licenses for a large quantity of gill nets have been issued by the local government. There is even a large steam tug using hundreds of fathoms of nets, which savors too much of the commercial fishing. For how long will this overfishing prove as remunerative to the individual as it is now detrimental to the preservation and continuation of a judicious supply to the neighbouring settlers. It is doubtful whether this fishing tug venture will be a paying investment to its owner. I think not. At any rate, it has a damaging effect upon the tourists who have come thousands of miles to seek the haunts of the far renowned ouananiche.

While it might be an inconvenience to deprive the inhabitants around this large lake of the privilege of using a net to provide fish for domestic or local consumption, it seems to me that too many so-called commercial permits have been issued. Some restriction of netting would be of more benefit to the community at large, than the paltry gain to the few net fishermen. It is difficult however to convince the interested individual of such facts. This is a matter which concerns the provincial authorities as they issue the permits to fish.

There is a regulation prohibiting the capture of ouananiche with nets, but when they are once gilled in nets licensed for other fish, it would be useless to return them to their native elements, as few would survive their temporary imprisonment. I have been assured by many net fishermen that very few ouananiche are captured in their nets, as they seem to possess the instinct to keep away from them, especially when the water is clear. The netters catch consists chiefly of pickerel, pike, whitefish and some coarse

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fish. Whether the scarcity of the famous land-locked salmon is attributable to netting or other causes, the fact remains that notwithstanding Mr. Beemer's efforts to restock these waters with an annual output of over a million fry, this famous sporting fish was scarcer last year than ever.

Fishways.—Last fall a fishway of the new Wilson patent model was built in the dam across the St. Francis river at Drummondville. It is the first of the kind built in Canada. This model was patented so recently, that it is not amongst the twenty different kinds described in Prof. Prince's special article, in the annual report of two years ago on the *Fishway Problem*.

Treating this subject, the Dominion Commissioner had summarized thirteen different points which he considered conducive to the efficiency of a fishway. Mr. Wilson's model certainly seems to meet most of these vital points, in fact all but one of them. Without wishing to claim any superiority for this over similar devices, I must admit nearly every person who examined the Drummondville pass either during its construction or after its completion was highly hopeful that it would fulfil its requirements.

This fish-pass consists of a breakwater on the pond side of the dam, comprising a V shaped frame and a covered structure with several transverse baffle sills in it adapted to rest near the bottom of the stream and having perforated side walls which increase in height towards the dam; the said structure to have transverse beams near the upper edges of said walls and also with a breakwater and gate at the lower portion of the dam. Thus, in reality the small opening made through the dam as near its bottom as possible, is substantially obstructed by means of suitable baffles or breakwaters which materially reduce the force of the current passing through the opening, thus enabling the fish to ascend against the current. These different breakwaters will, the inventor claims, provide sufficient eddies or still water pockets to give the fish a rest on their ascent before emerging from the fishway up stream.

Before this first fishway was finally covered, it took thirty-three seconds for a small stick to go through and out of the fishway with a fair pressure of water. Our conclusion was that any fish that could not ascend such obstruction was not worthy of receiving protection. The dam where this first test was made is less than eight feet high, the doubtful point, in my mind, is how would this pass work should the water pressure be twice as high or even more.

One very favourable point in the above described model is the fact that being built at the bottom of the pond, neither ice nor freshets, however heavy, can ever injure it unless the whole dam is carried away.

Now that industry seeks to utilize every possible water power, efficient fishways will have to be adopted in the barriers furnishing such power to satisfy the sporting community who would deplore the sight of their neighbouring streams, becoming entirely depleted of fish life. It sometimes becomes a very difficult question to reconcile the lumber or other manufacturing industries to the fisheries interests. In my humble opinion, it behoves the department to decide and prescribe the most suitable and best adapted fishway to each locality requiring them.

Respectfully submitted,

A. H. BELLIVEAU,

Inspector of Fisheries.

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RETURN showing the Kinds and Quantity of Fish, &c.—Province of Quebec—Continued.

RESTIGOUCHE SUBDIVISION (Tide Head to Magnashia.

Number.	DISTRICTS.	KINDS OF FISH.													Fish Products.			Seal skins, number.	Total Value of ALL Fish.	Number.
		Lobsters, preserved in cans, lbs.	Lobsters, fresh, in shell, cwt.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brs.	Smelts, lbs.	Eels, brls.	Tom cod or frost fish, lbs.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			
1	<i>Bonaventure County.</i> Restigouche,	30									12000		150000		40000			500	cts. 15,575 00	1

BONAVENTURE SUBDIVISION (Magnashia to Paspébiac Point).

1	Magnashia and Nonvelle	600	5	175	10000						10000	10		10	5000	60	8000	9,500 50	1
2	Carleton		20	50	3500					6000	6000	6		6	3500	17	25	12,987 60	2
3	Maria		10	150	5000			10		7000	4		40	5000	50	60	15000	20,870 50	3
4	New Richmond and Black Capes			50	1000					13000	4		12	1000	17	20	3000	6,965 10	4
5	Caplin		5	1500	2	10000	20			500				1400	500	500	20000	21,007 00	5
6	Bonaventure	5400	10	3000	4	15000	150	71	1900	12200		6500	18	4000	1000	900	5000	25,239 75	6
7	New Carlisle		10	200	1	2000	15			800				1500	66	75	10000	7,292 30	7
8	Paspébiac			4500	10	9000	200	80		1200		10000		2000	1500	1500	12000	32,140 00	8
	Totals	6000	60	9025	17	55500	385	161	1900	50700	18	16500	89	24000	3210	3140	83000	135,992 75	

PORT DANIEL SUBDIVISION (Paspébiac Point to Point Macquarrem).

1	Hope-town	10000		1700	10		300			1500				2000	1300	350	2000	16,155 00	1
2	Nonvelle			2000	7		250		3000	2000				3000	1500	500	2500	15,820 00	2
3	Stigawake	8500		700	4		100			2000					600	300	2400	9,620 00	3
4	Port Daniel	25000		3300	10		3500		3500	2500		25000		3500	2200	800	2800	35,639 25	4
5	Anse à Gascons	4800		4700	20		300		4000	7000					3300	2000	1000	31,544 40	5
	Totals	54300		12400	51		1250		10500	13500		25000		8500	8900	3950	10700	111,778 65	

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RETURN showing the Number, Tonnage and Value of Vessels and Boats and the

County

GRAND RIVER SUBDIVISION

Number.	DISTRICTS.	FISHING BOATS.			FISHING GEAR OR MATE-						
		Boats.			Gill Nets.		Seines.		Trawls.		
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.
	<i>Gaspé County.</i>		\$			\$			\$		
1	Newport	138	5220	329	286	5720	2604	1	45	40	92
2	Pabos.	62	3080	153	107	2145	997	3	110	90	27
3	Grand River.	107	8440	386	302	7800	3580	2	80	50	85
4	Cape Cove	139	10050	387	370	8200	4420	10	330	245	76
5	Percé and Bonaventure Island.	101	4370	226	220	4180	1772	3	140	75	18
6	Corner of Beach.	23	500	46	46	920	1820	8	200	160	2
	Totals.	570	31660	1527	1331	28965	15193	27	905	660	300

GASPÉ BAY SUBDIVISION

1	Barachois.	160	6700	165	72	1870	1740	13	600	500	.....
2	Mal Bay	124	6200	130	65	1650	1600	5	300	250	.....
3	Point St. Peter.	80	1900	100	90	2800	1850	4	125	160	.....
4	Chien Blanc to Sandy Beach	268	7800	214	210	6800	5000	13	550	475	.....
6	Gaspé Bay North and South.	45	590	52	115	4030	3000	10	400	450	.....
6	Peninsula and Little Gaspé.	65	800	80	100	3500	3000	2	40	25	.....
7	Grande Grève and Ship Head	82	2150	90	76	2100	1470	8	200	200	.....
8	Cape de Rosier to Jersey Cove.	245	4650	275	105	3279	1100	4	80	65	.....
9	Griffin Cove.	128	2000	230	220	3100	950	1	25	12	.....
10	Fox River	200	3030	225	230	4000	1200	6	180	85	.....
11	Little Cape to Echourie.	72	900	75	60	1200	375	.....	.....	.....	.....
12	Point Jaune to Fame Point.	50	460	61	30	320	150
	Totals.	1519	37060	1697	1373	34619	21435	66	2500	2222

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Quantity and Value of Fish, &c., in the Province of Quebec—*Continued.*

of Gaspé.

(Point Macquereau to Barachois).

Value.	KINDS OF FISH.													TOTAL VALUE OF ALL FISH.		Number.
¢	Lobsters canneries, number.	Salmon, fresh, lbs.	Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Snelts, lbs.	Fish oil, galls.	Fish as bait, brls.	¢	cts.	
1790	2	3100	60	16000	....	6300	11 15	25	1200	2000	3600	2000	38,231	25	1
598	3	16100	104	14304	....	1080	6 60	30	1900	6000	700	500	13,881	50	2
1780	2	1740	602	4800	....	10750	17 145	110	2600	4000	7000	2650	60,019	50	3
1483	1	2200	304	23000	....	8470	50 225	....	4000	2000	5725	1800	51,765	50	4
144	2	152	14400	5375 90	200	3200	1400	31,821	50	5
20	1	12700	40	9500	900	550	450	9,985	00	6
5815	11	35840	1262	82004	....	32875	84 695	165	9900	14000	20775	8800	205,704	25	....

(Barachois to Fame Point).

....	....	8000	250	....	....	5100	....	....	....	....	2000	4000	1000	28,475 00	1
....	1	3000	175	12000	....	4900	....	....	....	....	....	3200	950	28,822 50	2
....	....	....	90	....	....	4000	....	....	....	....	....	3000	800	20,505 00	3
....	3	34000	225	10000	10	5000	....	....	....	....	....	4000	1000	35,562 50	4
....	....	44000	10	....	....	....	....	....	....	....	95000	....	....	13,595 00	5
....	....	24000	25	....	....	1200	....	....	....	....	....	750	250	10,912 50	6
....	....	10000	100	....	....	2500	....	....	....	....	....	2000	500	15,050 00	7
....	....	....	125	....	....	6000	10 2000	....	....	....	....	4750	1600	37,487 50	8
....	....	....	80	....	....	5000	6 1800	....	....	....	....	4000	1000	31,020 00	9
....	....	....	110	....	....	6000	12 1000	....	....	....	....	4500	1500	36,915 00	10
....	....	....	55	....	....	2200	....	....	....	....	....	1000	450	11,022 50	11
....	....	....	25	....	....	1500	....	....	....	....	....	950	300	7,597 50	12
....	4	123600	1270	22000	10	44000	28 4800	....	....	....	97000	32150	9350	277,065 00	....

RETURN showing the Number, Tonnage and Value of Boats, Nets, &c., in the County of Gaspé, Province of Quebec, for the Year 1903.
MONTS LOUIS SUBDIVISION (Fame Point to Claude River).

Number.	Districts.	FISHING BOATS.			FISHING GEAR OR MATERIALS.						LOBSTER PLANT.	
					Gill Nets.			Seines.			Hand Lines.	
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Gaspé County.</i>		¢				¢			¢		¢
1	Grand Etang	6	250	11	20	500	400	1	30	30	22	50
2	St. Yvon	21	1100	43	80	2400	1800				86	180
3	Chlorodyme	10	1600	68	120	3600	2800	2	80	50	136	200
4	Petite Anse and Frigate Point	42	800	62	88	2640	1700				124	270
5	Grand and Little Vallée	24	2100	87	120	3600	2800	1	30	30	174	390
6	Magdalen River	30	600	42	60	1800	1000				84	170
7	Manche d'Épée and Gros Mûle	58	750	79	100	3000	1700				158	300
8	Anse Pleprouse and Monts Louis	102	2900	121	180	5400	5100	3	90	100	242	420
9	Rivière à Pierre and Claude	52	650	73	100	3000	2100				146	220
	Totals	408	10750	586	868	25940	19400	7	230	210	1172	2290

STE. ANNE DES MONTS SUBDIVISION (Marsons to Cap Chatte).

Number.	Districts.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
			¢				¢			¢		¢
1	Marsons	5	100	9	8	245	265				20	20
2	Marin River	8	150	10	15	450	250				32	32
3	Cap au Renard and Anse à Jean	9	100	9	9	185	200				36	36
4	Ste. Anne's	90	1000	130	175	6000	5000				360	360
5	Cape Chatte	19	250	25	50	1000	750				76	76
	Totals	131	1600	183	257	7830	6405				524	524

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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 1903.

MONT'S LOUIS SUBDIVISION (Fame Point to Claude River).

Districts.	KINDS OF FISH.										FISH PRODUCTS.		TOTAL VALUE OF ALL FISH.	Number.
	Salmon, fresh, lbs.	Herring, salted, bbls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Lobsters, fresh, in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, bbls.	Haddock, dried, cwt.	Halibut, lbs.	Trout, lbs.	Fish oil, galls.	Fish as bait, bbls.		
<i>Gaspé County.</i>														
1 Grand Etang.....	150	30	.....	.....	.....	750	.....	50	11 100	.....	500	335	.....	1
2 St. Yvon.....	500	100	.....	.....	.....	2350	.....	75	22 500	.....	1500	500	.....	2
3 Chloeydorne.....	.....	175	.....	.....	.....	3100	.....	80	.....	.....	2000	800	300	3
4 Petite Anse and Frigate Point.....	1000	350	.....	.....	.....	1650	.....	70	11 100	.....	1000	500	.....	4
5 Grand and Little Vallée.....	3700	150	.....	.....	.....	2600	.....	160	3500	1000	1800	800	100	5
6 Magdalen River.....	1500	580	.....	.....	.....	650	.....	45	700	.....	350	250	100	6
7 Manche d'Épée and Gros Mâle.....	8000	1325	1000	600	.....	1200	.....	100	1600	.....	750	450	200	7
8 Anse Pleysse and Monts Louis.....	6500	1640	.....	.....	.....	1650	.....	115	700	500	1000	600	200	8
9 Rivière à Pierre and Glaude.....	.....	.....	.....	.....	.....	450	.....	55	1400	.....	250	250	120	9
Totals.....	21350	4450	1000	600	8	11400	30	750	52900	1500	9150	1185	1020	107,129 50

STE. ANNE DES MONT'S SUBDIVISION (Marsouins to Cape Chatter).

1 Marsouins.....	1300	1200	1500	.....	.....	115	.....	.....	850	.....	57	20	.....	1
2 Martin River.....	.....	160	1200	.....	.....	160	.....	.....	555	.....	80	25	.....	2
3 Cap au Renard and Anse à Jean.....	720	.....	1000	.....	.....	200	.....	.....	.....	.....	100	30	.....	3
4 Ste. Anne's.....	9000	1600	2000	2000	.....	1800	.....	.....	2300	1000	900	200	100	4
5 Cap Chatter.....	1000	800	1000	550	275	50	100	5
Totals.....	12620	3260	6700	2000	2825	3705	1000	1412	325	200	31,405 10

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RETURN showing the Kinds and Quantities of Fish and Fish Products, in the County of Gaspé, Province of Quebec—*Continued.*

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Number.	Districts.	Lobster Canned in Number.	KINDS OF FISH AND FISH PRODUCTS.															Total Value of All Fish.	Number.
			Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.			
1	Entry Island.	70	2340	17350	.....	.....	2240	2240	35	.....	.....	.....	40	.....	.....	.....	3,924	30	1
2	Amherst Island	3	17350	1500	.....	.....	2240	2240	4293	16	.....	60	1370	300	.....	.....	104,178	80	2
3	Grindstone Island.	9	1175	13000	.....	.....	3865	3865	3965	14	.....	40	23000	725	.....	.....	166,972	40	3
Totals.		12	6585	30350	.....	.....	1500	6330	8293	30	.....	100	4185	24410	1025	.....	275,075	50	

MAGDALEN ISLANDS SUBDIVISION—NORTH.

Number.	Districts.	KINDS OF FISH AND FISH PRODUCTS.										Total Value of All Fish.	Number.						
		Lobster Canned in Number.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.			Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	ets.
1	All Right Island.	4	6000	.....	.....	.....	3202	73536	586	20	125	5	893	1170	500	116	99,083	90	1
2	Grand Entry Island.	8	525	40000	.....	.....	382	176368	213	.....	.....	10	186	270	200	28	54,638	80	2
3	Grosse Isle.	6	121	.....	.....	.....	178	52098	75	.....	.....	.....	88	70	90	15	16,899	15	3
4	Bryon Island.	3	.....	.....	.....	.....	.....	62064	.....	.....	.....	.....	.....	.....	.....	.....	15,516	00	4
5	Wolf Island.	1	142	.....	.....	.....	107	9000	114	1	.....	.....	87	100	100	8	5,403	10	5
Totals.		22	6788	40000	.....	.....	3869	374176	988	21	125	15	1254	1610	890	167	191,550	95	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c.—Province of Quebec—Continued.

County of Saguenay.

GODBOULT SUBDIVISION (Tadoussac to Jambons).

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.							
		Vessels.		Boats.		Gill Nets.		Seines.					
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.		
<i>Saguenay County.</i>													
1	Tadoussac.	1				4	200	4	4	475	475	40000	1
2	Bergeronnes and Escoumans.					10	300	12	9	1000	750	30000	2
3	Mille Vaches and Portneuf.					12	360	15	4	380	300	18000	3
4	Colombiers and Sault au Cochon.					4	80	4	5	400	350	14900	4
5	Bersimis					3	50	3	2	150	100	3000	5
6	Pointe aux Outardes.	1	11	150	2	14	280	14	18	540	540		6
7	Godbout and Pointe des Monts.	3	42	370	8	49	1010	57	69	2840	2840	27005	7
8	Trinity Bay and Cariboo	1	28	320	2	49	940	40	56	2820	1	45	50
9	Egg Island and English Point					47	980	53	32	1020	1020	5000	9
10	Pontecost to Jambons	1	30	350	3	19	570	23	15	600	600	2000	10
Totals.		6	111	1190	15	211	4770	225	214	10225	9745	415	173962

MOISIE SUBDIVISION (Jambons to Pigeon).

1	St. Marguerite Bay	1	13	200	3	5	420	17	13	822	775	133	3237	1
2	Caronnet Islands	2	80	1375	8	28	2400	58	29	735	1530	50	18226	3
3	Seven Islands Bay	1	25	800	4	25	2000	55	42	2451	3240	95	20017	4
4	Moisie and Pigeon	4	118	2375	15	64	5250	138	94	4848	6365	220	221580	
Totals		4	118	2375	15	64	5250	138	94	4848	6365	220	221580	

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RETURN showing the Kinds and Quantities of Fish and Fish Products, &c.—Province of Quebec—Continued.
County of Saguenay.

GODBOUT SUBDIVISION (Tadoussac to Jambons).

DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.										Seal skins, No.	TOTAL VALUE OF ALL FISH.	Number.
	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, salted, brls.	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	
<i>Saguenay County.</i>													
1 Tadoussac	20	3000						5000		150			50
2 Bergeronnes and Escoumains ..	20							3000		120			40
3 Mille Vaches and Portneuf ..	30	1000						5000		135			45
4 Colombiers and Sault au Cochon	25	1500						3000		60			20
5 Beronius	10							2000		105			35
6 Pointe aux Outardes	15								4000	426	5		142
7 Godbout and Pointe des Monts	205		2		271		11300	1200	2500	639	30	36	168
8 Trinity Bay and Cariboo	53				147		3550	300		115	20	10	6
9 Egg Island and English Point ..	115				211		1000	300		210	30	12	5
10 Pentecost to Jambons	45				462	2	1100			410	50		2
Totals	568	8500		1392	1154	3	17040	19800	7100	2400	135	58	573
													%
													cts.
													8,637 50
													6,476 00
													4,371 75
													3,430 50
													920 25
													745 30
													9,439 70
													8,155 40
													2,884 75
													3,585 00
													48,606 15

MOISIE SUBDIVISION (Jambons to Pigeon).

1 Ste. Marguerite Bay	25				204	3	829	400		300	40	10	51	2,049 55
2 Caroussel Islands	35				195	2	750			220	35		41	1,299 75
3 Seven Islands Bay	15				912	4	1243			1549	130	40	98	8,813 20
4 Moisie and Pigeon					889	5	2822	950		1342	130	52	130	45,237 20
Totals	75				2200	14	5644	1350		3411	355	102	320	57,399 70

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c.—Province of Quebec—Continued.

County of Saguenay.

MINGAN SUBDIVISION (Pigou to Watsheeshoo).

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.											
	Vessels.			Boats.			Gill Nets.			Seine.								
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.					
Saguenay County.																		
1 River aux Grains and Chaloupe.					26	1270	52	1	150	100	6	240	185	2	300	300	1	1000
2 Shield Lake.					29	1390	55	3	300	250	5	350	350	1	500	500	1	500
3 Thunder River.					50	2500	95	3	300	250	5	300	300	2	300	300	1	500
4 Deck to Jupitagan.					20	800	45	1	200	200	3	300	300	2	300	300	1	500
5 Magpie.					53	2500	130	4	600	600	5	400	500	3	400	500	4	500
6 St. Johns River.	1	19	200	3	60	3000	120	10	2500	2000	5	350	300	3	120	120	3	1000
7 Long Point.					25	1000	53	3	375	300	3	120	120	3	120	120	3	1000
8 Mingan and Romaine.					3	120	3	3	450	400	10	600	600	3	1200	1200	3	1000
9 Esquimaux Point.	4	172	2000	34	110	7500	250	10	550	350	10	80	60	3	1000	1000	9	1000
10 La Corneille to Watsheeshoo.					15	500	20	6	750	500	10	80	60	3	1000	1000	10	1000
Totals.	5	191	2200	37	391	20580	843	41	5875	4700	47	2710	3315	6	2500	2500	10	2500

NATASHOUAN SUBDIVISION (Watsheeshoo to Natashquan Point).

1 Watsheeshoo.					8	650	10	4	450	300		
2 Pashashchoo.					61	3050	72	34	1000	670	4	280
3 Agvamus and Nabissipi.					18	1000	21	9	180	90	1	50
4 Mission Island.	1	30	900	6	88	4900	120	93	3500	3000	12	600
5 Natashquan.												646
Totals.	1	30	900	6	183	10190	234	140	5130	4030	17	956

SESSIONAL PAPER No. 22

RETURN showing the Kinds and Quantities of Fish and Fish Products, &c.—Province of Quebec—Continued.

County of Saguenay.

MINGAN SUBDIVISION (Pigeon to Watsheeshoo).

Number.	Districts.	KINDS OF FISH.										Seal skins, number.	TOTAL VALUE OF ALL FISH.	Number.
		Salmon, fresh, lbs.	Salmon, salted, brls.	Herring, salted, brls.	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds.	Halibut, lbs.	Trout, lbs.	Fish oil, galls.	Fish as bait, brls.			
	<i>Saguenay County.</i>												\$ cts.	
1	River aux Grains and Chaloupe.	1500				1200		1000		650	120	20	5,903 00	1
2	Sheldrake.	1000				3000		500	500	1330	300	10	14,821 50	3
3	Thunder River.	1000	4			4000	10	2000	500	2075	400	25	19,863 75	3
4	Dock to Jupitagan.	5000	10			2000		500	300	1000	200		9,880 00	4
5	Magpie.	45000		20		4000	10	1000	500	2000	400	10	20,600 00	5
6	St. Johns River.	2000				2500		750	2000	2030	400	10	28,686 50	6
7	Long Point.	8000		150	4800	4500		1000	2000	225	250	75	12,406 50	2
8	Mingan and Romane.	1000	10		9000	50				3600	500	450	1,963 25	9
9	Esquimaux Point.									325	10	100	24,617 50	10
10	La Cornelle to Watsheeshoo	64500	24	170	13800	25250	30	6750	6800	14675	2580	700	3,162 50	
	Totals												141,904 50	

NATASHQUAN SUBDIVISION (Watsheeshoo to Natashquan Point).

1	Watsheeshoo	1200	9		1250				300	240		80	880 50	1
2	Pashsheeshoo				2880								720 00	2
3	Agwams and Nabisippi		49			3300		600	300	1480	500	60	16,944 00	3
4	Mission Island	56000	7	25		450		700		275	120	30	2,415 00	4
5	Natashquan					5450			400	3500	900	500	39,077 50	5
	Totals	57200	71	25	4130	9200		1300	1000	5495	1520	670	60,046 00	

BONNE ESPERANCE SUBDIVISION—Chicotee to Blanches Sablons.

DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH AND FISH PRODUCTS.						TOTAL VALUE OF ALL FISH.								
Number.	Vessels.		Boats.		Gill Nets.		Seine.		Trap Nets.		Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Trout, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, No.	Number.							
	Tonnage.	Value.	Men.	Number.	Value.	Men.	Value.	Farloms.	Number.	Value.										Number.	Value.					
<i>Saguenay County.</i>																										
1	Chicoutia to Rock Bay	74	1800	10	225	8	7	210	130	1	75	175	1	400	5	190	1275	1200	17	210	20	40	1,073	00	1	
2	Dog Island to Burnt Island	184	4500	20	3100	43	4	225	175	3	185	300	15	2350	2	7000	7500	11	3500	100	75	50	6,381	50	3	
3	Bonne Esperance	14	700	5	700	21	10	400	275	2	150	160	5	2000	23	1000	500	60	500	60	500	60	5,085	00	5	
4	Pigeon Island and St. Paul's	1	40	700	14	700	21	10	400	275	2	150	160	5	2000	23	1000	500	60	500	60	500	60	5,085	00	5
5	Stick Point to Salmon Bay	58	2900	92	7	350	225	10	1795	2000	20	10000	12	700	10	4100	1200	45	630	500	100	3,824	00	6		
6	Little Fishery & Five League	10	600	38	4	200	125	3	195	375	3	1200	10	4100	7	3550	600	67	3840	500	280	27,665	50	7		
7	Middle Bay & Belles Anours	2	104	2000	15	31	1525	71	2	100	75	5	375	400	10	4100	7	31	...	...	...	...	...	...	7
8	Bradore Bay	4	309	7500	30	41	2050	82	...	...	7	555	1125	23	9200	7	31	...	...	...	...	...	...	...	7
9	Long Point	...	...	...	...	...	...	...	...	...	1	50	75	10	4500	118	1200	250	160	1000	250	160	6,371	00	9
10	Green Island	...	...	...	...	...	...	...	...	...	4	420	1800	8	4000	212	4500	...	...	3000	500	...	22,158	00	10
Totals.		11	711	16500	80	317	14800	557	52	3285	2505	40	4175	8185	101	43650	83	81	29005	3000	320	17255	1875	630	142,088	50
<i>ANTICOSTI ISLAND.</i>																										
1	Fox Bay.	12	700	50	5	500	200	2	1000	500	3	1200	1
2	Baie Ste. Claire.	10	500	20	10	400	200	3	150	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3	Strawberry Cove.	15	600	25	15	600	400	3	150	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
4	Shallop Creek.	50	250	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5	Cote Point	10	250	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
Totals.		49	2100	112	53	1800	1100	8	1300	800	3	1200	8	128000	1220	29005	3000	320	17255	1875	630	142,088	50	...	47,540	00

RECAPITULATION.

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 **Gulf Division, Province of Quebec**, for the Year 1903.

COUNTY OF BONAVENTURE.

Divisions.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.										
	Vessels.				Boats.		Gill Nets.			Seines.		Trap Nets.		Trawls.		Weirs.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.
1 Restigouche	23	480	60	18	4000	3750	132	3880	3490	135	1650	351	5318	486	6368	1	50
2 Bonaventure	6	320	5400	36	1200	18750	3246	62820	39750	76	2285	2900	6450	208	6245	113	77703
3 Port Daniel	588	19380	899	1018	20520	15440	4282	87340	58940	27	905	2500	2222	66	2500	230	210
Totals	6	320	5400	36	1811	38610	3214	4282	87340	58940	27	905	2500	66	2500	230	210

COUNTY OF GASPE.

	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.																				
	VESSELS.					BOATS.					GILL-NETS.					SEINE.					TRAP-NETS.					TRAWLS.					
	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	NUMBER.	TONNAGE.	VALUE.	SALES.	RENTS.	
1 Grand River	570	31660	1527	1331	28965	15193	27	905	660	2222	66	2500	230	210	300	5815	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50	
2 Gaspé Bay	1519	37060	1697	1373	34619	21435	66	2500	2222	66	2500	230	210	300	5815	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50		
3 Mont Louis	408	10750	586	868	25940	19400	7	230	210	300	5815	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50		
4 Ste. Anne	131	1600	183	257	7880	6495	13	1875	4380	11	6875	18	13000	30	600	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50		
5 Magdalen Islands, S.	9	500	391	2391	43100	9890	13	1875	4380	11	6875	18	13000	30	600	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50		
6 " " N.	170	4385	453	878	20540	5170	13	1875	4380	11	6875	18	13000	30	600	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50		
Totals.	4	49	900	19	3189	108305	5446	7101	161131	77703	113	5510	7472	29	19875	330	6115	1	50	300	5815	1	50	300	5815	1	50	300	5815	1	50

RECAPITULATION.

Showing the Number, Tonnage and Value of Vessels and Boats, &c., Gulf Division, Province of Quebec—Continued.

COUNTY OF BONAVENTURE Continued.

DIVISIONS.	FISHING GEAR, &c.— <i>Con.</i>				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.									
	Snelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.		Freezers and Ice houses.		Smoke and fish houses.		Piers and Wharves.		Tugs, Steamers and Snacks.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
	%	%		%		%		%			%	%		%		%		%
1 Restigouche	30	1500	2890	1445	2	750	1000	750	16		40	3425	347	17360				
2 Bonaventure			6535	2010	9	2800	9600	5800	226		11	1900	278	6970	2	9000	1	250
3 Port Daniel			9425	3455	11	3550	10600	6550	242		51	5325	625	24330	2	9000	1	250
Totals	30	1500																

COUNTY OF GASPE—Continued.

DIVISIONS.	Sneelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.		Freezers and Ice houses.		Smoke and Fish houses.		Piers and Wharves.		Tugs, Steamers and Snacks.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
	%	%		%	%	%		%			%	%		%		%		%
	%	%		%	%	%		%			%	%		%		%		%
1 Grand River	3233	1409	11	6300	10800	6300	228	15	2110	136	58040	2300	1	2300	3	2300	1	2300
2 Gaspé Bay	3038	1519	4	1050	2550	1275	63	17	1300	91	69000	11100	27	11100	3	2600	4	300
3 Mont Louis	1172	2290	1	800	2000	400		4	1000	18	8000	2600	11	17500	16	28000	7	780
4 Ste. Anne	521	521	12	8000	29250	21250	420	11	950				11	17500	16	28000	7	780
5 Magdalen Islands, N	2172	586	22	13250	21870	16300	525	6	1000	11	7000	28000	16	28000	16	28000	7	780
6 "	499	167	22	13250	21870	16300	525	6	1000	11	7000	28000	16	28000	16	28000	7	780
Totals	10638	6405	50	30000	66400	45525	1286	53	6360	256	112940	61500	60	61500	9	1080		

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COUNTY OF SAGUENAY—Continued.

	1	50	364	187	1	400	150	75	5	31	1010	7	190	1	275	1	2	3	4	5	6	7	8
1 Godbout	1	50	256	128	1	400	150	75	5	31	1010	7	190	1	275	1	2	3	4	5	6	7	8
2 Monie	1	50	256	128	1	400	150	75	5	31	1010	7	190	1	275	1	2	3	4	5	6	7	8
3 Mingan	1	50	1564	782	4	900	1800	900	37	2	600	34	24000	7	3750	7	1000	1000	1000	1000	1000	1000	1000
4 Natashquan	1	50	960	480	5	1400	1500	300	16	1	400	90	8250	27	180	27	180	180	180	180	180	180	180
5 Romane	1	50	110	55	3	400	600	300	22	1	400	6	250	3	180	3	180	180	180	180	180	180	180
6 St. Augustin	1	50	976	488	7	1700	3000	1500	45	1	400	120	5110	63	3240	63	3240	3240	3240	3240	3240	3240	3240
7 Rompe Espérance	182	8220	1922	536	2	2500	2200	1100	50	1	200	56	16500	84	14385	84	14385	14385	14385	14385	14385	14385	14385
8 Anticosti	1	50	150	75	2	2500	2200	1100	50	1	200	3	500	2	1600	2	1600	1600	1600	1600	1600	1600	1600
Totals	183	8270	6302	2731	22	7300	9250	5375	175	36	2710	321	51910	188	25830	188	25830	25830	25830	25830	25830	25830	25830

GRAND TOTAL FOR GULF DIVISION—Continued.

	30	1500	9125	3155	11	3550	10690	6550	242	51	5325	625	24330	2	9000	1	250
1 Bonaventure County..																	
2 Caspe "			10658	6195	50	30000	6640	15255	1236	53	6360	256	142940	60	61500	9	1080
3 Sagunay "	182	8270	6302	2731	22	7300	9250	5375	175	36	2710	321	51910	188	25830	1	5000
Grands totals	213	9770	26365	12681	83	40850	86310	57430	1653	140	14395	1202	222180	250	90330	11	6330

RECAPITULATION.

SHOWING the Kinds and Quantities of Fish and Fish Products in the Gulf Division, Prov. of Quebec, for the Year 1903.—*Con.*
COUNTY OF BONAVENTURE—*Continued.*

Divisions.	KINDS OF FISH.												
	Salmon, fresh, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackarel, fresh, lbs.	Mackarel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.
1 Restigouche.....	25000	.....	50	15000	.....	.....	.....	.....	30	.....	.....	.....	.....
2 Bonaventure.....	99200	.....	2500	54000	42500	.....	.....	6000	60	9625	17	55500	385
3 Port Daniel.....	31287	.....	3010	7000	20000	.....	.....	54300	.....	12400	51	.....	1250
Totals..	155437	.....	5560	76000	62500	.....	.....	60300	90	22025	68	55500	1635
COUNTY OF GASPE.—Continued.													
1 Grand River.....	35840	.....	1262	.....	.....	.....	.....	82004	.....	32875	84	.....	635
2 Gaspé Bay.....	123000	.....	1270	.....	.....	.....	.....	22000	10	44000	29	.....	4800
3 Mont Louis.....	21350	.....	4450	1000	600	.....	.....	.....	8	14400	30	.....	750
4 St. Ann's.....	12620	.....	3260	6700	2000	.....	.....	.....	.....	2825	.....	.....	.....
5 Magdalen Islands S.....	.....	.....	6585	30350	.....	1500	6330	202032	.....	8203	30	.....	.....
6 " N.....	.....	.....	6788	40000	.....	.....	3869	37416	.....	988	21	.....	125
Totals..	192810	.....	23615	38050	42600	1500	10199	770212	18	103381	133	.....	6370

RECAPITULATION.

Showing the Kinds and Quantities of Fish and Fish Products in the Gulf Division, Prov. of Quebec, for the Year 1903—*Concl'd.*

COUNTY OF BONAVENTURE—*Concluded.*

DIVISIONS.	KINDS OF FISH.								FISH PRODUCTS.			Seal skins, number.	Total Value of ALL Fish.	Number.
	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Pels, brls.	Tom Cod or frost fish, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			
1 Restigouche.....	161	1900	12000	18	150000	89	40000	.....	.....	.....	500	.....	15,675 00	1
2 Bonaventure.....	.....	10500	59700	.....	16500	.....	24000	.....	3210	3140	88000	.....	135,992 75	2
3 Port Daniel.....	.....	.....	13500	.....	25000	.....	8500	.....	8900	3950	10700	25	111,778 65	3
Totals.....	161	12400	76200	18	191500	89	72500	.....	12110	7090	94200	25	263,446 40	.....

COUNTY OF GASPE—*Concluded.*

DIVISIONS.	KINDS OF FISH.								FISH PRODUCTS.			Seal skins, number.	Total Value of ALL Fish.	Number.
	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Pels, brls.	Tom Cod or frost fish, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			
1 Grand River.....	165	9900	.....	.....	14000	.....	.....	.....	20775	8800	.....	.....	265,704 25	1
2 Gaspé Bay.....	.....	52500	1500	.....	97000	.....	.....	.....	32150	9350	.....	.....	277,065 00	2
3 Mont Louis.....	.....	3705	1000	.....	.....	.....	.....	.....	9150	4485	1020	.....	107,129 50	3
4 St. Ann's.....	.....	.....	.....	.....	.....	.....	.....	.....	1412	325	200	.....	31,495 10	4
5 Magdalen Islands S.....	.....	.....	.....	.....	.....	100	.....	.....	4185	2440	1025	.....	273,075 50	5
6 " " N.....	15	1254	1610	890	167	191,550 95	6
Totals.....	165	65505	2500	111000	115	68926	18800	3135	167	1,088,020 30

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COUNTY OF SAGUENAY—Concluded.

1 Godbout.....	17040	19800	7100	2400	135	58	513	48,666	15	1
2 Moisie.....	5644	1350	.....	.....	.....	3411	335	102	320	57,399	70	2
3 Mingan.....	6750	6800	.....	.....	.....	14675	2580	.....	700	141,902	50	3
4 Natashquan.....	1300	1000	.....	.....	.....	5495	1520	.....	670	60,046	00	4
5 Romane.....	1500	3000	.....	.....	.....	801	4425	.....	92	13,262	80	5
6 St. Augustin.....	.....	4950	.....	.....	.....	22571	4370	.....	2219	132,429	55	6
7 Pointe Esperance.....	.....	3000	.....	.....	.....	17255	1835	.....	630	142,088	50	7
8 Anticosti.....	.....	.....	.....	.....	.....	600	6350	.....	.....	47,540	00	8
Totals.....	32234	39900	7100	..	..	67208	21590	160	5144	643,335	20	

GRAND TOTAL FOR GULF DIVISION—Concluded.

1 Bonaventure County.....	161	12400	76200	18	191500	89	72500	.....	12110	7090	94200	25	263,446	40	1
2 Gaspé.....	165	65305	2500	..	111000	115	.....	.....	68926	48980	3135	167	1,088,030	30	2
3 Saguenay.....	.....	32234	39900	.....	7100	.....	.....	.....	67208	21590	160	5144	643,335	20	3
Grand totals.....	326	111139	118600	18	309600	204	72500	320	148244	77660	97495	5336	1,994,801	90	

4-5 EDWARD VII., A. 1905

RECAPITULATION

STATEMENT Showing Yield and Value of Fisheries of the Gulf Division, Province of Quebec, for the Season of 1903.

Description.	Quantity.	Price.		Value.	
		§	cts.	§	cts.
Salmon, fresh in ice..... Lbs.	865,489	0	20	173,097	80
" salted..... Brls.	369	15	00	5,535	00
Herring "..... "	30,598	4	50	137,691	00
" fresh..... Lbs.	122,550	0	01	1,225	50
" smoked..... "	105,100	0	02	2,102	00
Mackerel, fresh..... "	1,500	0	12	180	00
" salted..... Brls.	10,201	15	00	153,015	00
Lobsters, canned..... Lbs.	978,434	0	25	244,608	50
" fresh in shell..... Cwt.	108	5	00	540	00
Cod, dried..... "	219,432	4	50	987,444	00
" tongues and sounds..... Brls.	308	10	00	3,080	00
Haddock, fresh..... Lbs.	55,500	0	03	1,665	00
" dried..... Cwt.	8,005	3	00	24,015	00
Hake, dried..... "	326	2	25	733	50
Halibut..... Lbs.	111,139	0	10	11,113	90
Trout..... "	118,600	0	10	11,860	00
Shad, salted..... Brls.	18	10	00	180	00
Smelts, fresh in ice..... Lbs.	309,600	0	05	15,480	00
Eels, salted..... Brls.	204	10	00	2,040	00
Tommy cod..... Lbs.	72,500	0	03	2,175	00
Coarse and mixed fish..... Brls.	320	2	00	640	00
Fish oil..... Galls.	148,244	0	30	44,473	20
Fish as bait..... Brls.	77,660	1	50	116,490	00
Fish as manure..... "	97,495	0	50	48,747	50
Seal skins..... No.	5,336	1	25	6,670	00
Total for 1903.....				1,994,801	90
" " 1902.....				1,818,905	25
Increase for 1903.....				175,896	65

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RECAPITULATION

SHOWING Number of Men, Vessels and Boats and Value of Material employed in **Gulf Division** Fisheries—Season of 1903.

Description.	Value.
	s cts.
38 vessels of 1,580 tons manned by 214 men.....	30,215 00
6,496 boats fished by 11,214 men.....	210,555 00
289,557 fathoms of gill net.....	170,5 8 00
496 seines of 23,825 fathoms.....	30,046 00
181 trap nets.....	83,325 00
920 trawls.....	14,283 00
25 weirs.....	595 00
213 smelt and seal nets.....	9,770 00
20,365 hand lines.....	12,681 00
83 lobster canneries employing 1,653 hands.....	40,850 00
6,210 lobster traps.....	57,450 00
140 freezers and ice houses.....	14,395 00
1,202 smoke and fish houses.....	222,180 00
250 piers and wharfs.....	96,330 00
11 smacks and tugs.....	6,330 00
Total value	999,523 00

RETURN of the Number of Fishermen, Tonnage and Value of Boats, Nets, &c., and
Lévis, Province of Quebec,

FISHING MATERIALS.												KINDS.
Number.	Boats.			Gill Nets.			Brush or Eel Weirs.		Salmon, lbs.	Shad, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.
	DISTRICTS.											
	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.				
		£			£		£					
1 Capucins and Little Méchins.	13	166	20	20	400	271					350	50
2 Grands Méchins.	14	160	14	14	396	242	1	50	2600		180	
3 Ste. Félicité.	33	283	33	22	384	242	1	50			125	
4 Grosses Roches and vicinity.	5	22	5	5	90	35	1	50			40	100
5 Matane.							6	250	5000		363	130
6 Rivière Blanche.	6	55	6	13	400	160					8	3400
7 Sandy Bay.	55	563	55	86	2829	858					109	1109
8 Metis.	6	13	6	1	24	12	6	180	2400		6	9000
9 Ste. Flavie.	11	13	11	14	250	319					12	20000
10 Ste. Luce.	2	16	2	12	72	144	7	350	335		12	5000
11 Rimouski.	29	635	34	7	46	32	13	460	2800		42	6000
12 Islet à Canuel.	7	225	7	150	150	200	5	1100	6625		31	30000
13 Bic and River Hâtée.	4	40	4	4	128	124	10	1156	2160		56	150000
14 St. Simon and St. Fabien.							5	100				400
15 Trois Pistoles.							3	408	220	425		10000
16 Green Island.	37	299	55				31	1880	2920	22920	203	29600
17 Cacouma.	8	50	8				7	400	4040	2055	107	28000
18 R. du Loup and Notre Dame.	4	45	4				9	390	11000	11120		60000
19 St. André.							4	835				2500
20 Kamouraska.	1	7	2				3	1600	300	2100	11	520
21 St. Denis.	1	3	1				7	400	100			500
22 River Ouelle.	2	5	6				14	450	400	200	10	35000
23 Ste. Anne Lapocatière.	1	5	1				10	350				
24 St. Roch.							6	100				
25 St. Jean Port Joli.							19	214				
26 L'Islet.							5	375				
27 Cap St. Ignace.				2	60	32	9	945				
28 Crane, Goose and Canoe Islands.							5	220				
29 Montmagny.	2	10	2	3	70	34	11	300				
30 Berthier.	19	100	19	10	320	165	30	200				
31 St. Valier.	5	75	5				1	3000	200	6500		
32 St. Michel.	6	40	6				8	3200	80	4850		
33 Beaumont.	9	60	9				9	3850	100	10850		
34 St. Joseph de Lévis.	9	50	9				9	3650	200	3500		
35 St. Nicholas.	1	10	1				1	460	5	2000		
Totals.	290	2950	325	363	5619	2870	256	26967	41485	66520	1665	401300
Values.	£								8297	3091	6660	4013

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the Kinds of Fish caught in the District extending from **Cape Chatte to Point**
for the Year 1903.

OF FISH AND FISH PRODUCTS.

Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickered, lbs.	Cod, dried, cwt.	Halibut, lbs.	Sturgeon, lbs.	Eels, lbs.	Herring, smoked, lbs.	Sardines, brls.	Fish oil, galls.	Mixed and coarse fish, lbs.	Fish as bait, brls.	Fish as manure, brls.	Seals, No.	Belugas, No.	Total VALUE OF ALL FISH.	Number.
																\$	cts.
				500	1275					126		20	10			3,600	80
				700	300			400		160		10	20			4,151	00
				200	1500			100		100		15	4			1,506	60
				10	25			75		12		2	2			212	60
				5	50			200		10		15	4			2,509	80
				35	100			800		3	4000	3	10			282	40
				3	173			500		6	4000	7				538	60
				2000					2	6						800	00
				700								20				348	00
						35			10		10000					297	00
	9600						4200	1100			8000		175			2,189	50
						4200		4200					220			2,195	00
										10				10		2,171	50
							5400									328	00
						260			12	10				10		326	60
						7850		6655	167	17	8400		245	4		4,853	90
						1800			54	35	10500		80	22		2,092	30
						550			30	4000				17		3,570	45
						500	1000	200	10	8	600			6		164	90
						600	200		2					10		301	70
						100	3000		10		1000					1,399	00
						100	3000		15	1800	1800				32	699	50
	6000					325	1000				2000					409	00
							2300			850	1600					800	00
	4000						6400				1600					156	00
							2400				1200					593	50
		100				7600		1550			2400			10		599	00
		4000					4550				600					251	00
						7000	1950				3200					569	00
						15000	8500				8000					1,490	00
1500		1000				8000	10000				5000					1,730	00
2150		1250	850			1400	60300				1800					4,341	50
1550		1000	600			2150	45000				1600					3,750	00
2850		1200	850			1200	113650				2000					7,927	50
500		100	800			100					2000					235	00
8550	19600	7650	4100	1453	6123	58770	274400	14230	282	3177	85300	92	770	89	32		
855	1960	765	246	5812	612	3526	16464	284	846	953	853	138	385	111	128	56,900	65

RETURN of the Number of Fishermen, Value of Boats, Nets, &c., and the Kinds of Fish

		FISHING MATERIAL.									
Number.	DISTRICTS.	Boats.			Gill Nets.		Seines.			Hoop Nets.	
		Number.	Value.	Men.	Number.	Fathoms.	Number.	Fathoms.	Value.	Number.	Value.
	<i>North Shore St. Lawrence.</i>		\$						\$		\$
1	Ottawa River and tributaries (Pontiac and Ottawa counties).....	105	900	145	105	2300	480	...	...	...	...
2	Lake Two Mountains.....	95	950	95	160	2200	450	10	300	220	5 30
3	L'Assomption and Terrebonne counties.....	90	900	98	10	200	50	20	600	450	20 100
4	Berthier and Joliette counties.....	50	500	50	20	400	100	10	300	150	500 1500
5	Maskinongé county.....	25	200	25	10	200	50	4	120	90	200 600
6	†St. Maurice, Champlain and Portneuf counties...	60	600	75	20	240	75	10	300	220	...
	<i>South Shore St. Lawrence.</i>										
7	Lotbinière and Nicolet counties.....	60	450	65	50	600	90	25	500	250	30 150
8	Yamaska county and river.....	55	580	60	...	...	...	4	160	140	1200 600
9	Richelieu county.....	40	400	40	...	...	...	6	180	120	50 250
10	Verchères county.....	25	250	25	...	...	...	8	240	160	6 30
11	Chambly county.....	20	200	30	...	...	...	6	180	120	3 50
12	Laprairie county.....	8	80	16	4	60	10	4	120	80	...
13	Lake St. Louis and tributaries.....	85	850	95	...	...	...	10	300	220	...
14	Lake St. Francis tributaries.....	60	510	75	...	...	*	...	...	...	...
15	†River Richelieu (Lacolle to St. Denis).....	70	700	80	...	...	...	30	600	500	100 2000
16	Missisquoi Bay.....	14	200	30	...	...	...	14	1100	900	...
17	Lakes and streams (Eastern Townships).....	...	...	...	...	*	...	...	...	...	...
	Totals.....	862	8270	1004	359	6200	1305	161	5000	3620	2114 5310
	Total values	\$									

* With night lines and trolling. † Two eel-weirs, \$60,000. ‡ In No. 6.—Add 8,300 bushels of Tom

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in the District extending from **Quebec City** to **Pontiac**, for the Year 1903.

KINDS OF FISH.

Shad, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Bullheads, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	TOTAL VALUE,		Number.	
													¢	cts.		
	18500	70400	21600	33500	92700	9600	35300	8300	9700	7500	11600	210900	27,367	00	1	
6000	4000	30000	5200	6500	4400	300	7000	7000	5800	6000	6500	40300	4,121	00	2	
4100	500	3500	1200	3100	9500	600	1200	4200	2100	4300	1100	20600	5,886	00	3	
		5000	1000	2300	5100	700	1200	20500	10400	12200	2500	42100	5,072	00	4	
5000	3000	5600	2500	3700	11800	1000	1100	8200	6200	6400	3300	31700	3,060	00	5	
						500	3500	10200	12800	6600	6800	95600	+	11,434	00	6
10600	2500		2700	8800	7600	1200	7600	25900	6200	1500	3900	80400	6,904	00	7	
	800		1900	9100	19700	700	2900	25100	11300	12900	1500	79600	6,580	00	8	
1200	500		600	2000	5000	200	700	15000	5000	2000	1000	20000	2,382	00	9	
	200		500	1500	4100	200	800	3300	4600	900	400	31000	1,568	00	10	
	1000		200	1100	1000	150	5100	3100	4200	1500	200	5900	1,177	00	11	
1000	100		700	1200	900	100	500	600	600	500	200	31300	1,084	00	12	
2000			3500	7700	1800	700	8000	14000	11100	4100	3800	26500	4,050	00	13	
			1500	1100	1600	500	16400	41200	600	1000	1200	9200	4,124	00	14	
			4500	5000	34600	100	600	82900	67100			214800	15,251	00	15	
				35200	4100				27200			20000	4,781	00	16	
	8000	55400	7800	32900	1900	400		900	18300			34600	11,548	00	17	
20900	35100	173900	58600	162100	216300	16950	91900	270400	203200	67400	44100	994500	...	...	...
2290	3510	17390	5860	12968	10515	1695	5514	16224	10160	3370	1323	19890	116,389	00		

Total \$4,980.

4-5 EDWARD VII., A. 1905

NORTH SHORE of the St. Lawrence from **Quebec to the Saguenay**, including
Lake St. John District—1903.

Fishing Materials and kinds of Fish.	County of Quebec.	Montmor- ency, & Isle d'Orleans.	Charlevoix & Isle aux Coudres	Lake St. John & Tributaries.	Total Quantity.	Total Value.
						\$ cts.
Boats, No.	4	8	12	*15	39	500 00
Weirs, No.		127	53		180	11,600 00
Gill net, fathoms.	200		350	1,600	2,150	500 00
Seines, fathoms.		40	60		100	60 00
Lines, No.	25	30	40	40	135	110 00
Total value.						12,850 00
Kinds of Fish						
Salmon, lbs.	120	800	1,500	12,600	15,020	3,004 00
Herring, fresh, lbs.			5,000		5,000	50 00
Whitefish, lbs. †	2,100	300		18,000	20,400	2,040 00
Trout, lbs.	9,200	1,500	14,700	30,800	56,200	5,620 00
Ouananiche, lbs.				24,300	24,300	2,430 00
Pickarel, lbs.	800	300		77,600	78,700	4,722 00
Pike, lbs.				30,300	30,300	1,515 00
Eels, lbs.	500	274,600	59,800		334,900	20,094 00
Perch, lbs.	250	150		1,900	2,300	115 00
Coarse and mixed fish, lbs.	2,600	36,000	179,900	132,600	351,100	3,511 00
Sardines, brls.		50	150		200	600 00
Totals.	15,570	323,650	290,900	328,100	958,220	
Values. \$	1,270	17,352	7,657	17,422		43,701 00

*One steam tug \$250. † Including *Bar* fish.

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RETURN Showing Yield and Value of Fisheries of the Province of Quebec, (exclusive of the Gulf Division), for the year 1903.

Description.	Quantity.	Price.		Value.
		\$.	cts.	
Cod.....Cwt.	1,433	4	00	5,812 00
Halibut.....Lbs.	6,123	0	10	612 30
Salmon.....Lbs.	56,505	0	20	11,301 00
Onananiche.....Lbs.	24,300	0	10	2,430 00
Trout.....Lbs.	249,700	0	10	24,970 00
Whitefish.....Lbs.	64,050	0	10	6,405 00
Herring, fresh.....Lbs.	406,300	0	01	4,063 00
" smoked.....Lbs.	14,230	0	02	284 60
" salted.....Brls.	1,665	4	00	6,660 00
Sardines.....Brls.	482	3	00	1,446 00
Shad.....Lbs.	69,420	0	00	6,981 20
Eels.....Lbs.	879,700	0	06	52,782 00
Maskinongé.....Lbs.	16,950	0	10	1,695 00
Bass.....Lbs.	66,250	0	10	6,625 00
Pickarel.....Lbs.	244,900	0	00	17,936 00
Pike.....Lbs.	240,600	0	05	12,030 00
Perch.....Lbs.	205,500	0	05	10,275 00
Sturgeon.....Lbs.	150,670	0	06	9,040 20
Tom Cod.....Bush.	8,300	0	60	4,980 00
Coarse and mixed fish.....Lbs.	1,430,900	0	00	24,254 00
Bullheads dressed.....Lbs.	67,400	0	05	3,370 00
Cattfish.....Lbs.	44,100	0	03	1,323 00
Fish as bait.....Brls.	92	1	50	138 00
" manure.....Brls.	770	0	50	385 00
" oil.....Galls.	3,177	0	30	953 10
Seals skins.....No.	89	1	25	111 15
White Whale skins.....No.	32	4	00	128 00
Total for 1903.....				216,990 65
" 1902.....				240,269 94
Decrease.....				23,278 29

STATEMENT showing the Fishing Materials in the above district exclusive of the (Gulf St. Lawrence), 1903.

Article.	Value.	
	\$.	cts.
1,191 Fishing boats (1,580 men).....	11,720	00
812 Gill nets, 13,969 fathoms.....	4,755	00
165 Seines, 5,000 fathoms.....	3,680	00
436 Weirs (brush of wire).....	38,507	00
2 Weirs, eel weirs special.....	60,000	00
2,114 Hoop nets (verveux).....	5,210	00
2,124 Fishing lines or night lines.....	1,353	00
Total.....	125,325	00

4-5 EDWARD VII., A. 1905

RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of Quebec for the
Year 1903.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			¢ cts.	¢ cts.	¢ cts.
Salmon	Lbs.	921,994	0 20	184,398 80	
" (salted)	Brls.	369	15 00	5,535 00	189,933 80
Omnaniche	Lbs.	24,300	0 10		2,430 00
Trout	"	368,300	0 10		36,830 00
White-fish	"	64,050	0 10		6,405 00
Smelts	"	309,600	0 05		15,480 00
Cod (dried)	Cwt.	220,865	4 50	993,256 00	
" tongues and sounds	Brls.	308	10 00	3,080 00	996,336 00
Haddock (dried)	Cwt.	8,005	3 00	24,015 00	
" (fresh)	Lbs.	55,500	0 03	1,665 00	25,680 00
Hake (dried)	Cwt.	326	2 25		733 50
Halibut	Lbs.	117,262	0 10		11,726 20
Tom Cod	"	321,500			7,155 00
Herring (fresh)	"	528,850	0 01	5,288 50	
" (smoked)	"	119,330	0 02	2,386 60	
" (salted)	"	32,263	4 50	144,331 00	152,026 10
Sardines	Brls.	482	3 00		1,446 00
Shad	Lbs.	73,020			7,161 20
Mackerel (fresh)	"	1,500	0 12	180 00	
" (salted)	Brls.	10,201	15 60	153,015 00	153,195 00
Bass	Lbs.	66,250	0 10		6,625 00
Pickarel	"	244,900			17,936 00
Perch	"	205,500	0 05		10,275 00
Pike	"	240,600	0 05		12,030 00
Maskinongé	"	16,950	0 10		1,695 00
Eels	"	879,700	0 05	52,782 00	
"	Brls.	204	10 00	2,040 00	54,822 00
Sturgeon	Lbs.	150,670	0 06		9,040 20
Lobsters (canned)	"	978,434	0 25	244,608 50	
" (fresh in shell)	"	108	5 00	540 00	245,148 50
Billheads (dressed)	"	67,400	0 05		3,370 00
Catfish	"	44,100	0 03		1,323 00
Coarse and Mixed Fish	"	1,494,900			24,894 00
Fish Oil	Galls.	151,121	0 30		45,426 30
Fish as bait	Brls.	77,752	1 50		116,628 00
" as manure	"	98,265	0 50		49,132 50
Seals	No.	5,425	1 25		6,781 25
White Whales (Belugas)	"	32	4 00		128 00
Total for 1903					2,211,792 55
" 1902					2,059,175 15
Increase					152,617 35

SESSIONAL PAPER No. 22

RECAPITULATION.

OF the number of Fishing Crafts, Nets, &c. in the whole Province of Quebec.
for the year 1903.

Articles.	Value.	Total.
	s cts.	s cts.
38 Fishing vessels (1,580 tons).....	32,215 00	
7,687 " boats.....	222,275 00	252,490 00
303,526 fathoms of gill-nets.....	175,273 00	
28,825 " seines.....	33,726 00	
461 weirs (brush or wire).....	39,102 00	
2 special eel weirs.....	60,000 00	
2,114 hoop-nets (verveux).....	5,310 00	
181 trap-nets.....	83,325 00	
213 smelt and seal-nets.....	9,770 00	
920 trawls.....	14,283 00	
28,488 hand lines and night lines.....	14,034 00	434,823 00
83 lobster canneries.....	40,850 00	
86,310 " traps.....	57,450 00	98,300 00
140 freezers and ice houses.....	14,395 00	
1,202 smoke and fish houses.....	222,180 00	
250 piers and wharfs.....	96,330 00	
11 smacks and tugs.....	6,330 00	339,235 00
Total.....		1,124,848 00

STATEMENT of Persons engaged in the Quebec Fisheries in 1903.

Number of men in fishing vessels.....	214
" " " boats.....	14,661
" " " lobster canneries.....	1,633
Total.....	16,528

APPENDIX No. 7.

ONTARIO.

GENERAL REMARKS, SEASON 1903.

The returns indicate a small diminution in the catch as compared with that of 1902. The demand for fish has, however, been active, and the prices exceptionally high; so that the estimated value of the catch is considerably greater than that of last year. In Lake Superior, Huron and the Georgian bay the falling off is again attributed to the rough weather, which prevailed throughout the greater part of the season, and not to a scarcity of fish, for when the weather permitted the catches are said to have been unusually large. In Lake Erie the gradual shrinkage from year to year may it is believed, be directly chargeable to the greed of American fishermen, and to the practically unlimited privileges which they have been allowed. They have operated with every kind of implement, and virtually, without restraint. This is assumed to be the principal reason why the stringent restrictions which have been so long maintained by Ontario have not been more effective in increasing the yield on this side of the lake; and unless a disposition is manifested on the part of the American authorities to take immediate action in the direction of effective preservative regulations and safe-guards, no tangible or defensible argument can be adduced against the claim of our fishermen to equally participate in the extermination.

A diminished catch in a number of places has no doubt resulted from the fact that many of the fishermen, finding other employment more remunerative, abandoned their fishing operations for a portion of the year, or did not pursue them with the assiduity they perhaps would otherwise have done.

The cause of a shortage in a certain portion of a lake in one season as compared with another sometimes arises from the fact that, owing to rough weather, the fishermen may not be able to lift their nets for several days. The fish decompose and pollute the water, and the effect is noticeable for the remainder of the season. Our own fishermen have suffered considerably in that respect, but not to the same extent it is believed that the United States fishermen have done. We gather from a report of one of the states bordering on Lake Erie, that fifty miles of net are claimed to have been lost this year by fishermen from one port alone. The number of fish caught by these derelict nets, not to speak of the effect of the decomposed fish upon the fisheries, must be considerable.

The improvident custom of setting gill nets late in the fall and during the winter months is believed to have a disastrous effect upon the fisheries, as well as to result in great pecuniary loss to the fishermen from the sweeping away of their nets during that usually stormy period.

In Lake Ontario it is reported that the species of fish known as ciscoe, which was caught years ago in such large numbers, 'is coming back again,' and that out of 6,000 fish taken in two or three lifts by Bronte fishermen, 90 per cent were ciscoes. This gladdened the hearts of the old fishermen, who prophesy that they will be as numerous as in former years. It is hoped their expectations may be realized. There is no finer flavoured fish in the market than the ciscoe.

NOTE.—The information re-Ontario fisheries is taken from the provincial reports.

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Several sea salmon are reported to have been taken in the St. Lawrence. Some doubt, however, has been expressed as to whether these fish were of the species known as *salmo salar*; but, from the descriptions given there is every reason to believe that they were.

Reports have from time to time reached the department that a fish said to be the grayling is to be found in Northern Ontario; but these reports have never been verified. Richardson, in 'Fauna Boreali-Americana' states that it abounds in the rocky streams that flow through the primitive country lying north of the 62nd parallel of latitude, but he does not record that he found it further south. It is said to still inhabit the waters of both the southern and northern peninsulas of Michigan, and that it was formerly very abundant in the Au Sable and Jordan rivers of Northern Michigan, though now practically exterminated by the lumbering operations carried on in that region. It would certainly be a delightful bit of information to find that this fish really was to be found in Ontario waters. Its dorsal fin is so unlike that of any other fish that any one will be able to decide the matter without difficulty. Its colouring is described by Jordan and Evermann to be as follows: 'His pectorals are olive-brown, with a bluish tint at the end; the ventrals are striped with alternate streaks of brown and pink: the anal is plain brown; the caudal is very forked and plain; while the crowning glory is the immense dorsal, which is dotted with large, brilliant-red or bluish-purple spots, surrounded with a splendid emerald green, which fades after death—the changeable shade of green seen in the peacock's tail.' There is said to be no species sought for by anglers which surpasses the grayling in beauty or gameness.

The statistics which are to be found in another portion of the report have been prepared with the utmost care, and are believed to furnish an accurate account of the season's operations. The usual difficulty has been experienced in impressing the fishermen with the necessity of making their returns promptly, and this has made it absolutely impossible to complete the report as early as otherwise might have been done.

Licenses to fish with 2,002,710 fathoms of gill net, 488 pound nets, 523 hoop nets, 100 seines, 32 dip nets, and three machines, besides several thousand hooks, were issued.

The occupation has given employment to 2,443 men, and 24 gasoline boats, 109 tugs, and 1,370 other boats have been in use.

An estimated capital of \$846,368 is invested in the industry.

The aggregate catch amounts to 21,194,205 pounds, as compared with 23,714,570 in 1902, a decrease of 2,520,365.

The estimated value of the catch is \$1,535,144.

GREAT LAKE FISHERIES.

The maintenance and preservation of our great lake or commercial fisheries are perhaps of greater importance than that of conserving those commonly known as the sporting fisheries. This must be done, mainly, by propagation and protection; propagation by preventing the taking of immature fish, that the greatest possible opportunity may be afforded for natural reproduction, and by largely increasing the output of fish hatcheries; and protection, by exercising a vigorous policy of supervision, the requirement of a strict compliance with the laws and regulations, and the prompt prosecution and punishment of persons for violating the same.

Fish are described by naturalists as being of two classes, local and migratory. Both may be quickly exhausted by improper fishing and overfishing with regard to the species which lead a more or less migratory existence, there cannot be the least doubt and where man has complete control over the area occupied by each, the same principle of more fish being caught than produced would lead to exhaustion likewise. It has been demonstrated that some of the Atlantic fish coming into the Mediterranean to spawn, and caught before or after spawning, have become extinct although at one time so numerous as to interfere with navigation at the spawning season.

The diminution of any species of fish can usually be traced to the action of man.

In the great lakes fishing is carried on with gill-nets in almost any depth, even in 400, 500 and 600 feet of water with as great safety and less loss of nets than when used

nearer the shore and shallows. It is in the deep water in the summer months that the immature fish or summer trout are now largely destroyed by the use of smaller mesh nets, which have been reduced from the former 5-inch extension size to $4\frac{1}{2}$ and 4 inches, and less.

The fish can be followed to almost any point in the lakes and with this irregular fishing and over-fishing their extermination is only a matter of time.

When any species of fish gets much below nature's balance in the waters by such abnormal means, their natural enemies and parasites are usually sufficient to complete their destruction without the aid of man.

The Dominion has the power to enact fishery regulations and restrictions, to prescribe the times of the year during which fishing may be allowed, and to stipulate the implements which may be employed for the purpose. The province may, among other things, issue or withhold licenses; it may authorize or refuse the use of certain implements of capture which may appear to it undesirable, though such implements have not already been prohibited by federal action; it may grant a license for one month or longer, as it may consider proper, subject, of course, to the season of prohibition established by the federal government; it may cancel a license before the period for which it has been issued has expired; it may refuse a license for any locality, or for any authorized implement of capture, should it consider that fishing under such license would be a detriment to the fisheries, or to the industry as engaged in by another class of fishermen with other implements of capture; it may insert in its license a condition that fish under a certain size shall be returned to the water; and it may prohibit the sale of fish for a long or shorter period. It is recognized that the fishermen are each year going behind, that the yield of our great lakes fisheries is annually becoming less, that we cannot shut our eyes to the fact that this is the consequent result of the excessive fishing which has been carried on for the last half century, and which if continued must result in their complete annihilation, and that the time has come when the question cannot longer be ignored. It has resolved itself into this: There must be immediate intervention on the part of the two great countries which these waters unite, whose sacred duty it is to devise means, and to take steps which will prevent such a calamity—steps which will insure to our children's children their rightful heritage; steps which, while having these objects mainly in view, must not stifle, but encourage and develop an industry by which is supplied one of our most wholesome and nutritious of foods.

FISHWAYS.

Though the general question of the requirement of fishways in dams is, as the law at present stands, one for the consideration of the Dominion Department, instructions have been given by the commissioner for the erection of fishways in two dams, the property of the province, in which it was made clear that their erection was desirable and proper. The principle fact which has to be borne in mind, or ascertained, when these recommendations are made, is that a roadway will not be provided for the entrance of worthless fish into waters in which under existing conditions only choice varieties are to be found, if but in small numbers. Should such a result be likely to follow, it would be better to transplant a few pairs of parent fish from adjacent waters, which, with proper protection, would soon populate those above the dam.

SESSIONAL PAPER No. 22

POLLUTION FROM SAWDUST AND OTHER CAUSES.

Referring to the injurious effects of sawdust on fish life, as to which conflicting opinions are expressed by fish culturists, a writer in a recent number of *Forest and Stream* points out that one of the first difficulties which fish culturists had to overcome in the artificial propagation of trout was the deleterious effects of the fungus growth that always appeared in the troughs and boxes in which the eggs were hatched, especially where these were manufactured out of new lumber; and he makes the emphatic statement that this fungus is so deadly to the eggs that if a million were to be put into green lumber troughs, not a single egg would mature. He very pertinently remarks that if the exposed surface of a hatching trough could be the primary means of such deadly consequences, what a vaster power for injury there must be in sawdust, in which form the exposed surfaces of the wood are multiplied almost indefinitely. If his contentions are well founded, the effect of throwing tons of sawdust every year upon the spawning beds, or where it will float and lodge upon the spawning beds below, must be most disastrous. In his opinion it is this fungus alone that destroys the young fish that are exposed to it, and not that mortality occurs by the sawdust becoming fixed in the gills during inhalation, as is generally supposed. Whatever ground there may be for a difference of opinion on the subject, it is well known that fish will abandon waters, the beds of which have become covered with this refuse. The practice of lumbermen of permitting sawdust to enter the water as the most convenient and inexpensive means of getting rid of it, is in some places still persisted in, notwithstanding the very severe penalties provided for the offence. Repeated warnings have been given, and preparations in a number of cases for making other disposition of the refuse, are, we are glad to find, under way.

A number of complaints have been received during the year as to the pollution of waters by the refuse from sugar factories. The attention of the parties has been called to the subject, and a system of settling basins and filters, which it is hoped will sufficiently eliminate the deleterious matter to render it perfectly harmless, has been recommended.

SESSIONAL PAPER No. 22

ARIO.

Fishing Materials and the Kinds of fish caught in the Province of Ontario, for 1903.

KINDS OF FISH.

Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Trout, salted, brls.	Pickered or dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Value.	Number.
											z cts.	
	148140	20780		87100	44900	31000	5200	165500		1180	44,138 00	1
	101400			22200	14050						12,922 00	2
	2000	10000									1,200 00	3
	4000			20000	10000		8000				3,280 00	4
	8000	2000									1,000 00	5
	1000	2600									360 00	6
	10400	3700		5400	4050						2,112 00	7
	4000	6000			1000						1,040 00	8
	50000	50000			5000						10,200 00	9
	2000				200	50					212 00	10
	330940	95080		134700	79200	31050	13200	165500		1180		
	33094	9508		13470	3168	2484	792	13240		708	76,464 00	
29500	294200	892800	193	46850	3050	2850			4200		126,329 00	1
	13500	19200									3,270 00	2
		3700									370 00	3
		13700									1,370 00	4
	14000	20200									3,420 00	5
	9260	76000									8,526 00	6
	49700	24100									7,380 00	7
	18000	22000		250	100						4,029 00	8
		8400									840 00	8
	149700	559400	400	3700	300	900					75,373 00	10
	1000	500									150 00	11
	14500	1600		2600	200	250					1,898 00	12
29500	563950	1641600	593	47400	3650	4000			4200			
81,180	56,395	164,160	5,930	4,740	146	320			84		232,955 00	

SESSIONAL PAPER No. 22

Quantity and Value of all Fish Nets, &c., in the Province of Ontario—*Continued.*

KINDS OF FISH.													VALUE.	Number
Herring, salted, brls.	Herring, fresh lbs.	Whitefish lbs.	Trout, lbs.	Pickered or Dore, lbs.	Pike, lbs.	Sturgeon lbs.	Perch lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Trout, salted, brls.	Whitefish, salted, brls.		
20		70 800		90 2000	9150 2000				5200				486	1
76		49150	23100	30050	4700	6300			7250	400			540	2
	1000	2000	8000	106800	500	4000		500					11,307	3
		20490	59150										608	4
		127300	30050	25150	9500	5500				215			12,100	5
		12780	8580	30590	450	1800							7,964	6
		10000	110000	28000		2000							19,199	7
		35000	152000	4600	1700	2650							5,357	8
	14000	19000	404000									100	14,960	9
		24300	186000	6000							200		20,440	10
200		48580	112900								89		44,860	11
40		111960	177680	6000							1375		22,580	12
359		197050	243580	279670	2550			2000					31,500	13
945		153500	196000	131000	39000	5200		2000		200	25		29,884	14
												3	75,414	15
													57,896	16
1640	15000	811980	1713660	648150	69550	27450		4500	12450	815	1689	103		
13120	600	81198	171366	64815	2782	2196		360	249	489	16890	1030	355,095	
32	4125	263160	215920	4250	8050			200			5		48,886	1
1	4100	4000	5070	36770	18650	1550		850	17350	125	7	5	6,484	2
91	2200	31600	10000	49200	11500	3750		2000	24700	210			10,716	3
30	40000	45000	10000	10000	9000				2600		207	38	13,090	4
54	2500	5000	7000	1600	3600						60	10	2,460	5
3	57800	9100	127650			17900	10000		1000	4600	117	12	22,221	6
1	6150	111100	512930						200		102		63,697	7
	2100	3120	289620								22		29,586	8
212	78975	467080	1213190	101220	50200	23200	10000	3050	45850	4935	520	65		
1696	3159	46708	121319	10122	2008	1856	300	244	917	2961	5200	650	197,140	
1234	20000	4000	646600			3000			10000	900	345	4	80,202	1
142	3600		182100		400		400				370		23,218	2
	48750	13380	197780	50100	3000	3300	6000		22850	15			29,106	3
	4150	1500	20660	29980		1800	2600	1000	1400		3		5,740	4
	17350		170	57540		3000	100	50	14800				7,008	5
5	28875	750	1500	103300		15425	500	200	19350				13,402	6
1381	122725	19630	1048810	240920	3400	26525	9600	1250	68400	915	718	4		
11048	4909	1963	104881	24092	136	2122	288	100	1368	549	7180	40	158,676	

RETURN showing the Number, Tonnage and Value of Tugs, Vessels and Boats, and the

Number.		DISTRICTS.		FISHING MATERIAL.													
				Tugs or Vessels.				Boats.		Gill Nets.		Seines.		Pound Nets			
				Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Value.
		Lake St. Clair.															
		%				%				%				%			
1	River St. Clair.....					13	390	33				12	1140	783			
2	Thames River.....					18	319	64	*			18	860	550			
3	Lake St. Clair and Detroit River	3	13	1700	5	85	2495	161	*			27	3180	2400	8	2025	
Totals.....		3	13	1700	5	116	3204	258	*32			57	5180	3733	8	2025	
Values.....		£															
		Lake Erie.															
1	Pelee Island.....	4	90	12900	40	13	960	25		22600	3300	1	132	40	20	6300	
2	County Essex.....	2	50	9400	7	49	5000	64		4700	410	3	150	100	62	23400	
3	" Kent.....	1	50	12000	10	67	8090	101				4	1200	250	93	30800	
4	" Elgin.....	7	50	15550	13	52	6690	111		60040	5420				79	21800	
5	Houghton and Long Point.....	4	41	13000	14	25	845	41		81600	5995	6	2300	625	9	2950	
6	Rowan Bay.....					8	250	28				7	2800	870			
7	Normandale.....					30	2455	70		15260	734	10	3880	1375			
8	East of Port Dover.....	3	18	4475	14	13	1022	22		31200	1483				17	4250	
9	Cayuga to and including Grand River.....	4	66	15500	25	10	255	15		4600	8000	5	355	210	5	1300	
10	Port Maitland to Port Colborne.....	3	44	5900	13	17	595	30		16700	895				16	2800	
11	Port Colborne to Niagara Falls.....					27	1185	31		16400	1475				4	1200	
Totals.....		28	409	88725	136	314	27347	538		253100	27712	36	10817	3470	305	93720	
Values.....		£															

*2 dip-nets £91.

SESSIONAL PAPER No. 22

Quantity and Value of all Fish, &c., in the Province of Ontario—*Continued.*

KINDS OF FISH.														
Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickered or Dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Sturgeon bladders, No.	VALUE.
														Number.
3200				138350	2100	1300		2700			89900			16,030
				33470	2025					1225	77400			5,074
650	17750			56050	19650	41600	100	41300		32450	409700	2270		24,917
3850	17750			227870	23775	42900	100	44000		33675	577000	2270		
154	1775			22787	951	3432	6	1320		2694	11540	1362		46,021
154150	24050			8900	27175	4600		13900		9175	37400	320		13,007
93500	41700			96730	256150	13600		87100		7900	152600	1020		35,826
411250	22800		1400	320770	481200	10000		82600		1100	62350	470	50	75,102
416650	39050			345150	13550	11650		34000		7050	52450	450		59,463
153000	27550	60	600	54510	2950	650		29900		10450	117400	225		18,766
450			2150	14250	2850			15000	2500	5100	62750			3,992
14750	250		1750	28250	5550			53900	50	750	144950			8,381
236825	42800	1140	150	126900	700	17200		25000		100	20850	500	100	29,528
171000	77300	100		42950		18450		35100		50	50300	300	20	22,610
71200	27550	1570		65850	26050	27900		38200		200	61500	1370		18,833
2650	230			14120	48450	30800		3500		250	21500	2060	390	8,046
1725425	303280	2870	6050	1118380	864625	134850		418200	2550	42125	784050	6715	560	
69017	30328	287	484	111838	34585	10788		12546	153	3370	15681	4029	448	293,554

4-5 EDWARD VII., A. 1905

RETURN showing the Number, Tonnage and Value of Tugs, Vessels Boats, and the

[illegible]

SESSIONAL PAPER No. 22

Quantity and Value of all Fish, Nets, &c., in the Province of Ontario—*Continued*

KINDS OF FISH.													VALUE.	Number.
Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Pickered or Doré, lbs.	Pike, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Sturgeon bladders, No.		
													\$	
100			2800		1500		5000			2000			594	1
132000	5030		26810				4200						8,590	2
216900	60	20	7350	200			5600		100	6200			9,727	3
22200			650	550			2000		1000	350			1,122	4
39100							6200						1,750	5
85000	2000	13200											4,920	6
142600	19500	2600	200	7500			8700		3000	11600			8,267	7
148500		4000								20000			6,740	8
6000	3000	5500		300		700	500		400	2350			1,238	9
112000	6750	3300	100	200			1700		2000	9200			5,898	10
16800	2200	540		400			300						971	11
96100	4800	9800	200	30000			5900		10500	31700			8,175	12
				1500		1150	9900		54600	23250			5,259	13
55200	6440	24700	12200	114800	4300		137300		65100	168050			24,166	14
10000	20000		8000	140000	1000	30000	90000		55000	95000			19,680	15
				10500			20300		58400	11350			6,218	16
4900	22750	4100	1200	25950	2700		28000		7550	4650			5,832	17
	4450	3500	2000	13600	2000	6000	25500	6500	28500	13400			5,762	18
1087400	96980	71260	61510	345500	11500	37850	360100	6500	286150	399100			2	
43496	9698	7126	6151	13820	920	2271	10803	390	22892	7982			20	125,609
825	10	300	170	61350			18400		84750	37350			11,058	1
2750				8800			7200		60950	7200			5,698	2
	50		4070	7775	1500		1000		17825	21400			2,727	3
	200	150	800	6150	25		200		1975	1300			553	4
15950	20600		18010	15350	191250					22600	13720	150	2	29,237
750	320	390	1340							6100				357
25275	21180	840	24390	99425	192775		26800		165500	95950	13720	150	2	
1011	2118	84	2439	3977	15422		804		13240	1919	8232	120	20	49,630

RECAPITULATION of the Number of Fishermen, Tonnage and Value of Tugs,

Number.	Districts.	FISHING MATERIAL.								
		Tugs or Vessels.				Boats.			Gill Nets.	
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Yards. Value.
1	Lake of the Woods and Rainy River District...	4	100	8,000	10	30	2,825	79	.....	45,700 6,260
2	Lake Superior.....	15	120	29,860	84	68	6,015	134	.....	347,050 24,490
3	Lake Huron (N. channel)...	21	426	60,300	118	117	13,345	267	.....	913,300 70,170
4	Georgian Bay.....	19	439	46,800	154	121	14,366	189	.....	1,688,200 49,527
5	Lake Huron (proper).....	9	226	30,000	22	80	7,155	155	.....	371,931 30,934
6	Lake and River St. Clair and Thames River.....	3	13	1,700	5	110	3,204	258	\$82	..... \$91
7	Lake Erie and Grand River.....	28	409	88,725	136	314	27,347	538	.....	253,100 27,712
8	Lake Ontario.....	6	45	17,550	19	271	17,724	457	.....	362,705 18,289
9	Frontenac County.....	.....	.....	.....	.....	109	1,270	170	.....	5,194 844
10	Leeds and Lanark County.....	.....	.....	.....	.....	39	387	65	.....	510 54
11	Prescott, Russell and Carleton Counties.....	1	10	300	1	29	883	35	.....	1,050 120
12	Renfrew County.....	.....	.....	.....	.....	53	326	58	.....	1,580 - 195
13	Nipissing District.....	3	10	3,100	11	21	1,000	35	.....	14,500 900
14	Muskoka District.....	.....	.....	.....	.....	2	31	3	.....	600
Totals.....		109	1,798	286,275	560	1370	95,878	2,443	.....	4,005,420 229,495

§ Dip nets.

RECAPITULATION of the Number of Fishermen, tonnage and Value of Tugs,

Number.	District.	Herring, salted.	Herring, fresh.	Whitefish.	Trout.	White Bass.	Pickarel or Doré.	Pike.	Maskinongé.
		Brls.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
1	Lake of the Woods and Rainy River District.....			330,940	95,080		134,700	79,200	
2	Lake Superior.....		29,500	563,950	1,641,600		47,400	3,650	
3	Lake Huron (N. channel).....	1,640	15,000	811,980	1,713,660		648,150	69,550	
4	Georgian Bay.....	212	78,975	467,080	1,213,190		101,220	50,200	
5	Lake Huron (proper).....	1,381	122,725	19,630	1,048,810		240,920	3,400	
6	Lake and River St. Clair and Thames River.....		3,850	17,750			227,870	23,775	
7	Lake Erie and Grand River.....		1,725,425	303,280	2,870	6,050	1,118,380	864,625	
8	Lake Ontario.....	5	1,087,400	96,980	71,260		61,510	345,500	
9	Frontenac County.....	30	5,825	10	300		170	61,350	
10	Leeds and Lanark County.....		2,750					8,800	
11	Prescott, Russell and Carleton Counties.....			50			4,070	7,775	
12	Renfrew County.....			200	150		800	6,150	
13	Nipissing District.....		15,950	20,600			18,010	13,350	
14	Muskoka District.....		750	320	390		1,340		
Totals.....		3,268	3,088,150	2,632,770	5,787,310	6,050	2,604,540	1,539,325	
Values.....		\$26,148	123,526	263,277	578,731	484	260,454	61,573	

SESSIONAL PAPER No. 22

FISHERIES—Continued.

Vessels and Boats, Fishing Material, &c., for 1903.

FISHING MATERIAL.									OTHER FIXTURES USED IN FISHING.				Number.
Seines.			Pound Nets.		Hoop Nets.		Night Lines.		Freezers and Ice Houses.		Piers and Wharfs.		
No.	Yards.	Value.	No.	Value.	No.	Value.	No. hooks.	Value.	No.	Value.	No.	Value.	
		\$		\$		\$		\$		\$		\$	
.....	.....	.....	12	2,500	21	1,575	.....	.....	3	2,000	1	500	1
.....	.....	.....	28	6,800	.....	.....	.....	.....	18	14,350	.....	.....	2
.....	.....	.....	50	9,600	.....	.....	.....	.....	8	1,550	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	16	4,950	5	1,200	4
.....	.....	.....	73	14,500	.....	.....	.....	.....	22	4,735	.....	.....	5
57	5,180	3,733	8	2,025	95	5,700	6,600	176	30	3,540	3	475	6
36	10,817	3,470	305	93,720	6	355	8,700	61	143	40,440	.....	.....	7
6	1,050	435	*117	*117	247	3,987	100	50	43	4,115	†3	†275	8
.....	.....	.....	.....	.....	68	1,477	.....	.....	1	2,500	.....	.....	9
1	12	20	.....	.....	68	1,325	.....	.....	6	214	1	25	10
.....	.....	.....	.....	.....	18	330	1,800	69	15	235	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	12	3,100	.....	.....	.....	.....	2	2,400	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
100	17,059	7,658	488	132,245	523	14,749	17,200	356	307	81,029	10	2,200	

* Spears.

† Machine-traps.

Vessels and Boats, Fishing Material, &c., for 1903.—Continued.

Sturgeon.	Eels.	Perch.	Tullace.	Catfish.	Mixed and Coarse Fish.	Caviare.	Sturgeon bladders.	Trout, salted.	Whitefish, salted.	Value.	Number.
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Brls.	Brls.	%	
31,050	.....	.....	13,200	165,500	.....	1,189	.....	.....	.....	76,464	1
4,000	.....	.....	.....	.....	4,200	.....	.....	593	.....	232,955	2
27,450	.....	.....	.....	4,500	12,450	815	.....	1,689	103	355,095	3
23,200	.....	10,000	.....	3,050	45,850	4,935	.....	520	65	197,140	4
26,525	.....	9,600	.....	1,250	68,400	915	.....	718	4	158,676	5
42,900	100	44,000	.....	33,675	577,000	2,270	.....	.....	.....	46,021	6
288,850	.....	418,200	2,550	42,125	784,050	6,715	560	.....	.....	305,874	7
11,500	37,850	360,100	6,500	286,150	399,100	.....	.....	2	.....	125,609	8
.....	.....	18,400	.....	84,750	37,350	.....	.....	.....	.....	11,058	9
.....	.....	7,200	.....	60,950	7,200	.....	.....	.....	.....	5,698	10
1,500	.....	1,000	.....	17,825	21,400	.....	.....	.....	.....	2,727	11
25	.....	200	.....	1,975	1,300	.....	.....	.....	.....	553	12
191,250	.....	.....	.....	.....	22,600	13,720	150	2	.....	29,237	13
.....	.....	.....	.....	.....	6,100	.....	.....	.....	.....	357	14
648,250	37,950	868,700	22,250	701,750	1,987,000	30,550	710	3,524	172	.....
\$51,860	2,277	26,061	1,335	56,140	39,740	18,330	568	35,240	1,720	1,547,464	

4-5 EDWARD VII., A. 1905

STATEMENT of the yield and the value of the Fisheries of the Province for the year 1903.

Kind of Fish.	Quantity.	Price.	Value.
		\$ cts.	\$
Whitefish.....brls.	172	10 00	1,720
".....lbs.	2,632,770	0 10	263,277
Trout.....brls.	3,524	10 00	35,240
".....lbs.	5,787,310	0 10	578,731
Herring.....brls.	3,268	8 00	26,148
".....lbs.	3,088,150	0 04	123,526
Bass (white)....."	6,050	0 08	484
Pickarel....."	2,604,540	0 10	260,454
Pike....."	1,539,325	0 04	61,573
Sturgeon....."	494,250	0 08	39,540
" Caviare....."	30,550	0 60	18,330
" Bladders.....No.	710	0 80	568
Eels.....lbs.	37,950	0 06	2,277
Perch....."	868,700	0 03	26,061
Catfish....."	701,750	0 08	56,140
Coarse fish....."	1,987,000	0 02	39,740
Tullibee....."	22,250	0 06	1,335
Total.....			1,535,144

RECAPITULATION.

Of fishing tugs, boats, nets, &c., employed in the Province for the year 1903.

Articles.	Value.
	\$
109 tugs, 1,798 tonnage, (560 men).....	286,275
1,370 boats, (2,443 men).....	95,878
4,005,420 yards of gill nets.....	225,495
100 seines, 17,059 yards.....	7,658
488 pound nets.....	132,245
523 hoop-nets.....	14,749
32 dip-nets.....	91
17,200 hooks and set lines.....	356
207 freezers and ice houses.....	81,029
10 piers and wharfs.....	2,090
3 machine-trap.....	275
117 spears.....	117
Total.....	846,368

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APPENDIX No. 8.

MANITOBA.

ANNUAL REPORT ON THE FISHERIES OF MANITOBA, FOR THE
SEASON OF 1903, BY INSPECTOR WM. S. YOUNG.

SELKIRK, MAN., March 1, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my fourth annual report of the fisheries in this district, including statistics showing the number of men employed, the number of boats, nets, &c., their value, the varieties and quantities of fish caught. The subdivisions of my district are the same as made in my last report and were as follows: Lake Winnipeg and tributaries, comprising the principal waterways, as Nelson river, Playgreen lake at the north; Winnipeg river and its expansions flowing from the east, and also the Red river. Lake Winnipegosis, including Lakes Dauphin and Waterhen. Lake Manitoba with Shoal lake a few miles east, and Lake St. Martin rather to the north-east of Lake Manitoba: The Pembina river, with its expansion. Lakes Rock, Pelican, Swan and Louise and a district formed of small lakes to the south and west in the province, the principal ones of which are Oak lake, Clearwater lake, near Riding Mountains; Whitewater lake, near Deloraine; Fish lake on the boundary line between Manitoba and Dakota, and Lake Killarney.

Lake Winnipeg District.

I have much pleasure in reporting a considerable increase in the quantity of fish caught, and also an increase in the amount realized by those engaged in this important and growing industry. An examination of the statistics herewith inclosed, will show an increase in the quantity of whitefish caught, of one million pounds. Special attention is paid to the catch of this valuable fish during the summer season as it is in great demand for the export trade.

The catch of pickerel shows an increase of 1,000,000 pounds. These fish are caught principally during the winter season, though many are taken during the spring and autumn.

The amount of pike, another variety caught in the winter season, show an increase of 200,000 pounds, English perch of sixty thousand pounds, tullibees of six hundred thousand pounds; goldeyes of one hundred thousand pounds. And fish used for home consumption, an increase of one hundred thousand pounds. The sturgeon show neither an increase nor decrease from that of last year. There was a decrease in the amount of catfish caught, of one hundred thousand pounds; these fish are in great demand of recent years, and swell considerably the volume of our export trade. There was a small decrease in the amount of caviare manufactured of about five thousand pounds.

The total net increase for Lake Winnipeg district is 2,505,000 pounds, and the total net increase in value is \$269,300.

Lake Winnipegosis District.

There was a slight increase in amount of fish caught in this district of all varieties. The whitefish catch was increased over that of last year by thirty five thousand five hundred pounds ; pickerel by twenty thousand four hundred pounds ; pike by thirty-five thousand two hundred pounds ; tullibees by five hundred pounds ; goldeyes by one hundred thousand pounds ; fish used for home consumption by thirteen thousand two hundred pounds, or a total increase of two hundred and four thousand eight hundred pounds. The increase in value amounts to \$33,678.

Lake Manitoba District.

There are no whitefish caught in Shoal lake, only pike. In Lake Manitoba the catch of whitefish was increased by one hundred and fifty thousand pounds, pickerel have remained stationary ; of pike there is an increase of four hundred thousand pounds ; of tullibees one hundred and fifty thousand pounds ; of mixed and coarse fish fifty thousand pounds, and of fish used for home consumption fifty thousand pounds, or a total increase of eight hundred thousand pounds, the equivalent increase in value being \$49,875.

There are but few varieties of fish caught in the Pembina river and the small lakes included in the two latter districts and consisting principally of pike, mullets and such coarse fish, these are sold in the local markets, and form no part of our export trade.

Summing up and for the purpose of comparison we give the following :

	Lbs.	Value.
Year 1902.....	28,438,400	\$929,412
" 1903.....	32,180,000	1,295,365
Increase.....	3,641,600	Increase. \$365,953

While the increase in the catch was very considerable, there was a decided improvement in the prices which helped to account for the larger amount realized for the season's operations.

The fishing operations are carried on under the commercial licenses on Lake Winnipeg, (the season for which opens June 1st and lasts until August 31st) were on the whole, favourable save for a few days during the latter part of August. This is specially the whitefish season. The sail boat fishermen averaged about 50,000 fish.

The pickerel fishing is carried on by those who take out domestic licenses. Large catches were made, making it a profitable year for those so engaged.

During the fall in the vicinity of Snake island ninety-two boxes or about twelve thousand pounds were taken in ten pieces of gill nets in two days fishing. It was quite common for an Indian with a single piece of gill net to bring in one box of fish weighing about one hundred and twenty-five pounds. In fact they were so plentiful that the fishermen often were compelled to lift their nets about every half hour.

The winter fishing is carried on under a domestic license issued specially for that purpose and is good from Dec. 1st to March 31st. 365 licenses were issued for the winter season ending March 31st.

The reports from those engaged are very gratifying. That it is a very hazardous business is shown by the loss at one time of 200 pieces of gill net, swept away in a storm in the early part of December when the ice formed was already six inches thick. Yet in spite of this great loss to poor men they came out with a balance on the right side.

There seems to be no diminution in the number of pickerel, pike, tullibee, and English perch the principal winter fish.

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SYNOPSIS OF FISHERY OFFICERS' REPORTS.

A. J. McPherson, Overseer for the Lake Winnipegoses District, reports the season a very successful one and that more men are engaged in the business. There has been a good market for pickerel, mullets, tullibees, gold eyes and rough fish.

The figures from Mr. McPherson's district and comments thereon are already embodied in this report.

William Hughes, Guardian, reports in the southern portion of Lake Winnipeg as follows. That he found very few attempting to violate the law. He reports a decline in the quantity of catfish caught, owing to the season at the commencement being very stormy, a number of men losing their nets

Johannes Magnusson, Guardian at Arnes, on the western shore of Lake Winnipeg, in his report says 'you will notice a great increase in the catch of fish compared with last year. Fall fishing was a great success, as pickerel were abundant all over the district. Winter fishing south of Big island was a failure. From Bull Head south to Big island the catch was good, especially of tullibees. The close seasons were well observed.'

Joseph Polson, Guardian at Winnipeg, for Red river in that vicinity: issued nine seine licenses. The catch was light during the spring, but in the fall the run of fish was much heavier than in previous years, and in an average the catch was ahead of 1902.

For a couple of weeks during the close season I had the river patrolled during the night, and there was no poaching or illegal fishing of any kind. The old fishermen know that it is in their interest to observe the law, but still, we have to be on the lookout for strangers and new arrivals, who are not acquainted with the regulations.

H. Chartrand, Guardian at St. Laurent, reports on the southern portion of Lake Manitoba: 'It will be noticed that there is an increase in the quantities of fish caught as compared with those of last year. The cause in my opinion being more favourable weather. The several close seasons have been well observed throughout the year.'

James Matheson, at Moose Horn Bay, Lake Manitoba, reports on the northern portion of Lake Manitoba, Lake St. Martin and Fairford river: 'That this season has been the most successful in the history of the fisheries, fish of all kinds have been plentiful. The close seasons have been well observed.'

James Gray, Guardian at Cartwright, reports for Lakes Rock, Pelican, Swan and Louise. He reports an average season in his district, and that he had considerable trouble watching for traps placed in the Pembina river.

J. B. Perry, Guardian at Deloraine, reports an average season in his district. The fish caught were mostly used for home consumption. He is very anxious to see Lake Max restocked with fish. The close seasons on the whole were well observed.

I made several trips of inspection to various saw mills, and found a number of mill owners violating the law by allowing rubbish to run into the rivers and streams. In two cases I had piles driven by the parties along the water front and planked up, where they had been allowing the dust to accumulate too close to the water's edge.

There are a number of dams in the province. All are provided with fishways, save two or three. Steps have been taken to have these built according to the regulations, and they will be completed before the spring freshets.

In conclusion, I might say, I have endeavoured to have the people imbued with the desire to observe the regulations for their own sake, and to feel that the department do nothing save in the public interest.

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

WM. S. YOUNG,
Inspector of Fisheries.

RETURN showing the Number of Fishermen, Quantity, Tonnage and Value of Tugs, Boats, Nets, &c., employed in the Fishing Industry in the Province of Manitoba, for the Year 1903.

Number.	FISHING MATERIAL.										OTHER FIXTURES USED IN			
	Tugs or Vessels.				Boats.			Gill Nets.			Freezers and Ice houses.		Piers and Wharfs.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.
1 Lake Winnipeg and its tributaries	33	2235	219700	19	774	30550	1560	6421	321000	64200	129	125500	38	10900
2 Lakes Winnipegosis, Waterhen and Dauphin ..	4	111	16766	14	137	12970	274	3500	175000	35000	15	7000	10	4385
3 Lakes Manitoba, Shoal and St. Martin	2	24	1350	5	90	3300	200	2000	100000	20000	8	5800	2	150
4 Lakes Rock, Pelican, Swan and Louise					6	90	6	20	1000	200				
5 Lakes Oak and Clear Water					6	90	6	15	750	150				
Totals	29	2370	238410	219	1013	47000	2046	11957	597750	119550	152	138300	50	15435

9 series, \$300.

SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantities and Value of Fish in the Province of Manitoba, for the Year 1903.

Number.	Districts.	KINDS OF FISH.										Value.	Number.		
		Whitefish, lbs.	Pickarel, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Gold Eyes, lbs.	Catfish, lbs.	Mixed and Coarse Fish, lbs.	Home consumption, lbs.			Caviare, lbs.	Pickled Whitefish Eggs, lbs.
1	Lake Winnipeg and its tributaries.	7000000	4000000	1200000	600000	1000000	1200000	3000000	500000	5000000	600000	25000	25000	910,500 00	1
2	Lakes Winnipegosis, Waterhen & Dauphin	1500000	1000000	1100000			12000	100000		1200000	250000			226,890 00	2
3	Lakes Manitoba, Shoal and St. Martin.	600000	1000000	1300000			350000			850000	250000			147,875 00	3
4	Lakes Rock, Pelican, Swan and Louise			140000						25000	4000			5,900 00	4
5	Lakes Oak and Clear Water.			100000						25000	4000			4,700 00	5
	Totals	9100000	6900000	3840000	600000	1000000	1562000	400000	500000	7100000	1180000	25000	25000		
	Total values	500500	276000	115200	72000	35000	50765	12000	30000	142000	85400	25000	1500	1,295,365 00	

APPENDIX No. 9.

NORTH-WEST TERRITORIES.

REPORT ON THE FISHERIES OF THE NORTH-WEST TERRITORIES, BY
INSPECTORS E. W. MILLER OF QU'APPELLE AND HARRISON
YOUNG OF EDMONTON.

QU'APPELLE, N.W.T., March 15, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to make the following report on the fisheries in district No. 1 of the North-west Territories during the year 1903, and to forward statistics showing extent and value of the catch of fish, &c.

QU'APPELLE DISTRICT.

The Moose Mountain lakes in South-east Assiniboia showed a total gain in depth of no less than six feet since the year 1900, and this great increase in volume is characteristic of the present condition of most of our smaller lakes. There were fewer visitors to Moose Mountain than usual in consequence of the difficulty of getting to the lakes over the wet roads, thus less fishing was done. Pickerel are predominant here, but pike now appear to be increasing in numbers. At Devils lake and Fishing lake in Northern Assiniboia, the supply of fish is becoming more plentiful with the deeper waters: these are not whitefish lakes and most of the fishing is done by hook and line. The guardians report a great increase in the number of people fishing and their catches are good.

In Round and Crooked lakes, which are expansions of the Qu'Appelle river a small amount of net fishing has been done and tullibee are found to be increasing though whitefish are not yet to be caught. Pike, pickerel and mullet are very plentiful and from 4 to 500 persons visited these lakes for the purpose of angling. The waters are in excellent condition and the regulations are well observed.

The catch of fish in the Qu'Appelle lakes for the year was well above the average, all fish except whitefish being found very abundant, and in whitefish there was a small improvement over late years. Pasqua lake continues to supply many pike of large size, from 20 to 27 lbs. and a few maskinonge are again reported. Tullibee are exceptionally numerous in these lakes and could be observed in immense numbers on the shoals in the spawning season. Buffalo fish of good size were very plentiful in June and July. As soon as the ice will bear, a great quantity of fishing is done by suspending short lines with hooks from a long line stretched a little above the ice, in which holes are cut about 5 feet apart the catch of coarse fish made in this way is very large. All the rivers and creeks were high through the summer.

Overseer Silverthorn, reports that at Long lake there were not so many engaged in the fishery as last year and the catch was considerably smaller. The lake is steadily progressing to a recovery of its former basin and the fish caught are large and fat. Whitefish here average about five pounds, pickerel $4\frac{1}{2}$ lbs. and pike 8 lbs. All fish caught met with a ready sale locally and more fishing is expected in the future. The regulations were well kept and no seizures were made.

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Whitefish were very abundant in Eagle Quill lake this year and a good catch was made though not to the extent that could have been, the fishermen being drawn away by other occupations. A portion of the fish from here find a market in the Kootenay district B. C.

MCLEOD DISTRICT.

Net licenses are issued here only for the few small lakes where whitefish and lake trout are found, and the catch by this means is but small. The season was a favourable one for trout fishing and the fish were found very plentiful in most of the streams. An extension of the time for rod fishing will be welcomed by the anglers. Very large lake trout are caught in the Waterton lake by the spoon, three in one day weighing 26, 24 and 20 lbs. respectively and another 38 lbs. caught by a lady.

BATTLEFORD DISTRICT.

The principal fishing lakes here are Jackfish, Turtle and Cold lakes which all have whitefish of very fine quality as well as the commoner fish. There was an increased amount of fishing at Jackfish lake and the catch was very satisfactory. A small number of sturgeon were caught in the Saskatchewan Battle river. The supply is no more than sufficient for local consumption.

PRINCE ALBERT DISTRICT.

Overseer Neilson, reports that the season here was a normal one and as there was no fishing done except for the home market, the catch was not increased. In lakes where fishing is done for sale or barter the holding of a license is insisted on, in the more remote lakes where the Indian and Half-breed residents fish for their own food supply, steps are taken to prevent the wasteful practice of taking the winter supply of whitefish while the fish are spawning on the shoals. The lakes are all reported in excellent condition and there is no doubt but that more fishing could be done if a profitable market was ensured.

CUMBERLAND DISTRICT.

In this district for the first time an export market was provided with the result that over 60,000 lbs. of sturgeon were caught and sold by the few resident fishermen whose catch heretofore had been for local use only. Five and six cents per lb. were paid on the lakes and the fish taken down the Saskatchewan river in small tugs to Cedar lake and thence either over High Portage to Winnipegosis or by Grand rapids over Lake Winnipeg to Selkirk. A small quantity of caviare was made but the Saskatchewan sturgeon in the season at which they are caught are not very rich in roe. No attempt was made to take out whitefish or less valuable fish by this route and the sturgeon were taken in the summer months only. There is an ample supply of fish in the Cumberland district and the opening of this export trade has been of very great benefit to the residents. With improved transport facilities, it would be much more profitable. Licenses were taken in the winter for whitefish at Clearwater lake with the intention of shipping out by trail to the C.N.R. as an experiment.

GRAND RAPIDS.

The lowering of the Saskatchewan river from its very flooded state of 1902 has greatly improved the fishery in Cedar lake. The export trade was confined to sturgeon, which were sent out by the same routes as the Cumberland fish. The catch was much larger than last year and the competition of buyers ensured the fishermen a good

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market. Overseer McKay reports that there is no reason whatever at present to suspect any falling off in the supply. Other fish than sturgeon are fished for home consumption only. Attempts at sturgeon fishing in Moose lake did not meet with success, individual fish are caught very much larger than the Cedar lake fish but no good fishery ground appears to have been located. Whitefish here, however, are extremely plentiful and there is a safe surplus for export beyond those needed for local use. A number of licensed men are at work this winter trusting that their large catch will compensate for the long winter haul to market. The increased amount of fishing now being done in these waters renders it more necessary that the close seasons shall be fully enforced: while the licensed fishermen adhere fairly to the regulations there is still a tendency among the old traders and residents to put up a large winter supply of whitefish by the easy method of a few days' fishing on the spawning grounds in the close season. Many of the Grand Rapids men find summer employment in the fisheries at the north end of Lake Winnipeg, and resort to the Cedar and Moose lake fisheries for the winter.

NELSON DISTRICT.

The licensed fishery in this district is confined to the sturgeon caught in the Nelson river, its branches and expansions. While the fish here are much larger and richer in caviare than on the Saskatchewan, the difficulties of transport are much greater as the fish have to be brought up stream, and from the farther points many transshipments are necessary to get over falls and rapids. Great enterprise has been shown by the company operating here in opening up a line of communication by the construction of tramway at the portages and the placing of tugs (3) and York boats on different stretches of the river. The price paid varies from \$1.50 per fish on Playgreen lake to 75 cts. below Red Rock. The actual fishing is nearly all done by the resident Indians, who alternate between hunting and fishing. A few outside fishermen are now being attracted to these waters and such a nucleus of dependable men is certainly needed to make the fishery a success. A feeling exists in some quarters that allowing fish to be sold from these waters will endanger the food supply of the Indians, but the extent of water is so great and the resident population so small, that this fear is groundless, and from a material point of view, the existence of a market for fish cannot fail to be of great benefit to the Indians and encourage industry among them. Care must of course be taken to prevent the intrusion of so many outsiders endangering the native population getting all the share of the fishery of which they are able to avail themselves. No sturgeon are bought or collected during the close season but it is not improbable that some are taken at that time and the caviare held over by the fishermen until later: this will have to be guarded against.

I have the honour to be, sir,
Your obedient servant,

ERNEST W. MILLER,
Inspector of Fisheries.

SESSIONAL PAPER No. 22

N. W. TERRITORIES—District No. 2.

EDMONTON, February 10, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my first annual report as inspector of this district, and statistics of fisheries for the year just closed.

It is to be regretted that with the class of fishermen with whom I have to deal, it is impossible at present to obtain absolutely correct returns of the catch of fish. I have been obliged in some cases to depend entirely on an estimate, and only at those lakes at which there are guardians, have I been able to secure anything like a correct account of either fishermen, material, or catch. My estimate however is a conservative one, and certainly below the actual catch. There are many lakes and creeks especially in the country south of the Saskatchewan in which large numbers of coarse fish are caught with hook and line. Settlement has increased so rapidly the past three years, that it is hard work to keep account of the settlers even.

The past season has been one of high water, and the lakes and creeks have had every chance to become restocked with fish. The spring freshets so raised the creeks that it was impossible to shut them with dams when the fish were running up stream to spawn.

The infractions of the law have been few. At Pigeon lake Guardian Wood seized 22 small meshed nets the property of Indians, and two nets and a boat belonging to a new settler. Fifteen of these nets were brought in and given up by the Indians, they having been told that if they did so I would not cancel their licenses, these Indians buy most of their nets ready made and they ask me why I allow nets of illegal mesh to be offered for sale.

Their contention seems to me to be reasonable, and it would be of great assistance to me if the offering for sale of small meshed nets were prohibited. Three Germans were fined for shutting up a creek. At lake La Lune two half breeds were fined for illegal fishing. One of these has yet to stand his trial for threatening the guardian with a gun.

For the first time, this winter fish were bought in Edmonton for export east. Any export hitherto has been west to the Kootenais. This winter a Winnipeg firm sent a buyer here, and he has shipped about two car loads of fish from White Whale lake paying three and three-quarter cents a pound. Local dealers always have bought at so much a fish. The price paid this winter represents a gain to the fishermen of $2\frac{3}{4}$ cents a fish. I was pleased to see the buying of fish by the pound started, as fishermen are thereby encouraged, to capture large fish, by using large meshed nets. Though the advent of any one prepared to pay good prices for fish is welcome to the fishermen, it should be understood that there is no opening for commercial fishing by organized companies in the lakes of Alberta. They are all too small to stand it.

The establishment of a hatchery in the district might render commercial fishing practicable, in the larger lakes. I have had many applications from settlers to have lakes in their vicinity stocked with fish. There are many fine bodies of water without any fish in them, and many more only containing some of the coarser kind of fish. The establishment of a hatchery in the district would seem to be the only way by which the wishes of these settlers can be met. I have before this suggested Little Devils lake as a suitable site for a hatchery.

At present half-breeds and Indians are allowed a few nights fishing in spawning season to provide themselves with a supply of fish for the winter. Settlement is now

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increasing so fast that it would be well I think to terminate this privilege so far as half-breeds are concerned as soon as possible at all lakes, and immediately at Pigeon lake, Lake Ste. Anne, Lac la Lune, and White Whale lake. As a class half-breeds are not now entitled to any special privileges.

Though the number of guardians in the district has been increased, the settlement of the country will soon call for the appointment of more if the coarse fish are to be protected.

A great many sawmills are operated in this district every winter, and they will require watching to prevent sawdust and other mill rubbish from being deposited where it may be washed into the creeks by the spring freshets. A notice calling the attention of mill owners to the law on this subject was issued by your department this fall, and will doubtless have a good effect. I am forced to the conclusion, from personal observation and from evidence received, that it would greatly help to conserve the whitefish of Alberta, if the close season on the north side of the Saskatchewan river ran from the October 15 to December 15, and on the south side from October 15 to January 1.

I saw this winter many fish from White Whale lake, caught late in November and early in December, still full of spawn. Guardian Wood informs me that at Pigeon lake many fish were still full of spawn at the end of close season.

I would further strongly recommend that the legal mesh in all lakes where there are whitefish be made five and one-half inches. A five-inch mesh captures a very small fish. Some of the half-breeds of Lake Ste. Anne asked me, last year, to have the legal mesh for their lake made six inches.

Lake La Biche.—At this lake the fishermen were this year allowed to fish on the bars of the islands, instead of on the main shore bars, and made a big catch of fish. This lake is now well stocked with fish, and as there is no export there is no danger that it will run down.

Beaver Lake.—Fish in this lake are increasing every year. It is fished by a small band of Indians. There is no settlement of any kind.

Whitefish Lake, Saddle Lake, Goodfish Lake, Floating Stone Lake.—These lakes are all in Indian reserves. The two latter are completely fished out, and Saddle lake nearly so. It is a shame to have this so. The fish of these lakes were of the finest. If the Indians of this reserve would observe the close season they might for a year or two be permitted to make a fall fishery at Lake La Biche. If the Indian Department is not inclined to look after the preservation of the fish in these lakes, I would recommend that they be put on same footing as other lakes, and a guardian put on to enforce the regulations.

Little Whitefish Lake lies north of Victoria. A very small lake well stocked with fish. Spawning season is after Christmas and is soon over. Present close season gives no protection.

Beaver Lake in the Hills.—The high water of past three seasons has allowed this lake to become restocked with fish. It will remain so until shallow water again causes the fish to die off.

Hastings Lake is full of fine large pike.

Cooking Lake.—A beautiful sheet of water frequented as a summer resort by Edmonton people. Fish reported as fairly numerous this past season, having come in from Hastings lake. There are many demands from frequenters of this lake to have it stocked with black bass or some other game fish.

Dried Meat Lake is a widening out of the Battle river, and is well stocked with coarse fish of all kinds. Fishing is carried on principally with hook and line.

Battle Lake contains fine whitefish as well as coarse fish. Lumbermen have been giving some trouble by erecting a dam at mouth of lake, the matter is now being arranged by your department.

Buck Lake.—The land around this lake is not yet open for settlement, as soon as it is, the fish in this lake will become valuable. The whitefish are large and good.

Gull Lake is fished principally by hook and line, though some are beginning to use nets. A colony of Swedes along this lake began to use spears through the ice, but the lake is now well looked after by Guardian Mobley of Lacombe.

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Buffalo Lake affords a winter's supply of coarse fish killed with hook and line through holes in the ice, to a large number of people, many of whom come a long way to fish. The bass put in this lake a year ago have not yet had time to increase. None have been found dead. One was killed this fall, it had grown well. Those put in Tanglefoot lake are reported as doing well.

Pigeon Lake is the heaviest fished lake in Alberta, and up to this has held its own well. I think, however, that the limit of its capacity has been reached, if not exceeded. My last reports are that the fish are running smaller, and the catch not holding out so well as in previous years. Settlers are now coming in to this lake, and next season I think licenses should only be given to the Indians and residents settlers.

Lake la Lune.—Fish are reported as increasing. The fish in this lake are of large size and fine quality.

Lake Ste. Anne.—This lake is picking up fast. The fishermen have not yet found out how to kill fish in the winter months and as the roads forbid the transportation of fish in the summer, very few of these fine fish find a market at Edmonton.

White Whale Lake.—A great catch of fish was made at this lake by a few fishermen, and were bought by the Winnipeg firm previously referred to, and shipped to Buffalo. Fish in this lake will weigh about three pounds each, they are improving in quality, but are not as large, or so good fish, as those of other lakes in Alberta.

Little Devils Lake.—Fish in this lake were reported as increasing a year ago, but the increase is not so great as I then thought it was. The whitefish from Lake Ste. Anne's do not seem to come down the river to this lake as one might expect them to do. With regard to the lakes in the unorganized territories I can say very little as yet.

I would recommend that at Lesser Slave lake, White Fish lake, Wabasca lakes, and all lakes where there is a settlement, the sale of fish killed in the spawning season should be prohibited, and the number of nets limited, also have the size of mesh stated. Five and a half inches is small enough for the fish of these lakes.

I have the honour to remain, sir,
Your obedient servant,

HARRISON S. YOUNG,
Inspector of Fisheries District No. 2, N.W.T.

NORTH-WEST TERRITORIES.
Return of the Number of Fishermen, Boats, Nets, &c., and the Quantity and Value of Fish caught in the North-west Territories for the Year 1903.

Number.	Districts.	FISHING MATERIALS.						OTHER FIXTURES USED IN FISHING.				KINDS OF FISH.										Value.	Number.		
		Tugs or Vessels.		Boats.		Gill Nets.		Freezers and Ice Houses.		Piers and wharfs.		Whitefish, lbs.	Trout, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Thulibee, lbs.	Coarse and mixed fish, lbs.	Caviare, lbs.					
		Number.	Value.	Men.	Value.	Fathoms.	Value.	Number.	Value.																
1	Qu'Appelle.			60	900	80	220	7000	1000			27000	30000	6000	80000		500	71000	30000				8,830 00	1	
2	McLeod.			25	500	5	15	500	80			500	30000	6000	10000				8000				1,545 00	2	
3	Battleford.			25	250	15	150	4500	450			80000		12000	22000	3000			25000				5,350 00	3	
4	Prince Albert.			240	2750	230	800	24000	2400			700000	38000	180000	230000	17000			25000				49,970 00	4	
5	Chamberland.			6	800	16	200	6000	600			45000		5000	10000	62000			10000	600			7,570 00	5	
6	Grand Rapids.			125	1250	64	500	25000	2600			45000	4000	20000	32000	78000	4000	18000	40000				18,650 00	6	
7	Nelson.			500	5000	81	800	35000	3500			270000		50000	75000	220000		30000	50000	7500				39,650 00	7
Totals.		5 90	7000	18 1075	11450	290	2685	103000	10630	22	6500	4	250	1347500	72900	341000	450000	380000	194000	8100					
Values.		%											67375	36500	13640	9180	22800	180	4760	1940	8100			131,575 00	
8	Edmonton District comprising Lakes Labiche, Beaver, White Whale, Pi-goon and fifteen others.			250	2000		1200	36750	3600																
Values		%											42800		1000	1930		60	840	2535				51,725 00	

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RECAPITULATION

Of the Yield and Value of **Manitoba** and the **North-west Territories**,
for the Year 1903.

Kinds of Fish.		Quantity.	Price.	Value.
			§ cts.	§
Whitefish.....	Lbs.	11,293,500	0 05	610,175
Trout.....	"	72,000	0 05	3,600
Pickarel.....	"	7,266,000	0 04	290,640
Pike.....	"	4,545,500		129,310
Perch.....	"	1,006,000	0 03½	35,240
Sturgeon.....	"	980,000		94,800
" caviare.....	"	33,100	1 00	33,100
Whitefish eggs.....	"	25,000	0 06	1,500
Tullibee.....	"	1,702,000	0 03½	56,365
Catfish.....	"	500,000	0 06	30,000
Gold-eyes.....	"	400,000	0 03	12,000
Coarse fish.....	"	7,553,500	0 02	146,535
Home consumption.....	"	1,180,000	0 03	35,400
Total for 1903.....				1,478,665
" 1902.....				1,198,437
Increase.....				280,228

RECAPITULATION

Of the Number of Fishing Boats, Nets, &c., used in **Manitoba** and the **North-west Territories**, for the Year 1903.

Articles.	Value.	Total.
	§	§
34 fishing tugs (2,460 tons) (237 men).....	245,410	305,860
2,338 " boats (2,336 men).....	60,450	
15,840 gill nets (787,500 fathoms).....	133,780	140,080
9 seines (300 fathoms).....	300	
2,000 hand and night lines.....	6,000	
174 freezers and ice houses.....	144,900	160,585
54 fishing piers and wharfs.....	15,685	
Total.....		606,525

APPENDIX No. 10.

BRITISH COLUMBIA.

REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR
THE YEAR 1903, BY INSPECTOR C. B. SWORD.

NEW WESTMINSTER, B. C. April 27, 1904.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose statistics of the fisheries of British Columbia for the year ending December 31, 1903.

The total returns for this year show a falling off from the total of 1902, \$4,742,965, against \$5,284,824, a decrease of \$541,859. This is more than accounted for in the salmon fishery in which there is a decrease of \$790,637.

With the exception of sturgeon the fishing for which is practically at an end, the other varieties show satisfactory increases.

The regulations have been on the whole fairly well observed. At my suggestions Capt. Newcombe of the ss. *Kestrel* patrolled the boundary line below the 49th parallel during the salmon fishing season for two weeks, with a view to prevent fishermen from the United States poaching with purse seines in Canadian waters. These seines are illegal in our waters, and from time to time reports have been received of trespass by foreigners with them. Capt. Newcombe did not find anything to justify the reports; at the same time, the occasional appearance of the *Kestrel* on this line during the fishing season, is likely to have a good effect, and if Capt. Newcombe's other duties permit, I will suggest the desirability of his putting in a similar appearance during the coming season.

Capt. Newcombe also reported that he was at Skeena river during the fishing season, and that his presence in the estuary during the weekly close season stopped the illegal fishing of quite a number of boats which had already started out but turned back when they saw the *Kestrel*. He strongly endorses the recommendation that I have already made to the department, that the steamer or steam launch, is an absolute necessity for the officer on the Skeena before he can effectively put a stop to fishing during prohibited hours. The impossibility of enforcing the regulations, as regards the observance of the weekly close time, with nothing better than row boats, is having a very bad effect and this is likely to get worse every year. On the Fraser river, which is in some respects more easily patrolled than the Skeena, we have to supplement the service of the two steamers and five guardians by 4 or 5 extra boats as special patrols for the end of the week. I suggested this expedient for the Skeena to Mr. Helgesen, the officer there, but he told me it would be quite impossible to get men to serve there in this capacity.

Among other changes in the regulations suggested by the cannerymen and endorsed by the fishermen is one that longer nets than the present limit of 150 fathoms, should be allowed in the open waters of the Gulf of Georgia. This I trust the department will allow in time for the coming season. A net of 300 fathoms in the gulf, of the limited depth used there, can be easily hauled by two men, and would be as effective as two nets of half the size requiring four men to operate them.

While generally those interested in the fishing industry, (especially when on a large scale) give readily every assistance to the officers in securing exact statistics, it would

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be very desirable that this should be made obligatory, on all dealings in any kinds of fish in the same way as is provided in the case of lobster factories.

There are some points in regard to various fisheries to which I should like to call attention, but this can be better done under the specific headings.

Salmon.

The total salmon catch for 1903 is given as follows:—

Cases canned	473,847
Barrels salted	7,075
Fresh, smoked, and dry salted	9,343,200 lbs.

Against in 1902:—

Cases canned	627,162
Barrels salted	6,680
Fresh, smoked, and dry salted	13 041,438 lbs.

The decrease, it will be seen, is in the canned and dry salted product, the salted, fresh, and smoked showing a moderate surplus.

With regard to the canned salmon this is made up of:—

	Cases.
Sockeye	369,009
Cohoos	49,140
Spring	25,533
H'one (Humpbacks)	30,165
Total	473,847

Against in 1902:—

	Cases.
Sockeyes	534,161
Cohoos	47,234
Spring	19,042
H'one (Humpbacks)	26,097
Q'ualo (Dog salmon)	628
Total	627,162

It will be seen that the decrease in the sockeye pack this year (1903) more than accounts for the total decrease, and that while there was a falling off in the Fraser river pack of 90,821 cases, the Skeena and Naas river districts show a decrease of more than 50 per cent. This is the case notwithstanding that in the latter district a new cannery was in operation on Observatory Inlet.

The pack of sockeyes this year on Puget Sound (these being practically all Fraser river fish) was 151,828 cases against 312,974 cases in 1902, so that for the first time for some years the Fraser river packers had a larger pack 204,849 cases of the Fraser river fish than their competitors on the Sound.

Unsatisfactory as this year's pack has been, it would be premature to assume the two poor years of 1902 and 1903 imply a permanent falling off in the supply. The continual fluctuations in the runs from the first year in which salmon fishing for commercial purposes was first prosecuted on the Fraser and the heavy run which took place so recently as 1901 gives reason to hope that the paucity of fish in the last two years may have been occasioned by some temporary causes unknown to us and does not imply a permanent decrease in the supply. It somewhat strengthens this view that the supply in the northern rivers was also short.

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However this may be, it is to be hoped that the uneasiness generally expressed by the packers on Puget Sound, as to the future of the industry there may lead them to acquiesce in the necessity of providing and observing a weekly close time, similar to that in force in Canadian waters so that a number of fish sufficient to keep up the supply may be allowed in each year, to reach their natural spawning grounds. No increase in the number of fisheries, which is the remedy in which the Puget Sound cannery profess to repose most confidence, can be of much use unless a sufficient number of fish to supply eggs to stock them are allowed to reach the spawning grounds.

STURGEON.

This fishing is practically extinct. There are still fish of some size taken occasionally, but not enough for the local demand. There is no lack of young sturgeon in the river, so that it would appear that the large fish formerly so common, had taken years to reach their growth, and with the increased demand, the fishing has been too energetically prosecuted to allow the time needed for their development.

HALIBUT.

Shows a steady increase, 10,209,000 lb. against 8,417,000 lb. in 1902. The catch of the New England Fish Co., the pioneers in the development of this industry, accounts for the greater part of this increase of 1,792,000 lb., though the independent companies show a larger percentage of increase, on the comparatively small amount handled by them. There is still room for a large development in this fishery, though as these fish are exposed to capture at all stages of their growth, we must look for a decrease in their numbers when the fishery has been fully developed.

It would be noted that most of the halibut credited to the Fraser River District, are taken on the halibut banks off Queen Charlotte's Islands. These come into the Fraser river district returns as having been brought to land at Vancouver.

HERRING.

It will be seen that under all its forms, there are substantial increases in the product of this fishery. The fresh and salt column shows more than double the output of 1902, 3,620,000 lb. against 1,653,600 lb. Smoked herring too shows an increase of over 25 per cent. There is also an item of 3,500 cases canned herring. This is the first time such an item has appeared in the returns, and although this lot was packed more with the object of utilizing cans left over, owing to the short run of salmon, than with the expectation of making a direct profit, there seems to be no good reason why these fish put up in this way, should not be marketed successfully. A firm, has I understand already made arrangements to build a cannery at Nanaimo, with the view of canning herring in the winter, after the salmon runs are over. This year's run of herring at Nanaimo, was very large. The water of the harbour was so full of them at one time, that large numbers were washed upon the beach by the waves of a passing steamer. As the herring like the salmon, are only taken when they come to the shore to spawn, there seems no reason why a permanent industry of great value could not be built up in the utilization of them in various ways, and there is every prospect of this being the case, though as yet the greater part of the catch is disposed of as bait for the halibut fisheries.

COULACHONS AND SMELTS.

Both of these varieties show a substantial increase. As yet there has been no attempt to any extent to find a market for these abroad and the figures given represent merely the local consumption, the Indians being the main consumers in the case of the former. As both of these fish are unrivalled delicacies it can only be a question of a very short time, before, by shipping them in some form which will retain their flavour, a large and profitable export business will be carried on in them.

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MISCELLANEOUS.

Some years ago a considerable business was done in putting up black cod or skill. This however was not very successful apparently from a difficulty in the curing. This however is again being attempted with better prospects of success and accounts for the increase this year from 15,000 lb. or 75 brls in 1902 to 255 brls.

The number of hair seals taken is exact, but the localities given are only approximately correct.

No sea otter skins were reported as taken this year.

With regard to the output of fish oil which shows a large increase, the difference in the returns from the Naas river and Skeena river as compared with former years districts requires some explanation. The officers for these districts had special instructions to secure all available data to form a close estimate and the figures for the present year are the result. Although the heavy run of oolachans this year would have naturally caused some increase, it is evident that the quantities given for this product in former years must have been much under estimated.

The increase shown in fish oil for Nanaimo district is practically the product of the Japanese oil and guano factory at Departure bay.

This factory and the Fraser river oil and guano factory near Ladner account for 1,060 tons guano.

I have given the canned crabs 500 cases, separate this year from the canned clams, as this is an industry which is susceptible of considerable development and the returns from which, will, I hope, find a place in future reports.

The output of canned clams it will be seen is steadily though slowly increasing.

The take of fur seal skins was greater this year than last. 20,496 skins against 16,883 in 1902, but the market was not so good; the skins this year being valued at \$15 as against \$20 in 1902, so that the total value of the 1903 catch is somewhat less than that of 1902.

Two of the Victoria sealing fleet operated this year on the coast of South America getting a catch there, included in the above amount of 5,795 skins.

I have the honour to remain, sir,

Your obedient servant,

C. B. SWORD,

Inspector of Fisheries.

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A.—BRITISH COLUMBIA SALMON PACK, 1903.—(CASES.)

Name of Cannery.	Owners or agents.	District.	Sockeye.	Chow.	Spring.	Hump's.	Cannery Totals.	Districts Totals.
Albion	B. C. Packers' Association.	Fraser River.	6,688				6,688	
Atlas	"	"	3,702		3		3,705	
Anglo-American	"	"	3,150		324		3,474	
Acme	"	"	3,769				3,769	
Bramswick	"	"	6,212	9,533			15,745	
Can. Pacific	"	"	4,451				4,451	
Curries	"	"	8,781		7		8,788	
Colonial	"	"	3,440		131		3,571	
Celtic	"	"	3,551				3,551	
Cleve	"	"	4,725	13			4,738	
Dunsmore Is.	"	"	3,585	1,677	43		5,305	
Ewens	"	"	7,612	103	225		7,940	
Imperial	"	"	15,562	195	90		15,847	
Pac. Coast	"	"	5,484				5,484	
Terra Nova	"	"	7,716				7,716	
Westminster	"	"	5,340				5,340	
Britannia	Anglo, B. C. Packing Co.	"	7,530				7,530	
B. B. & Canoe Pass.	"	"	6,305	2,973			9,278	
Birrells	"	"	5,034		200		5,234	
Plentic	"	"	6,547				6,547	
Wadhams	"	"	5,306				5,306	
English Bay	"	"	3,183		14		3,197	
Gulf of Georgia	Malcolm, Canmore Co.	"	11,696	150			11,846	
Scott Canadian	"	"	10,463				10,463	
Beaver	J. H. Todd & Sons.	"	6,900	4,000	380		11,340	
Richmond	"	"	4,465				4,465	
Dea's Island	B. C. Cannery Co.	"	6,887	1,377	238		8,502	
Fraser River	Canadian Cannery Co.	"	4,986		45		5,031	
Star	"	"	7,490	200	191		7,881	
Vancouver	"	"	4,572		45		4,617	
Lighthouse	Federatore Brand Co.	"	4,526				4,526	
St. Mungo	St. Mungo Canadian Co.	"	6,038	4,327		810	11,175	
Eagle Harbor	National Cannery Co.	"	3,489	716	55	2,607	6,867	
Gt. Northern	G. N. Cannery Co.	"	2,288		21		2,309	
Industrial	C. S. Windsor.	"	3,192	461		1,087	4,740	
Fraser River Totals.			204,849	25,725	2,084	4,504	237,162	237,162

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Alert Bay	B.C. Packers Association	Vancouver Island	1,505	219		1,818	3,542
Clayoquot	Clayoquot Canning Co.	"	3,950	487	513		4,950
Alberni	Alberni Packing Co.	"	3,390	353	125		3,868
Vancouver Is. Totals			8,845	1,059	638	1,818	12,360
Bathurst	B.C. Packers Association	Skeena River	5,284	1,994	3,596		10,874
Cummingham	"	"	3,313	2,015	2,894	286	8,458
Standard	"	"	3,116	306		88	3,540
B. A. & N. Pacific	Anglo, B.C. Packing Co.	"	13,473	1,878	3,339	1,956	20,446
Inverness	J. H. Todd & Sons.	"	5,261	650	613	3,163	9,087
Oceanic	R. C. Canning Co.	"	6,277	1,390	1,681	4,593	13,941
Claxton	Wallace & Bros.	"	3,988	1,141	1,546	3,798	12,473
Carlisle	Carlisle Canning Co.	"	4,179	342		1,164	6,483
Hermans	P. Herman & Co.	"	2,611	650	3,508		9,135
Cassiar	Cassiar Packing Co.	"	1,521	926		1,034	3,481
Skeena Totals			54,023	11,292	17,975	18,398	98,688
Burnswick	B.C. Packers Association	River Inlet	18,396		283	25	18,704
Wadhams	"	"	20,369		316	93	20,978
Good Hope	Anglo, B.C. Packing Co.	"	12,268	185		62	12,515
R. I. & Victoria	B.C. Canning Co.	"	16,885	31	273		17,192
Rivers Inlet Totals			68,148	219	872	180	69,389
Mill Bay	Pedlarature Brand Co.	Naas River	3,916	1,008	1,049		5,973
Naas Harbour	"	"	4,522	1,179	426		6,127
Pacific Northern	P.N. Packing Co.	Observatory Inlet	2,932	2,940	122		5,994
Naas District Totals			11,370	5,127	1,597		18,094
Skidegate	Queen Charlotte Packing Co.	Q. C. I.	300				300
Lowie Inlet	B.C. Packers Association	Lowie Inlet	6,919	3,290	77		10,196
Kimsquit	R. Draney	Kimsquit	5,378	1,010	417		6,805
Namu	"	Namu	2,819	1,508		835	5,162
Bella Coola	B.C. Packers Association	Bella Coola	4,688		1,223	4,430	9,741
Hickey	W. Hickey & Co.	Inlet	5,400		630		5,951
North Coast Totals			24,804	5,718	2,307	5,265	38,154
Fraser River			204,849	25,725	2,684	4,504	237,162
Vancouver Island			8,845	1,059	638	1,818	12,360
Skeena River			54,023	11,292	17,975	18,398	98,688
River Inlet			68,148	219	872	180	69,389
Naas District			11,370	5,127	1,597		18,094
North Coast			24,804	5,718	2,307	5,265	38,154
SUMMARY			369,009	49,110	25,533	30,165	473,847

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B.—BRITISH COLUMBIA SEALING REPORT, 1903.

Number.	Vessels.	Tons.	British Columbia Coast.		Vicinity of Copper Island.		Behring Sea.		Other Points.	Total catch skins.
			Males.	Females.	Males.	Females.	Males.	Females.		
1	Allie I. Algar.....	75	189	141	135	102	4	1	.....	572
2	Annie E. Paint.....	82	287	299	.....	.....	120	191	.....	896
3	Carrie C. W.....	92	83	49	.....	.....	471	362	.....	965
4	Carlotta Cox.....	76	129	95	81	24	32	103	.....	474
5	Casca.....	63	117	126	40	66	140	156	.....	645
6	C. D. Rand.....	51	88	48	.....	.....	260	297	.....	693
7	City of San Diego.....	46	150	150	.....	.....	.....	.....	.....	300
8	Diana.....	50	.....	.....	.....	.....	189	153	.....	342
9	Director.....	87	51	46	.....	.....	238	242	.....	577
10	Dora Sieward.....	93	54	36	283	246	41	26	.....	786
11	Enterprise.....	69	46	53	.....	.....	331	201	.....	631
12	Geneva.....	92	1	2	.....	.....	.....	.....	.....	3
13	G. W. Prescott.....	40	13	16	.....	.....	.....	.....	.....	29
14	Ida Etta.....	69	27	26	.....	.....	74	413	.....	540
15	Jessie.....	48	.....	.....	.....	.....	194	289	.....	483
16	Libbie.....	93	116	105	.....	.....	444	498	.....	1,163
17	Oscar and Hattie.....	81	36	37	125	137	.....	.....	.....	335
18	Penelope.....	70	178	103	.....	.....	232	518	.....	1,031
19	Sadie Turpel.....	56	.....	.....	.....	.....	92	169	.....	261
20	Triumph.....	98	29	26	308	263	28	35	.....	689
21	Umbrina.....	99	179	77	.....	.....	422	399	.....	1,077
22	Vera.....	60	280	205	.....	.....	.....	.....	.....	485
23	Victoria.....	63	72	30	.....	.....	213	189	.....	504
24	Tillah May.....	66	28	32	.....	.....	133	262	.....	455
25	E. B. Marvin.....	96	.....	.....	.....	.....	.....	.....	2,474	2,474
26	Florence M. Smith.....	99	3,321	3,321
	Indians Canoes.....	765
	Totals.....	2,163	1,702	1,072	838	3,658	4,503	5,795	20,496

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BRITISH COLUMBIA FISHERIES, 1903.

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of Fishing Materials and the Kinds of Fish in the Province of British Columbia, for the year 1903.

VESSELS AND BOATS.				FISHING MATERIALS.				KINDS OF FISH AND FISH PRODUCTS.												
Vessels.				Boats.		Gill Nets.		Seines.		Trawls and Lines.		Salmon, canned, cases (48 lbs).	Salmon, salted, cases.	Salmon, dry-salted, lb.	Salmon, smoked, lb.	Salmon, fresh, lb.	Sturgeon, lb.	Halibut, lb.	Number.	
Number.	Gross tons.	Value.	Men.	Number.	Value.	Fathoms.	Value.	Fathoms.	Value.	Value.	Value.									
1 Fraser River	58	2320	232000	252	3162	189660	10697	474150	355612	1500	2250	9000	237162	1800	5390400	155250	1650000	30000	9062000	1
2 Rivers Inlet	5	200	20000	15	500	30000	1625	75000	56250			50	98688	140		5000	2500		5000	2
3 North Coast	6	210	18500	18	170	10200	1350	24000	25500	2400	3600	150	43848	150	60000	35000	29000		25000	3
4 Skeena River	13	520	48500	38	819	49140	2888	163800	122850	300	450	125	69389	1950		95000	312850		75000	4
5 Naas River	2	60	3500	6	139	8340	450	27800	20850			50	12100	1200		75000	30000		55000	5
6 Queen Charlotte Island ..	2	40	3500	7	40	4000	220	4000	3000	300	450	200	300	350	25000	10000	25000		150000	6
7 Comox, N. E., Van. Island ..	8	120	4000	24	40	4000	185	4000	3000	900	1350	300	3542	150		10500	30000		27000	7
8 Nanaimo, E., Van. Island ..	55	600	12000	165	80	4800	200	5800	4350	3700	5550	2200		275	750000	85000	255000		630000	8
9 Victoria, S., Van. Island ..	10	150	2250	30	25	2500	75	3000	2250	800	1200	1700		280		25000	155000		130000	9
10 West Coast, Van. Island ..	10	150	3000	30	50	4000	225	7500	5625	1000	1500	250	8818	780	100000	15000	25000		50000	10
Totals	169		344250	585	5034	306640	*17915	799050	509287	10900	16350	12025	473847	7075	6325600	510750	2506850	30000	10209000	
Values													2274465	70750	316280	51075	250685	3000	510450	

* Including cannery employees.

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RECAPITULATION

Of the Yield and Value of the Fisheries of British Columbia, for the Year 1903.

Kinds of Fish.	Quantity.	Price.		Value.	
		¢	cts.	\$	cts.
Salmon, canned..... 48-lb. cases.	473,847	4	80	2,274,465	60
" salted..... Brls.	7,075	10	00	70,750	00
" fresh..... Lb.	2,506,850	10		250,685	00
" dry salted..... "	6,325,600	05		316,280	00
" smoked..... "	510,750	10		51,075	00
Sturgeon..... "	30,900	10		3,000	00
Halibut..... "	10,209,000	05		510,450	00
Herring, fresh and salted..... "	3,620,000	05		176,000	00
" smoked..... "	568,440	10		56,844	00
" canned..... 48-lb. cases.	3,500	4	00	14,000	00
Oolachans, fresh..... Lb.	1,024,320	05		51,216	00
" salted..... Brls.	4,070	10		40,700	00
" smoked..... Lb.	45,200	10		4,520	00
Smelts..... "	450,060	05		22,503	00
Trout..... "	364,200	10		36,420	00
Cod..... "	612,700	05		30,635	00
Skill..... Brls.	255	10	00	2,550	00
Shad..... Lb.	12,000	05		600	00
Mixed fish..... Lb.	591,500	05		34,575	00
Hair seals..... Skins.	5,950	75		4,462	50
Fish oil..... Galls.	223,550	35		78,242	50
" guano..... Tons.	1,060	30	00	31,800	00
Canned crabs..... 48-lb. cases.	500	4	00	2,000	00
" clams..... "	3,615	4	80	17,352	00
Fish roe..... Lb.	8,000	05		800	00
Clams and mussels.....				13,000	00
Oysters.....				18,000	00
Crabs and abelonies.....				21,000	00
Shrimps and prawns.....				7,000	00
Estimate of fish not included in above.....				300,000	00
Fur seals..... Skins.	20,496	15	00	307,440	00
Total.....				4,748,365	60

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Capital invested in **British Columbia** Fisheries, 1903.

Description of Property.	Number.	Values.		Totals.	
		\$	cts.	\$	cts.
<i>Fisheries—</i>					
Canneries, wharfs, &c.....	75	1,312,500	00		
Vessels	169	355,050	00		
Boats	5,024	306,640	00		
Gill and seine nets (fathoms).....	809,950	615,637	00		
Trawls and lines		12,025	00		
Scows.....	150	30,000	00		
Cold storage plants.....	7	87,500	00		
Oil factories.....	4	50,000	00		
Salteries.....	4	7,500	00		
				2,776,852	00
<i>Fur sealing—</i>					
Vessels	40	452,250	00		
Boats and canoes.....		6,500	00		
Guns and equipment.....		20,500	00		
				479,250	00
Capital total.....				3,256,102	00

Employees in Fisheries.		Number.	Totals.
Fishermen and cannery employees.....	17,915		
Employed on vessels	585		18,500
Sailors and hunters in fur sealing—			
White men.....	299		
Indians.....	538		637
Total.....			19,137

APPENDIX No. II.

REPORT

ON

FISH-BREEDING OPERATIONS IN CANADA

1904

REPORT OF PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND
GENERAL INSPECTOR OF FISHERIES FOR THE
DOMINION OF CANADA.

OTTAWA, December 31, 1904.

To the Honourable

RAYMOND PRÉFONTAINE,
Minister of Marine and Fisheries,
Ottawa.

SIR, —I have the honour to submit my annual report upon that important branch of fisheries work comprised in the fish-breeding system of the Dominion of Canada. In this report, the tenth which I have had the privilege of presenting since the fish culture operations were placed in my hands, I have again the satisfaction of stating that the total output of fry shows a considerable increase over the previous year. Inclusive of lobsters but exclusive of black bass which are reared every season at the Government ponds, Belleville, the quantity of small fish planted last year in the waters of the Dominion amounted to the large total of 473,258,000 this quantity, I may add, being exclusive of berried lobsters distributed from the Gabarus pond, C.B.

There are now twenty-two establishments devoted to the artificial incubation of the eggs of fishes and of them four are engaged in the propagation of lobsters. Excepting the lobster establishments these hatcheries are all at the present time filled with the eggs of the various species collected during the spawning season at the different points selected in the several provinces. Particulars relative to the hatching and distribution of the fry from nineteen of the above mentioned hatcheries are fully given in the reports of the officers in charge which follow this report, the account being descriptive of the quantities and the species of fishes' eggs and of the methods of planting and the localities in which the fry were planted. Five new hatcheries, possibly six, may be constructed during the coming year, three in British Columbia, two on the Atlantic coast, and one on the inland waters. The work of the established hatcheries has aroused the liveliest public interest, and the majority of people directly interested in the fisheries are convinced of the success of artificial stocking with fry from the Dominion hatcheries.

Every year I receive from all parts of the country testimony to the benefits of the planting of fry incubated and hatched out in the Government institutions under my responsible charge. To take one or two examples, selected at random. In Charleston

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lake, one of the lakes of the Rideau system, province of Ontario, the department has planted season by season, quantities of whitefish, in addition to salmon trout or lake-trout and other kinds. The whitefish placed in Charleston lake for many years have so thickly populated its waters, that local parties who take great interest in the lake importuned the department to cease planting any more. Charleston lake, they claimed, is now so abundantly stocked with whitefish that the people, locally resident, refused to take any more when arrangements had been completed, and when the usual number of cans of living fry were sent. The cans had to be taken to other waters, and planted in lakes not originally contemplated. It must be remarked that while whitefish have been rendered so abundant in these lakes, no extensive commercial netting has been carried on, and the residents, referred to, desire extensive planting of game fish—the lake in question being resorted to by great numbers of sportsmen, who do not desire to encourage the netting of fish.

Again, Lake Claire, P. Q., was planted by my arrangement with whitefish, four or five years ago. There were none of these fish there before; but during the past season quite a number (2 lbs. weight and over) were caught in small nets, and they appeared in very large schools in the shallows this fall. I have in my previous reports given numerous instances of the success of artificial stocking of lakes and rivers with salmon and with trout.

In view of the continual extension of fish-breeding operations, I have found it impossible to as fully carry out the work of personal superintendence as formerly, and, on my recommendation, Mr. F. H. Cunningham was appointed in 1901, to assist in these duties. After acting as inspector of fish hatcheries for four years, he has recently been advanced to the position of superintendent, and as such he submitted his report this year which will be found appended to my own report. Mr. Cunningham's appointment will relieve me of much of the routine work, which had become so extensive and complicated, that I found it too heavy to completely overtake, and I shall now be able to do more in the way of hatching new kinds of fish, not hitherto included in Dominion fish-breeding as well as to extend the present operations in various directions.

The first step which I have taken in this regard, was the securing for the first time under the Canadian government, of a good supply of land-locked salmon eggs. Three or four attempts had been made before, but without success, and *en route* to Boston, New York and Philadelphia, to attend to important official work, I spent a few days this fall in waters connected in the St. Croix lake system bordering on the state of Maine. I had on five or six previous occasions inspected these lakes and was convinced, that if properly planned and efficiently carried out, there need be no fear of failure in an attempt to procure land-locked salmon ova. These fish are well-known all the world over as abounding in New Brunswick and Maine lakes. I arranged, therefore, to have in late October or early November my scheme carried out, and having personally selected the place most suitable for taking the ripe parent fish, Mr. F. H. Cunningham, with the able assistance of Mr. Alexander Finlayson, fixed up a camp, and assiduously secured an ample stock of land-locked salmon, male and female, in their course of migration, from the lower to the upper Chamcook lakes; but the yield of eggs was smaller than was anticipated, a point to which Mr. Cunningham refers in his reports as officer superintending fish culture. That officer also refers to the season's work at the department's black-bass ponds which I fully described in my report last year, and it is satisfactory to find that the very favourable results achieved in previous years, have been maintained in regard to the rearing of that valuable game and food fish, the small-mouth black bass.

I have in former reports taken occasion to make reference to points of vital interest in the science of fish-breeding by artificial aids, to which it seemed important to call public attention, and I may in passing, refer to two popular ideas which prevail, and which are so seriously erroneous that the work of departmental fish-culture has it must be admitted occasionally suffered on account of their prevalence in the public mind. First: As a matter of scientific knowledge and of practical experience, the impregnated eggs of fishes, as a rule can be, conveyed considerable distances with perfect safety under proper conditions, and in the care of reliable officers. Hence the view that a hatchery should be located in close proximity to the spawning grounds whence the supplies of eggs are obtained has not a good basis. Yet hatcheries have on many occasions been located in remote and often very inaccessible places for the reason that the

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fish spawned in waters close by. A hatchery should for many important reasons be placed in a central accessible location. Any mishap, accident or break-down can be easily attended to and the work of incubation and of rearing the fry carried on with facility. Further, the work of distributing the fry is easily carried out from a centrally, properly placed hatchery, whereas an institution of this kind built in an inaccessible region near the remote head-waters of a river and almost always distant from railway communication suffers from every disadvantage, so far as ready and safe conveyance of fry is concerned, unless exceptional water facilities are afforded. It is best therefore to build hatcheries at good distributing points, easy of access if any accident occurs in the winter season and admitting of regular official inspection.

Every fish culturist is aware that in the early days of British hatcheries, the salmon and other eggs collected by Frank Buckland and others, were obtained in Scottish or North of England rivers and shipped by road and rail to the South, or it may be sent many months' voyage across the ocean to Australia and New Zealand.

Secondly : the common opinion that young fishes can be carried long distances with safety, and successfully planted in distant rivers and lakes is a grave error. Newly hatched fry can with special care and constant personal attention be conveyed for journeys of twelve to twenty-four hours without serious loss ; but to ensure the best results all young fishes should be planted within as few hours as possible after leaving the hatchery. If planted within one or two hours there need be no loss by death (really asphyxia) and if within 6 or 8 hours the results will be highly favourable unless the weather be abnormally warm and the exposure prolonged. Fry will survive the jolts and concussions, the heat and water changes involved in a journey of 20 to 24 hours as I can testify, for I have conveyed cans containing a total quantity of several hundred thousands of salmon-trout or great lake trout fry (8 to 10 days old) a journey of 28 hours (including express wagon, three separate railway journeys, transit across a river by scow, and a rough journey of 2 or 3 hours over a country road) without losing more than 20 to 30 per cent of the fish, those surviving being very lively and vigorous. Yet, it must be confessed that young fish even if they live, must be weakened, perhaps, permanently affected by such trying journeys. When critics say : 'Your government officers brought a lot of young fish, but 20 per cent of them were dead.' My reply is 'It is a surprise that 100 per cent were not dead, after such a trying journey.' Or if, as is sometimes said, the results in certain waters have proved disappointing, only a few fish surviving and reaching a mature size, the reply is that the best results cannot be expected if fry are planted, which have been debilitated, and probably permanently injured, by the violent and almost fatal experiences of long trips by team and rail. It is necessary therefore to plant fry, and even reared alevins, many months old, with all rapidity after leaving the hatchery, and the nearest hatchery should be selected by applicants. If species of fish from more distant regions are desired, eggs rather than fish should by preference be sent. Fry will, if very favourably conveyed, survive and be of benefit ; but only strong active healthy fish can be relied upon if the fry planted are strong, active and healthy.

As the Superintendent, in his report, which occupies its usual place at the end of my report, treats of the work accomplished in the hatcheries in different parts of the Dominion I need not dwell upon the work of each respectively. Suffice it to say that the astonishing numerical results shown in the following tables testify to its success, and indicate the extent of the operations of each hatchery during the past year.

The gross output of fry of all kinds from all the hatcheries operated under the Dominion Government during 1904 was 473,258,000, as follows :—

Atlantic salmon (<i>Salmo salar</i>).....	10,888,000
Pacific salmon (<i>Oncorhynchus</i>).....	16,056,000
Pacific Trout (<i>Salmo irideus</i>).....	98,000
Speckled (<i>Salvelinus fontinalis</i>).....	141,000
Salmon Trout (<i>Salvelinus namaycush</i>).....	2,575,000
Pickerel or Doré (<i>Stizostedion vitreum</i>)	24,000,000
Lake whitefish (<i>Coregonus clupeiformis</i>)	82,500,000
Lobster (<i>Homarus americanus</i>).....	337,000,000

FISH—BREEDING.

[illegible]

FISH CULTURE.

STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &c.—*Continued*

Number.	YEAR.	NOVA SCOTIA.				P. E. ISLAND.		BRITISH COLUMBIA.				MANITOBA.		TOTALS.	Number.
		Bedford.	Sydney.	Margaree.	Lobster Hatchery, Bay View.	Lobster Hatchery Charlottetown.	Fraser River.	Granite Creek, Skeanous.	Nimkish River.	L. Lakelse.	Saskia R.				
			Fry.	Fry.	Fry.							Fry.	Fry.			Fry.
1868 73.	1 1874.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	1,070,000	1
2 1875.	2 1875.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	510,000	2
3 1876.	3 1876.	385,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	1,570,000	3
4 1877.	4 1877.	1,046,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	9,655,000	4
5 1878.	5 1878.	1,400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	13,451,000	5
6 1879.	6 1879.	1,740,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	27,042,000	6
7 1880.	7 1880.	730,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	21,081,700	7
8 1881.	8 1881.	680,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	21,013,000	8
9 1882.	9 1882.	850,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	22,949,000	9
10 1883.	10 1883.	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	33,859,000	10
11 1884.	11 1884.	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	83,784,000	11
12 1885.	12 1885.	670,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	33,143,000	12
13 1886.	13 1886.	950,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	81,067,000	13
14 1887.	14 1887.	4,230,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	70,724,000	14
15 1888.	15 1888.	1,390,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	79,273,000	15
16 1889.	16 1889.	3,850,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	88,109,000	16
17 1890.	17 1890.	3,860,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	47,700,000	17
18 1891.	18 1891.	2,530,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	90,213,000	18
19 1892.	19 1892.	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	115,772,300	19
20 1893.	20 1893.	3,180,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	135,959,500	20
21 1894.	21 1894.	3,805,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	258,314,000	21
22 1895.	22 1895.	3,815,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	254,919,000	22
23 1896.	23 1896.	4,225,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	294,040,000	23
24 1897.	24 1897.	5,430,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	292,439,500	24
25 1898.	25 1898.	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	198,859,000	25
26 1899.	26 1899.	4,025,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	192,477,000	26
27 1900.	27 1900.	3,970,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	222,350,000	27
28 1901.	28 1901.	3,980,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	263,495,000	28
29 1902.	29 1902.	960,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	263,540,000	29
30 1903.	30 1903.	710,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	271,401,000	30
31 1904.	31 1904.	1,213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Fry.	314,511,500	31
Totals.	Totals.	70,058,000	13,052,500	1,257,500	1,614,300,000	66,145,000	114,246,800	14,700,500	92,507,800	106,450,000	165,500,000	4,178,874,700			

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The preceding figures are, as already noted, exclusive of the black bass many thousands in number bred and reared in the department's bass ponds, Bay of Quinté. These fish were transplanted in the fall, and a number of lakes in Ontario and the province of Quebec were stocked with these healthy and vigorous young game fish.

The lobster ponds operated by Mr. H. E. Baker, of Gabarus, Cape Breton, under the department's auspices, were again very successful. The lobsters, according to the contract, were collected from the fishermen by Mr. Baker in his business as a lobster packer, excepting that he employed extra tug assistance and sailing smacks and special hands and selecting fine seed lobsters, that is female lobsters bearing eggs, these were carefully carried, not to the cannery, but to the reserve tidal ponds at Fourchie, C.B., and after the commencement of the close season were replaced in the open sea, so that they might incubate and hatch out their eggs under natural conditions. On July 22, the first batch of seed lobsters were liberated to the number of 24,800, and between July 30 and August 13, 31,820 more lobsters were set free in the sea, being scattered over the known breeding resorts of these valuable crustaceans. During their confinement in the ponds the lobsters were fed with herring and other food. Some mortality is of course unavoidable; but this was last year kept very low, but was slightly higher this year, as the report of the officer in charge on behalf of the department shows. Mr. H. C. V. LeVatte stated the mortality as follows:—

	1903.	1904.
May.....	2 $\frac{1}{4}$ per cent.	2 $\frac{1}{2}$ per cent.
June.....	3 $\frac{1}{8}$ “	3 $\frac{3}{4}$ “
July....	4 “	5 $\frac{3}{4}$ “

The increased mortality in July this year was due to the extreme heat of the sun, and the only remedy was the removal of the lobsters, which were placed in crates and conveyed to deeper cooler water, where the death rate at once decreased and the sickly lobsters recovered. ‘The natural propagation of lobsters,’ says Mr. LeVatte in his report sent to me on December 31, ‘will no doubt materially increase the supply on this coast, and I consider Mr. Baker’s scheme has proved a success.’ Of course the system adopted at Fourchie is a somewhat complicated one and can only be satisfactorily adopted where the skill and experience of trustworthy parties can be secured. Mr. Baker is a lobster packer of long and unusual experience, and in his hands a scheme involving the handling, transference in crates, planting in the tidal inclosures, feeding and care, and final retransplanting in the sea again can be carried out with a greater measure of success than in most localities. The department also authorized one of its officers to specially supervise the work and furnish proper reports of the progress of the operations of impounding and of replanting in the ocean. The system is so open to abuse that in many localities it could not possibly succeed so well as it does on the Cape Breton coast. Finally, I need not only repeat that the increasing results accomplished in the Dominion hatcheries are not only highly satisfactory in themselves, but they evidence an efficiency and a zealous interest on the part of the hatchery officers which is in the highest degree creditable. Mr. Cunningham rightly draws attention to the latter fact in his report, and the reports of the several officers, which are appended, furnish proof that increased efficiency is going hand in hand with the rapid growth in the extent of fish-breeding work in Canada. The words of the late Mr. Samuel Wilmot, published in the department’s report over thirty years ago, are still applicable, or rather are more applicable than ever to the operations in the Dominion hatcheries, and with these words I may fitly conclude my present report:—

‘The operations and beneficial results attending this enterprise are being fully understood and appreciated by the people of the country, as shown in the general desire expressed by almost all classes of the community to give it a hearty support.

‘The increased interest evinced by the people and the press generally, has had the effect of inducing the legislature to aid the undertaking by continued grants from the public funds. Thus far the assistance has been of much service; but in order more fully to develop the great work of fish culture and place it in its proper position, as a means of advancing a new industry and producing wealth for the inhabitants of the Dominion,

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a more liberal view should be taken, and increased pecuniary grants given to further the enterprise.

'Fish culture has advanced rapidly in the neighbouring republic; many of the states of the Union have taken hold of the work in good earnest, and have each appointed fishery commissioners. Several of the state legislatures have granted large sums of money to assist in carrying out a work which they consider will result in a great and lasting benefit to their country.

'As an evidence of the importance of this work to the Dominion, I might state that the fish-breeding establishment at Newcastle in Ontario has already attracted the attention of several of the fishery commissioners from the New England states of America, some of whom have visited it, not only with a view to inspect and report upon its adaptability as a public work to be introduced into their own country, but also to negotiate with your department for the procuring of salmon ova to supply in part the depleted waters of their own states with this valuable commercial fish.

'The immediate success attending my experiments, has been very satisfactory, and the future benefits arising from the distribution of young fish in various parts of the province cannot be otherwise than gratifying to your department, as well as to all people who would rejoice at seeing important fish abound once more in the rivers and streams, so recently almost barren.'

I have the honour to be,
Your obedient servant,

EDWARD E. PRINCE,
Commissioner of Fisheries and General Inspector of Fisheries for Canada.

ANNEX A.

OTTAWA, December 31, 1904.

To Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
(Ottawa.

SIR,—I beg to submit the following report on the work of the various hatcheries, included under the department's fish-breeding system, during the past year. I have personally visited and inspected a number of the hatcheries from Atlantic to Pacific as well as the sites of new hatcheries to be built or already in progress.

It is gratifying to report that this year has been the most successful in the history of the department. Reports have been received from different sections of successful fishing conducted in lakes where no game fish were to be found until after they had been stocked with fry from one of the various hatcheries. This has been particularly noticed in Lake Memphremagog, where sea salmon have been caught this fall, that were planted from the Magog hatchery, some five or six years ago. In Sharbot lake, a small supply of salmon fry were planted three years ago, and this season a few of these fish have been caught, thus showing that by judicious distribution the numerous lakes suitable to fish life can be successfully stocked.

During the past summer application was made for an exhibit of live fish and mounted specimens at the Toronto exhibition. The request was granted and the exhibit consisting of salmon trout, sea salmon, speckled trout and bass which were raised in Ontario hatcheries, besides the mounted specimens, and judging by the visitors, and their complimentary remarks, was greatly appreciated. In addition to the attraction it was considered, from an educational standpoint, a great benefit to the public by showing them something of the work done by this department. Whilst on this subject, I may say that exhibits of this kind should be encouraged at suitable places, as it is a very satisfactory means of proving to the public the great benefits to be derived from the artificial propagation of fish.

Two additional lobster hatcheries were successfully operated during the past season, one at Charlottetown, P. E. Island, and one at Shippegan, N. B.

In Quebec, C. H. Simpson, Esq., of St. Alexis des Monts, deeded to this department, free of charge, his private hatchery and about twenty acres of land as well as a number of retaining ponds. This hatchery is being used exclusively for the hatching of speckled and Marstoni trout. It is excellently located and will be a great benefit to this section of the country. This gentleman's generosity and the interest he takes in the work of this department for the propagation of fish is greatly appreciated.

The whitefish hatchery at Sandwich, was not as successful as in former years, owing to the fact that only a very small quantity of parent fish entered the Detroit river in the fall of 1902, consequently it was impossible to secure the usual number of eggs, but this fall the required quota has been secured and the usual success can be expected.

In British Columbia a new hatchery was built and put in operation which will be of great benefit to the Fraser waters. This hatchery is two hundred and twenty feet long by forty feet wide and will accommodate twenty-seven millions of eggs. A site has also been selected in this province at the junction of Owl and Poole creeks and arrangements are being made for the erection of a building suitable to the location and which will be in readiness for next season's work.

When it is considered that the hatcheries under the control of this department are scattered all over the Dominion and a great deal of the detail must be left to the

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discretion of the respective officers in charge, the general success achieved at the various establishments is proof of the zeal and attention which these officers have given to the duties required of them.

From the numerous applications received from different parts of the Dominion asking for the building of new hatcheries it can be fairly assumed that those now in operation have the confidence of the general public, and in order to meet the demands, locations for new hatcheries are now being inquired into. This refers especially to the great lakes of Ontario, where it is expected a whitefish hatchery and a salmon trout hatchery will be in operation next season, and to the lobster industry of the maritime provinces, where the department is gradually increasing the number of lobster hatcheries.

During the past season experiments of retaining fry in ponds built for the purpose until they reach the age of from four to six months has been very successful, and at present the ponds in the province of Quebec contain about thirty thousand salmon trout which were hatched at Magog, and have now attained a good size and are in a very healthy condition. The same applies to the retaining pond connected with the Restigouche hatchery and which for the past two seasons has proved a great success.

There is no doubt that the question of retaining as many fry as possible until they are six months old is an important feature in the artificial breeding of fish, and it is recommended that retaining ponds be constructed at all hatcheries offering suitable facilities.

On the Bay of Quinté the department has in operation retaining ponds for the natural propagation of bass. The operations for the season were very successful. The young bass being distributed during the months of September and October and at that time had reached a growth of from three to four inches in length. The distribution was very satisfactory, as by close attention on the part of the officers in charge of the transfer of these bass the loss was reduced to a minimum.

It will be of interest to mention here that some whitefish fry from the Sandwich hatchery were placed in these ponds with the bass, and in the fall when the ponds were cleaned out some of these fish were caught and were found to have thrived and had grown to a length of four inches. This can be considered as a very satisfactory test of the beneficial results attained by the artificial breeding of whitefish. These fish are now on exhibition in the Ottawa hatchery as well as several hundreds of salmon trout fry which were hatched at the Newcastle hatchery last spring and are now five and a half inches long.

It is considered that these experiments are of great value to the department, not only proving the success of the department's operations, but also that great results can be attained by the construction of retaining ponds on a large scale.

With reference to the two shipments of black bass made to western waters in 1901 and 1902. Most of the fish taken out in 1902 were planted in the waters at Banff and reports are to hand that they are apparently doing well.

Success has also been achieved this season in securing a small quantity of land-locked salmon eggs which are now undergoing incubation in the Ottawa hatchery. A supply of gray trout eggs was also secured from Lake Memphremagog and are now laid down in the hatchery at Magog.

It will thus be seen that in order to meet the demands of the public, the department is extending its fish-breeding operations as quickly as circumstances will permit, and the results should be of great benefit to all concerned.

I am sir,

Your obedient servant,

F. H. CUNNINGHAM,
Superintendent of Fish Culture.

December 31, 1904.

ANNEX B.

1. FRASER RIVER HATCHERY, B.C.

NEW WESTMINSTER, B.C., December, 1904,

Prof. E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I have the honour to forward statement of the work of the various hatcheries in British Columbia during the season of 1903-1904, and of the progress of the work for the present season. These hatcheries consist of the original Fraser River hatchery, at Bon Accord; the Granite Creek hatchery, on Shushwap lake; the Skeena River hatchery, on the Lakelse tributary; and the privately owned hatchery, on the Nimpkish river, Vancouver island, operated under the supervision of the department by the British Columbia Packers' Association. To these has now to be added a large new hatchery on Harrison lake, the building of which was authorized by the Hon. Mr. Préfontaine when he was in the province in August, and which was sufficiently far advanced, before the egg-taking season was over, to be partially utilized this season. The department have also authorized the construction of a second large hatchery on the Birkenhead river, the main source of the Lillooet river flowing into Harrison lake, and a favourite spawning ground for sockeye salmon.

These new hatcheries are in addition to two hatcheries authorized for Rivers Inlet and the Skeena river, the former of which I understand from Mr. Williams, inspector for the northern district is expected to be in operation next season.

Fraser River Hatchery.

The season of 1903-1904 was the best we have had at this hatchery. The total number of salmon eggs received at the hatchery was:

Sockeye's	10,470,000
Humpbacks	80,000
Coho's	120,000
Steelheads	16,000

In addition to these we supplied from our camp at Morris creek 2,500,000 sockeye eggs to the Granite Creek hatchery where the local supply had failed.

Of these sockeye eggs, all except a little over a million from Trout creek and Harrison River rapids, were obtained from Morris creek. The half million obtained from Trout creek would have been considerably more, perhaps as much as two million had we made proper provision in time. We had also expected to get a considerable supply from Silver creek, but a heavy freshet washed out our fences before we had secured any fish. This creek is quite a large river, about half way up the lake on the east side, and is subject to heavy and rapid rises from rainstorms during the spawn taking season which makes it a difficult creek to fence securely.

Our first sockeye eggs were received at the hatchery on 26th September; our last, from Harrison River rapids, on 26th November.

The first shipment began to hatch out on the 3rd December, and the last on 12th February; the hatching of the whole being completed by the middle of March.

The average temperature of the water during the period of hatching was as follows :

September 26 to 30	49.1°
October	48.3°
November	33.5°
December	41.7°
January	39.7°
February	38.3°
March, 1 to 15	40.4°

When the fry were ready to distribute, the river was too low to get up to Harrison River rapids our usual point for distribution, and we took several shipments out to various streams in the Pitt Lake system.

The distribution was as follows :

Lillooet rivers (tributaries of Pitt river)	700,000
River at head of Pitt lake	700,000
Silver creek, Pitt lake	700,000
Sauchenauch creek	60,000
Nanaimo river and lakes	100,000
Cowichan river	120,000
Squamish river	50,000
Creek at hatchery	150,000
Harrison River rapids (about)	6,500,000

Of these the Lillooet rivers, north and south, and the river at the head of Pitt lake are used by the sockeye as spawning grounds, Silver creek is used by other varieties but not by the sockeye. Sauchenauch creek is near the entrance to Pender Harbour on the Sechelt Peninsula, and is largely frequented by sockeyes, smaller, however, than the average size. The Indians have a tradition that they were not indigenous there but were introduced many years ago by their ancestors. This is the second planting in this creek. For Nanaimo river and lakes, this is the third planting and as the work done on the falls of Nanaimo river enables salmon to get up into the lakes without difficulty we should soon see whether the planting of the fry there has been successful in introducing the sockeye to utilize this as a spawning ground. In Squamish river where we have now made two plantings it may turn out that the water is too cold for the successful introduction of the sockeye, though other varieties frequent this stream.

The roads were so bad, being still blocked with snow, when we made our first shipment to Nanaimo river that we could not get the fry so far up the river as we had intended, so a second shipment was made later in the season. In our first planting in the Cowichan river we lost a number of the fry from the water getting too warm in crossing the gulf, and profited by the experience, to take a supply of ice with us in future which effectually provided against further loss from this cause.

Besides the salmon eggs mentioned above, we secured a large number of trout eggs with a view to stocking various sporting waters on Vancouver island. We lost, however, a great many of these, the fry when hatched out seemed to be weak and died in large numbers before they were sufficiently advanced to be planted out. They were distributed as follows :—

Shawnigan lake	50,000
Sooke lake	20,000
Highland lakes	10,000
Langford lakes	4,000
	<hr/>
	84,000

For the present season we secured for this hatchery—

Sockeye	8,650,000
Spring salmon	49,000
Cohoe, about	2,000,000

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Of the sockeye eggs about 2,000,000 when eyed were reshipped to the new hatchery at Harrison lake and 4,000,000 to the Granite Creek hatchery where the local supply had again failed. Having thus room to spare in the troughs I made arrangements to secure coho eggs to fill up and we are still getting a few of these. As they are now getting scarce, however, I have arranged to close up the two camps I had established, one at Tynehead on the headwaters of the Serpentine river and the other on a small tributary of the Nikomekl near its head. Had I anticipated having so much spare room in the troughs I could by making arrangements in time have easily secured coho eggs to the full capacity of the hatchery.

As the new hatchery at Harrison lake will in future be able to handle all the eggs from Morris creek and the other creeks on Harrison lake, on which we have hitherto depended for a supply for Bon Accord hatchery, it will be necessary to look to other sources in future. With this difficulty in view I had camps put in on the river running into Pitt lake at the head and also on the north and south Lillooet rivers emptying into the Pitt river. We were too late in getting these camps in to get much good from them this season but from what we saw I am satisfied that the former of these will be available to a large extent for supplying the hatchery. There were large numbers of fish observed but they were nearly all spawned out when we got there. This stream, as well as the two Lillooet rivers, is of considerable size and will be a difficult and expensive stream to fence. They are all subject to heavy and rapid freshets, and are also likely to be used for driving logs which may give us a good deal of trouble.

While I do not think there were as many fish in the Harrison lake spawning grounds as there were last year, yet, had we had a normal season, I think we could have secured as many eggs. Our actual take, however, was seriously affected by the low water in the spawning streams, caused by the unusually dry season. This prevented the fish from entering the streams to spawn, and many upon which we had been counting seem to have spawned outside before the rains had raised the streams sufficiently for them. This theory is confirmed by what was observed at Trout creek, where the new hatchery is situated. There we did not get more than one-third of the eggs we had counted on, and when the rains did come and the fish entered the traps, it was found that they were all spawned out.

I have the honour to be, sir,
Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

2. GRANITE CREEK HATCHERY, SHUSWAP LAKE, B.C.

To Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—During the season of 1903-04, the total number of salmon eggs handled at the hatchery was 3,395,000. Of these, 3,270,000 were sockeyes, 770,000 were from Scotch creek, Shuswap lake, and the balance, 2,500,000, shipped up from Morris creek, Harrison river. The balance was made up of 125,000 cohoes eggs taken at the creek at the hatchery. The first of these eggs were taken at Scotch creek on August 15; the run of cohoes lasting into January, in which month 15,000 eggs were taken.

The mean temperature of the water during the period of hatching was 44°; the loss from bad eggs was about 10 per cent; all of the fry were released at the hatchery, 3,060,000 being planted.

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Fourteen thousand fry hatched out from eggs taken at Canoe and Granite creeks were placed out in Skimiken lake in June, 1904.

In accordance with former correspondence on the subject, I took Mr. Mitchell, foreman at the hatchery, down with me to the Boundary country with a view to securing trout eggs and transplanting them to such lakes and streams as were barren of fish. Our success was not very satisfactory, but Mr. Mitchell secured a total of 3,000 eyed trout eggs from James creek, the outlet of James lake, which were planted in Long lake near Greenwood. This lack of success was mainly owing to my having been misinformed as to the season when trout eggs could be obtained, most of the trout we had counted on getting, having been spawned out before we got on the ground. If I can arrange matters, I will have Mr. Mitchell make another attempt a little earlier next season.

For the present season we have 4,679,000 salmon eggs in the hatchery ; 490,000 of these are cohoes, obtained as follows :—

Scotch creek	189,000
Granite creek	7,000
Salmon river	294,000

The balance, 4,189,000, are sockeyes, of which 4,000,000 were shipped up from the Bon Accord hatchery in an eyed condition, and the balance, 189,000, obtained from Scotch creek.

It will be seen that the number of sockeye eggs obtained locally is much less even than last year : 189,000 against 770,000 in 1903.

The annual close season, from August 25 to September 15, re-established this year, has not been of any service so far as increasing the number of fish that reach the spawning beds on the upper reaches of the river.

The provincial hatchery at Seton lake has had the same experience as our hatchery at Granite creek, their take of sockeye eggs this year being a trifle under 1,000,000 against 2,000,000 secured last year.

I have the honour to remain, sir,
Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

3. LAKE LAKELSE HATCHERY, SKEENA RIVER, B.C.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—My last report informed you of the dam for supplying water to this hatchery having again given way and the consequent necessity of liberating the hatched fish and planting out the eyed eggs then in the hatchery, these together amounting to close on 4,000,000.

Mr. Keefer, engineer in charge of Dominion public works here, having gone up and examined the ground, decided that a very substantial dam would be required, and gave a contract to Mr. P. Herman, of Port Essington, to build same according to plans which he furnished. This was completed at a cost of \$5,000 in time for this season's work, and my latest information from Mr. Whitwell, the officer in charge, dated November 1, reports the dam as having withstood the test of some severe freshets and being in good condition.

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He reports having filled up his troughs on September 19, having then 4,120,000 good eggs.

His first spawning was made on August 22, and he is very sanguine of having a good output this year.

The inaccessibility of this hatchery is a great drawback, and increases the cost of operation very materially, but it is very doubtful whether any better site sufficiently near to good spawning grounds could be obtained. At the same time, should the department decide to provide increased hatchery accommodation for this river, it might be possible to have the first eggs taken, eyed at this hatchery, and shipped to a hatchery in a more accessible situation, to be hatched out there, before canoe-travel by the Lakelse river was stopped by the cold weather. In such case the later-taken eggs could be cared for at the present hatchery

I have the honour to remain, sir

Your obedient servant,

C. B. SWORD.

Inspector of Fisheries.

4. HARRISON LAKE HATCHERY, B.C.

HARRISON HOT SPRINGS, B.C.,

November 4, 1904.

Prof. E. E. PRINCE,

Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to report that the water was turned into this hatchery on Saturday morning October 29, this being less than eight weeks from commencement of active operations on the site.

The dam in the creek is now being built, the pipe line in the meantime connecting with creek lower down, which affords all the water required for present needs. The wooden pipe being used promises to give every satisfaction.

Mr. Forrester expects to be able to dispense with the greater part of his crew of carpenters by the 12th or 15th inst., by which time, weather permitting, the finishing of hatchery, erection of cottage and small building for water power and workshop, will be completed. When the newly varnished troughs can safely receive the ova, I propose moving the supply on hand from temporary quarters into the hatchery.

On November 1st, the Bon Accord staff finished collecting ova at Morris creek, since which time the camp there has been kept up by this hatchery. There is not much prospect for many more sockeyes this year, but we are getting a moderate supply of spring salmon, and the cohoes are now beginning to appear in the creeks. We have now about 1,250,000 eggs on hand, and I will be disappointed if we do not make the number $2\frac{1}{2}$ or 3 millions. In addition I would be glad if arrangements can be made to have as many more from Bon Accord of eyed sockeye eggs for which I have abundance of room here. In this connection I would point out the advantage of transporting these eggs here instead of sending up the fry later. The distribution can be made to better advantage from this hatchery than by following the usual practice of putting them out at the foot of the rapids in Harrison river, and it would only be a fraction of the usual expense of transport, and can be carried out with less loss.

I have the honour to be, sir,

Yours respectfully,

THOS. ROBINSON,

Officer in Charge.

5. NIMPKISH HATCHERY.

(Owned and operated by the Alert Bay, Canning Co. B. C., Packer's Association.)

Prof. EDW. E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—This hatchery had been burned down and was replaced by a building 55x20, with a house 40x18 for men's quarters, &c. There are in it 36 troughs carrying 200 baskets, and it is fed by an iron pipe 5 inches wide at the intake, reduced to 4 inches at the discharge. Mr. R. C. Bucknall, who is now in charge of this hatchery, reports as regards the operations for the sea on of 1903-04:—

'We commenced taking spawn on October 6, 1903, and finished on October 24, having secured 2,640,000 sockeye eggs, all we could handle in the hatchery. We liberated 2,496,000 healthy fry in the beginning of April this year (1904).'

It will be seen that this is an increase of 1,000,000 eggs over the capacity of the former hatchery which was burned. For the present season Mr. Bucknall reports that he has secured 3,050,000 eggs having begun taking spawn on October 12 and finished on November 1.

HARRISON LAKE HATCHERY.

This hatchery, for the building of which the Hon. Mr. Préfontaine gave orders when in the province, in August, is now practically completed. Its dimensions are 220 feet by 40 feet, and without undue crowding 45,000,000 ova can easily be handled in it, though of course in season when this number cannot be obtained the baskets will not be filled up to this extent. The building is primed on the inside and primed and one coat of paint on the outside; the finishing coat of paint, it was thought better to leave over till next year.

About 40 troughs or 25 per cent of the whole are in, and the material for the others is on hand, and can be put together during the winter in time for next season's work. The mess house and house for the officer in charge are well advanced towards completion, and while of course there will be a great deal to do to the grounds for some time yet, the hatchery is now in condition at a fortnight's notice to take care of eggs to its full capacity. The pipes are all laid for supplying the dynamo for furnishing electric light and fire protection service, the buildings are all wired and the dynamo is expected daily. The permanent connection with the dam will be made as soon as the creek goes down.

At present there are 6½ million of salmon eggs of different kinds being treated in the hatchery.

Mr. Thos. Robinson who was appointed officer in charge and has been in this position for the last two months, will make a more detailed report.

Proposed New Hatcheries.

Having been informed of the intention of the department to put up a second hatchery of large capacity, the only site I knew of where there seemed a reasonable prospect of securing a sufficient supply of eggs in all seasons, was on the Birkenhead river, locally known as Poole creek. This river is the main feeder of Lillooet lake, which discharges through the Lillooet river into Harrison lake, at its head, near Douglas.

When the people of Washington State had in view, (could the sanction of the Dominion government be obtained), the artificial propagation of sockeye salmon by means of hatcheries at the spawning grounds in British Columbia, this was the site finally selected as most suitable.

Mr. Crawford, the Washington State Superintendent of Hatcheries, came over in 1902 with this object in view, and after visiting the Shuswap lake streams and this

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stream, felt convinced that the latter was much more likely to furnish the necessary supply of eggs. He visited the site again in 1903, and expressed himself as still better satisfied with it.

I arranged that Mr. Robinson, then my assistant, should visit the locality during the spawning season this year and judge of its suitability for a hatchery of large capacity. Mr. Cunningham, Superintendent of Fish Culture for the Dominion, being in the province at the time was fortunately able to accompany him. The reports of these gentlemen, with which you have already been furnished, endorsed in the most important particulars Mr. Crawford's views as to the suitability of this site. The department having since sanctioned the work, I have made arrangements to have the necessary lumber cut on the ground and have no doubt we will have this hatchery, 150 feet by 40 feet, ready for operation next season.

Besides arranging to have an examination made of the suitability of Birkenhead river or Poole creek for a hatchery, I had Mr. Roxburgh, during the spawning season, visit the Nicola lake and the North Thompson streams, in both of which numbers of sockeyes were reported to have found spawning ground in former years. His report, however, was that very few were there this year, and that if hatcheries were established the eggs would require to be, in poor years like this, brought from somewhere else.

While from all the evidence obtained there seems to be little doubt that sufficient eggs can be obtained at Poole creek to supply the new hatchery, which will have a capacity of 30,000,000 ova it may be a question whether the full benefit of the hatchery operations would be obtained by releasing the fry there. It seems at least possible, from the reports of the numbers of fish spawning there, that the natural propagation may be sufficient for the capacity of the stream and that this may be exceeded should a large addition be made from artificial propagation.

From the remoteness and comparative inaccessibility of these spawning beds there would no doubt be considerable difficulty in getting eggs out to supply other hatcheries less favourably situated in regard to a supply. At the same time, if found at all practicable, the advantage to be gained would justify a considerable expenditure. Some of the streams mentioned in Mr. Roxburgh's report on the North Thompson and Nicola water systems, as being now completely denuded of fish, are reputed to have been formerly favourite spawning grounds for the sockeye. Could the eggs be obtained for them, small hatcheries of a capacity of from 2,000,000 to 4,000,000 ova each might be very effective: in re-establishing these streams as valuable spawning ground. This of course is based on the assumption that the general theory of salmon returning to spawn to the streams where they have been hatched is at least to some extent correct. These hatcheries could be put up in the cheapest fashion, and, if the eggs were supplied in an eyed condition, could probably be operated at comparatively little expense. Not having the expense of collection to provide for the services of two men for three or four months in the year would probably be sufficient.

The Clayoquot Canning Co., at Clayoquot Sound, on the west coast of Vancouver Island, hold a lease from the department of a small area near the mouth of the Kennedy river for which they pay an annual rental of \$150. In lieu of this rental they would be willing to equip and operate a salmon hatchery of such capacity as the department might consider suitable.

At Alberni, at the head of Barclay Sound, the Indians, through their agent, have made a request for the establishment of a hatchery to conserve the supply of fish which they fear may be affected by the operations of the cannery belonging to the Alberni Packing Company. This company would probably be willing, if they could receive an exclusive lease, so that they would reap the benefits of the expenditure, to establish and operate a hatchery.

In both of these cases it is probable that were hatcheries established, the effect would naturally be more marked than in the case of large rivers like the Fraser, where other unknown causes might be much more important in their influence on the supply in special years.

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Whether, by the department direct, or by the canning companies to be more benefited, the establishment of hatcheries in these localities is of sufficient importance to justify the department giving this matter careful consideration.

I have the honour to remain, sir,
Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

6. BEDFORD HATCHERY, NOVA SCOTIA.

BEDFORD, N. S., December 1, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of operations at the Bedford salmon hatchery, for the past year.

On November 4 last, I went to St. John, N. B., and obtained from the Carleton retaining pond about 1,000,000 eggs, which are laid in the hatchery troughs and appear to be in splendid condition.

The distribution of fry during May and June last was conducted without loss and were planted in splendid condition in the following streams:—

Salmon.

Herbert and Meander rivers, Hants Co., N. S.	60,000
Petite Rivière, Lunenburg Co., N. S.	60,000
La Have river, “ “	60,000
Salter “ “ “	60,000
Hoosiers “ Halifax “	65,000
Salmon “ “ “	60,000
Quoddy “ “ “	60,000
Sackville “ “ “	65,000
Pennant “ “ “	65,000
Nine Mile “ “ “	60,000
Gaspereaux “ King’s “	60,000
Cornwallis “ “ “	60,000
Annapolis “ Annapolis “	60,000
Bear “ “ “	60,000
Nictaux “ “ “	60,000
Bridgetown lake “ “	60,000
Tusket river, Yarmouth “	60,000
Cole harbour river, Guysboro Co., N. S.	60,000
Salmon river “ “	60,000
Total	1,200,000

Speckled Trout.

Maitland stream, Annapolis Co., N. S.	9,000
Mount Henly lake “ “	4,000
Total	13,000

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At North Mountain, Annapolis county, I obtained, last month, 100,000 speckled trout eggs, which are looking healthy.

The hatchery is in a good state of repair, some new gates and fencing may be required next summer, but the cost will be trifling.

I am, sir,

Your obedient servant.

ALFRED OGDEN.

7. BAY VIEW LOBSTER HATCHERY, N.S.

Pictou, N. S. Sept. 25, 1904.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour herewith to submit my annual report upon lobster hatching operations at Bay View hatchery for the year 1904.

I commenced operations on April 26 and closed the hatchery on July 9, making a run of 74 days. We collected 350 jars of eggs.

The hatchery's full capacity is 320 jars, but by doubling a part of the incubation battery when they were hatching, we found room for the other 30 jars.

I distributed 175,000,000 young lobsters in the following places:—

Between Pictou and mainland.....	23,222,000
Merigomish.....	23,222,000
Little harbour.....	15,555,000
Gull Rock and Big Entrance	31,000,000
Caribou harbour	23,222,000
Round Big Island Caribou... ..	23,222,000
Entrance to Pictou rivers.....	11,667,000
Cole reef	7,778,000
McDonald's reef.	7,778,000
Entrance to Pictou harbour.....	7,778,000

In the opinion of qualified persons they were the finest supply of eggs in the hatchery for many seasons.

Under the increased work done this year, the hatchery has been run with a special view of economy and efficiency.

The pump which we had repaired last fall gave good satisfaction, and I used less water and less coal, and better work was accomplished.

I may add that spawn was very scarce at the beginning of the season, but we had after all the great success recorded above.

I have the honour to be, sir,

Your obedient servant,

EDWARD DOHERTY,
Officer in Charge.

8. MARGAREE HATCHERY, NOVA SCOTIA.

N. E. MARGAREE, N. S., November 30, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—As officer in charge of the Margaree hatchery I have the honour to submit my annual report for the season of 1904.

In obedience to your instructions, about November 1, 1903, I proceeded to Carleton retaining pond, N. B., for the ova 750,000, apportioned to this hatchery. I reached home with them on Nov. 6. Considering the long distance carried, the large number of transfers, in transit, and before reaching the hatchery the long drive of thirty-five miles over a very rough road, the ova were placed in the incubation troughs in fair condition. Nothing but vigilant supervision by me at every stage of the journey could ensure such excellent results. The prospect for a large output of fry was promising, until on November 17, a terrific freshet took place. During its continuance we—myself and assistant—stood on watch, as it did not appear the pipes could stand the severe strain they were being subjected to by the flood of waters. When the water receded none could reach the supply tank, as the terra-cotta pipes above stop-house were uncovered, thrown out of position, and broken in many places by the violence of the water, and heavy trees that were uprooted in the forest above and were descending in the flood. In last years report I gave a detailed account of this accident. Therein I stated, that instead of removing the ova to the nearest spawning grounds, I let them remain in the troughs, and I carried water to them several times a day, and as often by night, keeping the temperature of the house uniform. Fortunately the weather was cold at the time—they were kept in condition, until the pipes were mended and water coming to hatchery about two weeks later. The water was poured into the troughs from a height, and as often as possible agitated, this to admit air which is so essential to the healthy development of the embryo. As was anticipated the mortality was higher than usual, but when 75 per cent of such ova developed into healthy vigouros fry, we have just cause to feel satisfied.

The resultant fry, 562,500, were liberated into the following streams:—

Distribution of Fry.

N. E. Margaree river, Inverness Co.	25,000
Rossville river “ “	40,000
Hatchery brook “ “	50,000
Sugar loaf “ “	25,000
Big Interval “ “	25,000
S. W. Margaree “ “	25,000
Cheticamp, Little river “	119,500
Middle river, Victoria Co	25,000
Baddock river “	10,000
North River, St. Ann's, N. Victoria Co	74,000
South River, Ingonish “	75,000
Clyburn river “ “	74,000
Total	562,000

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The shipment for North Victoria rivers was delayed until the yolk-sac was about absorbed. These rivers are a long distance from hatchery, and not easily reached. I was, therefore, fearful of results. Inspector Bertram met me at Baddeck, with the steam tug *Iona*, Capt. Rudderham, of North Sydney. He accompanied me to the rivers and rendered efficient service. When we reached the rivers the fry were almost as active as when they left the hatchery. These results were accomplished in travelling by night, having no delay en route, and in having a liberal supply of ice by which the temperature of the water in cans was kept as uniform as possible. I made constant use of the thermometer. Frank J. D. Barnjum, Esq., President of North River Lumber Co., and another gentleman connected with said company, accompanied us to the Ingonish rivers and witnessed with us the liberation of the fry, and the result to them was most pleasing.

Repairs.

During the summer months I had the supply tank, troughs and trays, varnished, and as instructed by Inspector Bertram, I had a good fence erected around hatchery grounds, and considerable work was performed up brook above stop-house in protecting pipes in such a manner as to render them as safe as possible against freshets. Last week a very severe freshet took place, and I am pleased to report that the pipes were not affected by it in the least.

General Remarks.

I hope to be able to carry the allotment of ova,—1,072,000—that I recently brought from Carleton pond, and laid down in troughs in fair condition, carried through without accident. Owing to the railway bridge being down near Stellarton, N.S., I had more than usual trouble at that point in preventing my boxes of ova from being subjected to rough treatment. We are at present having dead ones removed. Next summer I will have a large number of fry to liberate into our island streams.

Applications for Fry.

Already applications are being made for fry for streams that I fear are not adapted for salmon fry. The officer who is deeply interested in his work and who gives the subject of 'Fish Culture,' close study, I think in a matter of so much importance, should have a free hand. After bringing fry through with so much hard labour and expense, it appears too bad to throw them away. It is all right to liberate salmon fry into a salmon river, but it looks like deliberate waste, as, indeed, it is, to place them into streams that salmon was never known to enter.

Remarks Re Margaree River.

Local historians inform us that our first settlers found the Margaree river literally filled with salmon. I am satisfied that with proper and intelligent effort to increase the production of fry in this hatchery, a liberal restocking of this river would follow. With the nets removed out of its tidal waters or restrictions placed on their use, the greater respect for the fishery laws and their vigorous enforcement will also ensure its productiveness.

All of which is respectfully submitted.

I am, sir, your obedient servant,

A. G. CARMICHAEL.

9. ST. JOHN RIVER HATCHERY, NEW BRUNSWICK.

GRAND FALLS, N. B., December 24, 1904.

Professor EDWARD E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I respectfully request to submit to you my annual report of the work transacted at the St. John River hatchery, under my supervision during the present year 1904.

I may here preface my remarks by stating, that owing to the very cold weather of last winter, and consequently the low temperature of the water in the hatchery until very late last spring, the result was favourable to the young fry as they hatched out strong, lively and healthy, whereas if the temperature were high it would induce to a greater or less degree premature hatching, and the young fry are generally weak and subject to quite a loss before they can be planted out during the summer.

It may not be necessary for me to again refer to the quantity of eggs laid down in the house last season, as the number was stated in my last report. the ova did fairly well during the winter, and hatched out a good percentage. The fry were all successfully distributed in the spring in the several rivers and waters suggested, and officially confirmed as follows, viz. :—

St. Croix riv., boundary between New Brunswick and Maine	192,000
Plaster Rock, Tobique river, Victoria county	192,000
Salmon river, Victoria county	108,000
Beechwood pond, Carleton county	36,000
Webska lake, Victoria	24,000
Little river, " "	18,000
Paterson lake, " "	12,000
Private lake, (George Murphy), Victoria county	12,000
Main St. John river " "	250,000
Rapide des Femmes brook near the hatchery	65,000
Total distribution	909,000

I am pleased to inform you that the planting of the young fry was successfully accomplished with comparative little loss of fish. As soon as the planting of the fish was completed, we turned our attention to the cleaning up and renovating of the interior of the hatchery, varnishing the trays, troughs and the main tank, &c., so as to be prepared for the next season's work.

Some repairs had to be made to the main tank this fall as it was leaking badly, and repairs had to be made on the waste water aqueduct that runs underneath the house, especially about the foot of penstock. On October 19, we sent seven empty cases for ova and about 280 trays in care I. F. Belyea, freight prepaid, so that there would be no delay when they would be wanted. On the 31st, my assistant went to St. John, in compliance with Mr. Mowat's telegram, to get our quota of the eggs; we received seven cases containing about 960,000 eggs, they arrived at the hatchery in good condition and are looking very well at present, but is rather soon to give a decided opinion how they will do during the long winter. The prospects are good that we will have hatched out a fair percentage next spring if nothing serious should happen.

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Repairs.

Many repairs had to be made on the main dam the present fall, as it was leaking pretty badly. This dam is built on the ledge of rock at the head of the falls, and therefore the spiling cannot be driven down to a good depth, and strong eddy that runs around the dam washes away the clay and gravel that is placed around the foot of the spiling and plank on the face of the dam.

Several repairs had to be done on the main tank in the hatching-room, as it was also leaking considerably, as it is very old. I would suggest that it would be well to have it all lined with zinc inside, next summer, after the young fish are all out, if such were done carefully it would stop the leak for some time to come. The waste water aqueduct underneath the hatchery had also to be repaired especially about the foot of the penstock with zinc.

I have been informed on very good authority, that salmon were very plentiful in the St. John river the past summer, and the poachers had a successful time of it as the waters are not sufficiently looked after at least in this county.

All of the foregoing is most respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

CHAS. McCLUSKY, SR.,
Officer in Charge.

10. MIRAMICHI HATCHERY, N.B.

SOUTH ESK, December 23, 1904.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my report on the operations at this hatchery during the year 1904.

Reference to my last annual report shows that the number of ova in this hatchery in the autumn of 1903 was 1,530,000, collected from the native Miramichi salmon, and 250,000 obtained at Carleton pond, making a total of 1,780,000.

About May 1, just previous to hatching, 200,000 of the Miramichi ova were transferred to the Restigouche hatchery. Deducting this number, and also 80,000 dead and decayed eggs, which were removed during incubation from the total number above stated, it will be seen that the number of fry remaining for distribution was 1,500,000. These fry were planted in splendid condition under the personal supervision of the assistant officer or myself in the following waters, viz. :—

North-west Miramichi river.....	250,000	St. John fry.
“ “	250,000	Miramichi fry.
Main South-west Miramichi river.....	250,000	“
Little South-west “	400,000	“
Sevogle river.....	100,000	“
Renous river	100,000	“
Millstream	20,000	“
Tabusintac river	75,000	“
Pleasant lake, King's County.....	40,000	“
Stewart's brook.....	10,000	“
Total.....	1,500,000	

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Several applications for fry for other streams were received too late in the season to be filled this year.

The planting of fry in Pleasant lake is showing good results. The gentlemen controlling the lake report good fishing and excellent sport. It is very interesting to note the growth of these land-locked salmon. Last year, the average length was about 9 inches. This year they are about 12 inches, and specimens have been obtained 13½ and 14 inches in length. They seem to be very plentiful in the lake, which shows that a very large percentage of the 25,000 fry planted there, some years ago, must have attained the present size.

Improvements.

There has always been considerable difficulty experienced in preventing the young fry from becoming crowded in the hatching troughs during the months of June and July, and it was only by the greatest care and attention that loss from this cause could be avoided.

In order to overcome this difficulty, it was thought advisable to provide some means, whereby the crowded condition of the troughs after hatching time, might be relieved. Two suggestions were made, one to erect tanks outside the main building, and another to use the deep tray, placed in the breeding trough with a limited number of fry in each. The latter plan was adopted, and found to suit the requirements of the case very satisfactorily. Two hundred of these trays were purchased and used during the past season. They are undoubtedly the best contrivance yet introduced here, for carrying large numbers of young fry, and with two hundred more, the carrying capacity of this hatchery will be considerably increased.

During the summer season, several improvements were made about the hatchery, and the dams of the supply and retaining ponds were overhauled and repaired where necessary. The usual work of dredging the retaining pond, varnishing the hatching trays and troughs, repairing the pontoons for carrying parent fish, and other work was efficiently carried out. The inside of the hatching room was given a fresh coat of paint, and the new fences about the premises, which were erected last year, were also painted. The hatchery and appliances are now in good condition and the buildings and grounds are being improved every year.

Collection of Parent Fish and Ova.

The method of procuring the supply of ova for this hatchery is strongly objected to by several prominent fishermen and anglers, and in order to overcome this objection, provision should be made to procure the required supply, during the months of June and July. This matter should receive immediate attention, and arrangements be made for taking the fish next year, during the early part of the season. A site for a retaining pond, and the required stands of nets should be selected and arranged for during the present winter, in order that in future, the supply of ova may be gathered from the earliest runs of salmon entering the river.

Preparations for this branch of the work were commenced this year about September 1. The nets and other apparatus being put in readiness, netting began on September 14, and continued until October 25. The fish were not nearly so plentiful in the pools as last season, owing to several freshets, which came on while the nets were in operation, allowing the fish to escape to the upper parts of the river, beyond our reach. The fish were of a much larger average size than usually taken in this river and were in splendid condition. The total number obtained was 226, consisting of 156 females and 70 males. From these fish 1,470,000 ova were collected and placed in the hatchery. These ova are at present in good condition, and a large yield of fry may be expected for next season's output.

I am, sir,

Your obedient servant,

ISAAC SHEASGREEN.

11. RESTIGOUCHE HATCHERY.

FLAT LANDS, NEAR CAMPBELLTON, N. B., Dec. 3, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to transmit herewith a detailed report of all matters in connection with the management of the Restigouche hatchery during the past year. As previously reported, 2,500,000 eggs were deposited in the hatchery in the autumn of 1903, and which was further supplemented by an assignment of 250,000 from the Miramichi hatchery in March, and 35,000 salmon trout eggs from the Ottawa hatchery in April; great success attended the hatching and distribution of such a large number of eggs and fry, the loss throughout did not reach ten per cent. The semi-hatched eggs, fry and fingerling fish were distributed and liberated in the following rivers, lakes and streams, namely :—

Shipped to Newfoundland, semi-hatched eggs.....	50,000
Restigouche river above hatchery.. .. .	1,425,000
Upsalquitch river.....	400,000
Matapedia river and lake.....	450,000
Lake St. Modeste and Grand Fourche, River du Loup..	60,000
Kouchibouguac river.. ..	35,000
Scoudouc.....	30,000
Held over summer in retaining pond, and tanks at hatchery	75,000
Total.....	2,525,000

Distribution of Salmon Trout.

Lake Grand Fouche, River du Loup.....	10,000
Scoudouc river, Shediac.....	10,000
Lake Matapedia.....	10,000
Campbellton Club lake.....	2,000
Grand total of all kinds.....	2,575,000

In addition to the above distribution of fry, 50,000 of the six months old fingerling fish which were held over for the summer at the pond and in tanks were transferred to Sydney, C. B., on October 12, and liberated in the river and lakes there in very fine condition. It will be seen that many of the fry were conveyed in cans long distances over the railways which is a hazardous work, particularly in hot weather, when ice must be freely used in order to supply oxygen and maintain a uniform temperature. A fish car properly equipped with tanks of running water in which to transfer the fry would obviate the use of ice and minimize the risk of loss, and guarantee the healthy condition of the fry.

Government Nets at Tide Head.

The same nets as were operated last year, namely one government net and W. G. McBeath's licensed net were again used this year for the capture of parent fish. These nets were set out the 1st of June, and captured 200 fine fish which were seined from the pond on the 20th of October, when the work of collecting the eggs began and continued until the first week in November; W. A. Mowat, the caretaker, assumed charge during my absence at the Carleton pond, St. John, and collected 1,500,000 eggs. These were further supplemented by a quota of 1,256,000 which I brought with me from the Carleton pond and which will likely be apportioned among the P. E. Island, Ottawa and Magog hatcheries.

A Salt-Water Pond for Restigouche Hatchery.

A report has already been forwarded to your department regarding the site and suitability of this pond, and in order to insure a full supply of parent fish, natives of the river, the great need of it must be patent to your department. I trust action will be taken immediately.

Repairs to Hatchery.

360 new zinc trays were furnished the hatchery last season. This tray while not altogether a new invention has been improved upon and made perfect and fills all the requirements of a nursery tray; it is 20 inches long by 5 inches deep, made entirely of perforated zinc, will last for ages. An up and down motion of the tray, instead of washing cleanses the eggs. The tray extends above the surface of the water in the troughs and when the fry burst the shell, which is quite a critical time, they cannot escape from the tray which prevents the over-crowding and some times smothering in the troughs; the moving mass of tiny fish assisted by the current drives all the sediment and decayed matter through the tray.

The hatchery walls outside were doubled, papered, clapboarded and painted for warmth. All trays, troughs and plant were varnished and prepared for the fall's operations.

Retaining Pond at Hatchery.

The usual number of fry were placed in the pond and tanks on July 1 and fed several times per day during the summer. Some difficulty is experienced in providing the proper kind of food for the fry; liver has been generally used, but there is difficulty in pulverising and grinding it sufficiently fine so as not to injure the tiny fish. Another season, I hope to experiment and use the eggs of smelts and herrings for food which would be more natural and nourishing and no fibrous substance to injure the fry. Large quantities of smelt and herring eggs can be gathered in May at a trifling cost and preserved by freezing. In addition to the 50,000 taken to Cape Breton, a few of the fingerling fish are being held over winter in the outside pond which has been covered over with deals and spruce brush in order to keep from freezing and protect the walls from the frost. I feel sanguine that a number of the young salmon can be grown until two or three years old and marked before liberated.

Carleton Pond.

In obedience to official instructions, I left Campbellton on October 25 to supervise operations at Carleton pond, St. John. Upon my arrival there, I at once ordered the work to commence. The fish were in splendid condition and upon careful examination, only about two-thirds were found to be ripe. Those which had not quite reached maturity were placed in separate cages in the salt water and were the last fish operated upon. The work was continued every day from October 26 to November 9, by which time all the fish were taken from the pond, about 1,000 salmon and their eggs collected and shipped to the various hatcheries as follows :—

Gaspé, P.Q.....	1,152,000
Margaree, C.B.	1,025,000
Bedford, N.S..	960,000
Grand Falls, N.B.	1,000,000
Restigouche, N.B.....	1,256,000
Grand total...	5,393,000

I have never heard of any place which offers such facilities for the purchase and care of parent salmon as the St. John harbour and Carleton pond. There is no question as to the health of the parent fish, robustness of the eggs and vitality of the fry.

General Remarks.

The salmon fishing throughout the Baie des Chaleurs was somewhat under the average this season. Of course the weather was very warm and dry during June and July, consequently the rivers dropped very low and the temperature of the water became high, which very much affects both netting and angling. Still some fair scores were made by anglers on the Restigouche and its tributaries. I heard of one small party getting a hundred fish, and one rod taking eight per day for a week—48 salmon in six days. Another party took 50 salmon on the Upsalquitch river in a short time. The fish were quite plentiful in the rivers in July and August, but owing to the increased netting and angling and poaching, it is doubtful if the rivers can always maintain their standard and produce uniform catches unless the capacity of the hatchery is increased or other steps taken to cope with the great drain now being made upon the salmon fisheries and upon this subject, I might quote the following extract from my report of 1897 :—

‘When all the nets and all the angling is taken into consideration, one might well pause and ask how the balance of nature or salmon supply is to be maintained. It is no unusual occurrence to find upwards of 75 anglers scattered over the Restigouche and its tributaries at one time; each wanting eight fish per day, the limit fixed by the club. The fish are pursued to the very headwaters of the streams; even the Kedgwick and Patepedia were leased and fished last season. Then there are nets upon nets extending two hundred miles along the coast. The best catches of Restigouche salmon are now usually made at Green Point, on the gulf outside of the mouth of the Baie des Chaleurs. A few years ago, there was not a net within many miles of this place. Again it has been clearly demonstrated that other large fish and even the seals prey upon and break up schools of salmon in the sea, scattering them and entirely changing their course. This year the seals even followed the salmon 40 miles up the river and were seen quite late in the autumn killing salmon in the pools. Is it any wonder then, there would be an off year occasionally? And now that angling has become such an extensive pursuit and the commercial value of salmon has reached such a high figure, being largely exported in the frozen state to the European markets, the question arises, what steps can best be taken to meet and offset these destructive devices and preserve a most valuable fishery?’

I may here state there has not been any effort made to offset these destructive agencies but rather the opposite has taken place, the netting in the estuary and on the coast has been increased since 1897, and the Sunday close time is not so closely observed. The number of anglers are generally increasing and there has been more poaching than for some time past, which the following newspaper clipping will corroborate :—

' Fined for Poaching.'

'Campbellton, N.B., Nov 18, 1904.—Considerable poaching on the Restigouche has been carried on of late. The head guardian of the Riparian Association, Max Mowatt, had four men, Cameron Adams, Andrew Dobson, W. M. Firth and Jno. Robinson up for trial recently for drifting for salmon. Adams was fined \$75 some time ago for a similar offence, but the fine was allowed to stand for his future good behavior. Now this fine has been collected and another fine of \$75 imposed. The other men were fined \$50 each with costs, which amounts to about \$100.'

Owing to the new conditions and activity in the lumber business on the Restigouche, and the increased traffic of teams, scows, boats and men constantly plying up and down the rivers, going far to their heads, it is a simple matter for these men to poach the pools in July and August when the salmon have gathered in large numbers, and neither the Angling Riparian Association nor any of the governments interested have risen to this new condition of affairs. There are not men enough employed on the rivers to sufficiently protect them. In 1903, not a guardian was placed on the Kedgewick river by the provincial government, forty miles of that river, the main parent stream, were left open to the mercy of the poachers who slaughtered the salmon by hundreds, even using dynamite. This season, it was too late before the guardians were put on the Kedgewick and no guardians at all employed on the Patapedia river. Under these circumstances, I say it is not possible for the work of one hatchery to overcome and offset all these devices for destroying the fish. Protection and the artificial work must go hand in hand, if the rivers are to maintain their past records and great reputation. If the three Governments who are so much interested in the fisheries, Ottawa, Quebec and New Brunswick, would join and appoint a commission with the view of adopting better regulations among the netters and anglers, and if possible create a better system of guardianship for the rivers, assisting financially, great good would come of it. Unfortunately, the rivers were in flood this fall just when the fish were in the act of spawning, consequently the high water and strong current forced the fish up the smaller streams and on the very high beaches and islands of the river where they were obliged to deposit their eggs. A month or so later, when the water had receded, thousands of these beds were left dry and two-thirds of the natural laid ova will perish this year, and the crop of fry for 1905 will have to depend almost entirely upon the hatchery.

Trusting that the foregoing report may meet with your approbation,

I am, sir, your obedient servant,

ALEXANDER MOWAT,
Officer in charge.

12. SHEMOGUE LOBSTER HATCHERY.

CAPE BALD, N. B., December 1, 1904.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my second annual report, on the season's operations at the Shemogue hatchery.

We commenced placing the pipes and necessary gear so that the hatchery would be ready on May 26.

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We found after placing the usual length of pipe, that a sand bar had been formed during the winter. Consequently we had to put on 72 feet of pipe more, to get sufficient deep water, which made our little boiler very hard to manage.

The eggs were collected in a good condition, and as the plant worked most satisfactorily, we had no trouble in hatching them. Fifty-two millions lobster fry were hatched in good healthy condition. We distributed them about 5 miles out from shore, over a distance of 25 miles.

I may add that the packers and fishermen are pleased with our work and were willing to help with the eggs, so far as obtaining ample supplies is concerned.

In accordance with your instructions, I had pipes, machinery and tanks, painted and carefully housed for winter and everything is satisfactory.

I have the honour to be, sir,
Your obedient servant,

NAP. S. LEBLANC,
Officer in charge.

13. GASPÉ HATCHERY.

GASPÉ, December 8, 1904.

To Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report upon the work of fish culture, as conducted at the Gaspé hatchery during the past year.

As stated in my report of December 6, 1903, I had in the troughs about 1,700,000 ova which were in good order and successfully hatched, with comparative small percentage of loss, and planted in different rivers as follows:

The Grand river.....	50,000
St. John river (Douglastown).....	490,000
York river.....	490,000
Dartmouth river.....	490,000
Total.....	1,520,000

I was very successful with the Grand river fry this season as the SS. *Admiral* reached there in due time, and they were planted in the river without the loss of one fish.

Owing to the extreme low water in the rivers last summer, I was unable to get near up to the falls in the Dartmouth, and as in 1903, had to plant the fry below again this year.

After finishing planting the fry I had everything in the hatchery cleaned, painted and varnished for the next season's work. I also let the water out of the dam and had it well cleaned out. But I am sorry to say that the dam has begun leaking a little again through the rocks on the west side coming through a distance of about 30 feet. Owing to very little or no rain last fall the water is very scarce all round our neighbourhood although we are well supplied yet.

According to instructions I proceeded on October 29, to the Carleton pond (St. John, N.B.) for my quota of eggs and got back on November 4, with nine cases about 1,250,000 eggs and had them in the troughs the same night in good order and a small percentage of loss.

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Owing to there having been less parent fish in the pond, I could not get my full complement, or as many as I had last season, but if all goes well I hope to have a fine lot of fry again next summer.

In reading over the report of Mr. Alexander Mowat for 1903, who is in charge of the Flat lands or Restigouche hatchery, I see that he recommends the covering of the cans when planting the fry which I believe is very necessary going up our rivers where there is very little or no wind and many days a scorching sun which necessitates the changing the water so often that the delay keeps the fry a long time in the cans. If all goes well I will adopt his plans next season.

I was disappointed that we did not get a retaining pond built near our own hatchery last summer so that we could stock our rivers with our own fish. There is no doubt whatever that the Gaspé salmon is superior to the St. John, N.B. fish, if not in quality certainly in size.

I have the honour to be, sir,
Your obedient servant,

R. LINDSAY,
Officer in Charge.

14. TADOUSSAC HATCHERY P. Q.

TADOUSSAC, November 28, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the operations carried on at the Tadoussac hatchery for the year ending in a month.

From the crop of salmon eggs 3,300,000 collected from the parent salmon kept in our pond until November, 1903, 400,000 salmon eggs packed in moss have been sent to the Roberval hatchery of the Lake St. John, the property of H. J. Beemer, and 2,615,000 salmon fry have been planted in June, 1904, in the following rivers and Lakes.

Chisholm river.....	500,000
Ste. Marguerite river.....	300,000
Baude river.....	300,000
A Mars river.....	300,000
St. John river.....	200,000
Little Saguenay river.....	200,000
Murray river.....	200,000
Du Gouffre river.....	100,000
Jacques Cartier river.....	100,000
Black river.....	100,000
Thomas lakes.....	300,000
St. Hubert lake.....	5,000
Hatchery lake.....	10,000
Total.....	2,615,000

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After the distribution, the breeding room has been washed all over, and a great deal of work has been done to the troughs to make them water tight, and then all varnished with two coats. The breeding room is now in good working order, well supplied with water from the hatchery lake, and by the corporation of Tadoussac supplying water to the hatchery from the aqueduct by a two inches tube. As the hatchery lake is very high this fall and with the additional supply from the water works of the village of Tadoussac, there is not the least danger of any shortage of water for this winter.

As usual we set our nets in May for the capture of the parent salmon, but this season has proved to be a bad one. The first run of parent salmon coming in very late and in small number we have succeeded in catching only 389 parent salmon in our two salmon fisheries: 248 were females, good many of small size, and 141 males. Our crop of salmon eggs is 2,170,000. From that number 200,000 eggs packed in moss, have been sent to Chicoutimi by the last trip of the Richelieu Boat Co., and handed over to the cars for the Lake St. John, by my son, to Mr. T. L. Marcoux, the manager of the Roberval hatchery.

The shortage in the number of parent salmon this season is accounted for in great part to the want of east winds, except two days, in the salmon fishing time. In the west wind, the salmon coming up are following the strong current coming out from the Saguenay river, and by doing so, they are not landing enough and escape our nets. This season we have seen in our salmon nets an unusual number of small size salmon. The greatest part passing through the nets when the men were seining the parent salmon and the biggest being thrown outside the fishery.

The little spawning house destroyed by fire last fall has been rebuilt in October, also the large wooden tanks around the little house, to hold the parent salmon before and during the spawning time. I have noticed that the eggs from the parent salmon kept many days in the tanks, entirely in fresh water, are generally better than the ones collected from salmon taken from our salmon pond without remaining a few days in fresh water. Another good reason for having all our parent salmon placed in our tanks as early as possible is this: some of the female salmon commence to spawn in the pond and the eggs are lost, as the thing has been observed this fall, some females when taken in for spawning, deposited their eggs on account of our wooden tanks not being ready early enough to receive the parent salmon. My intention for next fall is to have two more large wooden tanks made in the stream above the spawning house so as to be able to place all our parent salmon in the tanks some time before the spawning. This fall the cold weather set in very early and we have had great trouble with the ice in seining our parent salmon. The repairs authorized to be done to the second dam of the hatchery lake will be done in August next when the lake is generally low. The raising higher of 5 or 6 feet of the second dam will allow the first dam of the lake to be covered by the water and will keep the whole lake always high. I will have all the heavy lumber and deals ready in time to have the work done next summer. By doing so the trouble experienced last winter by the shortage of water for our hatchery will be avoided. We have now an additional supply of water from the aqueduct of the village of Tadoussac. As the Tadoussac lake furnishing the aqueduct of the village is supplied by a great number of sources, and its water remarkably cold, it will be of immense service in keeping the temperature many degrees lower in the distribution of the salmon fry at the end of June when the water of our hatchery lake gets so warm sometimes. We require for the next season a good barge for towing the scows of parent salmon in calm weather. The old one is not safe now. Our long sailing boat does the service in windy or rough weather.

In the winter, in the stormy days,—and they are numerous—the building is moving and cracking awfully; we keep three stoves running, and it is still cold. It is always for me a cause of great anxiety about the fire. The north-west wind blows so fearfully, and the building moves so much, it sometimes moves the stoves, and may be a cause of danger, notwithstanding all the care taken in living in the building. I believe that the department would be wise to keep a night guardian, specially for the months of December, January, February and March. I hope that you will give your kind attention to this part of my report. I have also to report that the work done to the dam of the salmon pond has not proved to be good; it is as bad as before. At low

tide a great part of the water runs out of the pond by holes made in the dam. I may say that the north end of the pond is deeper than the part close to the dam, thus leaving enough water for our parent salmon. Instead of having the repairs done inside of the dam, as made by the Department of Public Works, it should be done outside of the dam, because all the strength of the water with the rising tide comes from the outside.

I have the honour to be, sir,
Your obedient servant,

L. N. CATELLIER.

15. NEWCASTLE HATCHERY, Ont.

NEWCASTLE, December 6, 1904.

To Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

DEAR SIR,—I have the honour herewith to submit a report of the fish cultural operations carried on at this hatchery during the past year.

The following schedule will show you the points of distribution, also the number of fry placed in each locality last spring :—

Salmon Trout.

Lake Ontario, Hamilton	50,000
“ Toronto	50,000
“ Cobourg	50,000
Bay Quinte, Belleville	50,000
Lake Ontario, Consecon	50,000
Bay Quinte, Picton	50,000
Lake Ontario, Whitby	50,000
“ Kingston	50,000
Sand Banks, Picton	50,000
Georgian bay, Collingwood	50,000
“ Meaford	100,000
“ Wiarton	100,000
Lake Huron, Goderich	100,000
Simcoe, Barrie	25,000
“ Couchiching	25,000
Lakes Bay Quinte, Ry., Napanee	50,000
Charleston lake	50,000
Westport	25,000
Portland	35,000
Lakes on Mountain Glenora	25,000
Four Mile lake, Burnt river	25,000
Myers lake, Brampton	25,000
Fagle lake and Green bay	50,000
Lake Erie, Cedar springs	50,000
Lakes at Wilberforce	50,000
“ St. Ola	50,000
Lake Ontario, Newcastle	150,000
Total	1,475,000

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I beg to inform you that all the fry deposited in the different waters was in the very best condition.

According to your instructions I proceeded to Wiarton on the third day of October, with the usual assistants to procure salmon trout ova for this and the other hatcheries.

We succeeded in getting our two nets set about the 29th of October, after considerable difficulty as the high winds during the greater part of October were so continuous from day to day it occasioned us a great deal of annoyance and delay. Often we sailed from Wiarton to our grounds which are about nine miles from Wiarton and had to return owing to the strong winds from the east and north-east. However, I am pleased to report all through November we had very little difficulty in securing a full supply of eggs for this and the other hatcheries. I handed to Mr. Stanford Walker of the Ottawa hatchery 1,000,000 and at the same time 600,000 for Mount Tremblant on the 16th day of November. On the 25th I took 800,000 for the Magog hatchery which leaves about 2,500,000 laid down in the Newcastle hatchery, with every appearance of being first class and doing well.

Our plant in Wiarton is in very good condition except the spawning boat which will have to be gone over again next summer.

We have had our hatchery painted throughout this summer and it gives it such an improved appearance that visitors and passers-by stop to admire it. We built a bass pond in close proximity to the hatchery and raised about from four to five hundred bass which were taken to Ottawa in October and distributed in the different waters scheduled from that point; we also raised some two thousand more or less of salmon trout and a portion of them were exhibited at the Toronto exhibition and attracted great attention. We have now on hand about 800 young salmon trout in our spring water tank nine months old doing well and growing fast, we feed them daily and hope to keep them until spring with a very small percentage of loss. Altogether we have had a successful year and all appearance of a continuation of prosperity during the winter and spring for 1904 and 1905.

I have the honour to be, sir,

Your obedient servant,

WM. ARMSTRONG,
Officer in Charge.

16. SANDWICH HATCHERY.

SANDWICH, ONT., December 13, 1904.

To Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In accordance with the rules of the department and in compliance with your instructions, I take pleasure in submitting my annual report of the work connected with the fish hatchery here under my supervision.

According to last year's report, this hatchery contained 67,000,000 whitefish eggs from which were hatched 51,000,000 young fry, which were distributed as follows.—

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Point Edward, Lake Huron	3,000,000
Peach island, Detroit river	2,000,000
Fighting island, Detroit river.	4,000,000
In lake below Fighting island	3,000,000
Stoney island, Detroit river	2,000,000
Bois Blanc island, Detroit river.....	7,000,000
In lake below Bois Blanc island	4,000,000
Pigeon, bay, Lake Erie.....	2,000,000
Barr Point, "	2,000,000
Colchester, "	2,000,000
Kingsville, "	1,000,000
Leamington, "	1,000,000
Rondeau, "	1,000,000
Port Stanley, "	1,000,000
Hamilton, Lake Ontario.....	1,000,000
Niagara, "	1,000,000
Toronto, "	1,000,000
Belleville, Bay Quinté	1,000,000
In river at hatchery ...	12,000,000
Total	51,000,000

Collecting Pickerel Eggs.

After clearing the hatchery of the young whitefish, we at once made arrangements for the reception of pickerel (doré) eggs which were collected from the pound nets in Lake Huron and Hitchcock's seining grounds at Point Edward. We succeeded in procuring 45,000,000. From these eggs were hatched out 24,000,000 young fry, which were placed in the following waters :—

Round lake and North river, Peterborough.....	500,000
Bowley's lake, Almonte, Ont.	500,000
Silver lake, Maberly, Ont.	500,000
Mississippi river, Snedden, Ont.....	500,000
Trout lake, Black lake, Quebec	500,000
Above Point Edward, Lake Huron	5,000,000
Detroit river	16,500,000
Total	24,000,000

This fall we secured and laid in the hatchery 100,000,000 whitefish eggs, which are in good condition, and we fully expect to turn out a large percentage of young fry next spring.

The Catch of Fish

Along the Detroit river and adjoining lakes the fishing has been a little better than last year, and I have much pleasure in stating that, as a consequence, we have succeeded in filling all our jars with eggs.

I am, sir,
Your obedient servant,

WM. PARKER,
Officer in charge.

17. OTTAWA HATCHERY.

OTTAWA, ONT., October 19, 1904.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the operations carried on at the Ottawa fish hatchery during the season of 1903 and 1904.

On November 10, 1903, were received from Mr. Wm. Armstrong 1,000,000 salmon trout eggs from Wiarton. The eggs were in good condition and very slight loss sustained during the season of operation. Were also received on the same date, at the hatchery, about 75,000 Atlantic salmon eggs, which were all laid down in the incubating troughs in first class condition, and the fish hatched out strong and healthy in the month of May and first week in June.

The work of distributing the fry was done very successfully by Messrs. A. Finlayson, A. M. Ross, Jos. Rochon and S. J. Walker, officials of the Marine and Fisheries Department.

The young salmon trout and Atlantic salmon were deposited in the under-mentioned waters.

During the year, 14,100 persons visited the hatchery.

Distribution of Salmon Trout.

Lister lake.....	45,000
Sixteen Island lake.....	25,000
White Fish lake.....	40,000
Ox Bow and Bingall lake.....	25,000
No. 7 lake.....	25,000
Gregoire lake.....	25,000
St. Esprit lake.....	25,000
Ricard lake.....	25,000
Lac a Picotte.....	25,000
Meaches lake.....	30,000
Gibbs lake.....	25,000
St. Sixte lake.....	25,000
Rock lake.....	30,000
La Rocque lake.....	20,000
Lac Noir lake.....	30,000
Rivière L'Achigan.....	30,000
Goods lake.....	20,000
Hogg lake.....	25,000
Byres creek.....	25,000
Moose lake.....	25,000
Findlay lake.....	25,000
Bass and Otter lake.....	30,000
Sharbot lake.....	40,000
Christie lake.....	25,000
Otty lake.....	20,000
Victoria lake.....	40,000
Three Salmon lake.....	30,000
Charleston lake.....	30,000
McKays lake.....	15,000
Magog lake.....	20,000

Total.....	820,000
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Distribution of Atlantic Salmon.

St. Sixte lake.....	3,000
Moose lake.....	3,000
Sharbot lake.....	6,000
Christie lake.....	9,000
Victoria lake.....	6,000
Rock lake.....	6,000
Charleston lake.....	12,000
Barton lake.....	12,000
Total.....	57,000

I remain, sir,
Your humble servant,

JOHN WALKER,
In charge of Ottawa Hatchery.

18. SELKIRK HATCHERY, MANITOBA.

SELKIRK, Sept 15, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report of the work done at our hatchery for the season of 1904.

The supply of spawn was taken from Lake Winnipeg, and liberated in the spring into the Red river.

It was the intention of your department to send a supply of spawn from Sandwich as had been done in the two preceding years. But pursuant to instructions I gathered forty-two millions from our own waters, as an experiment and to supplement whatever was to be sent here from the east.

I engaged the steamer *Frank Burton* and took with me all the apparatus that was available for the purpose and proceeded to Black river on the east shore of the northern part of Lake Winnipeg. We left here on the 30th day of September and reached the spawning grounds on the 2nd day of October, a distance from Selkirk of about 240 miles.

I experienced some difficulty in getting men to assist in catching the fish. I had been assured that the fishermen at that point had not yet lifted and their assistance could easily be procured. This was in a measure true, but as their season was ended and they had been for a considerable time from home it was not easy to persuade them to remain longer.

We managed to rig out four sail boats with four men to each boat and each with six pieces of net. We set the nets on the 9th, but until the 12th we got very few fish. From the 12th to the 15th inclusive, we had a most successful run, we remained in the grounds until the 22nd, but the run for the time was over. As our crates were filled and as many in the delivery cans, which I had taken with me, as was prudent considering our facilities for keeping spawn in them in good condition. We left for Selkirk. Of the fish caught by us there was a heavy preponderance of males. Nearly

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in the proportion of three to one. For information I left some net with an experienced fisherman there and instructed him to keep it set and watch for other runs if there were any. He reported to me later that in about a week after we left another and much larger run of fish came shoreward and in which the females preponderated and more of them at a maturer stage. It would seem that we must have got an early run of fish. We packed our crates with ice and they were in almost perfect condition when we arrived at the hatchery.

On the other hand though we changed the water every half hour in the cans the spawn in them was in poor condition.

We were, owing to the perfect condition of the spawn brought in by the crates, able to save ninety per cent of them in the season, but were unable to save more than ten per cent of those brought in by the delivery cans. The longest time the spawn was in cans was hardly a week, while the spawn in the crates was taken nearly two weeks before. If it is the intention of the department to take spawn from our lakes I would strongly recommend a much larger number of trays, as the distance is too great to save spawn in the cans.

In both trays and cans, we brought in 42,000,000 ova, of which we hatched 31,500,000 of good healthy fry, and which we liberated as above mentioned into the waters of the Red river.

By the first of March some of the fry began to run into the tanks, as the screens in the tanks worked very imperfectly, I had them taken out and a galvanized iron pipe 8 inches in diameter placed around the inside of the tank, and had the upper surface perforated with two inch holes. Along the upper side of the pipe I had a brass strainer cloth 60 mesh, soldered on tight. All the water in the tanks had to pass through the perforation in the pipe covered thus with the strainer cloth. After this was done we did not lose a single fish. By the end of March, the water in the tanks was quite dense with fish, and by April 12, the tanks were overcrowded. The ice on the river was still firm and the temperature of the water was 32°. To have let the fry run into the river at that stage, would not have been advisable, so in order to relieve the congested state of the tanks, I had two new ones built, of the same capacity, fitted in the same way with screens; which were completed on April 15. I was then enabled to transfer some of the fry to these.

The ice on the river did not break up until April 20, and the temperature of the water was 32°. By the 27th the temperature had risen to 41°, we began then to liberate fry and when the last lot was set free, the temperature of the river water was 50°.

It will be observed that some of the fry were in the tanks for over six weeks, when liberated they were in a healthy and fine condition. Of course the water running through the tanks was the river water.

I have had many requests from those living in the vicinity of the small lakes throughout the province, to have these waters stocked with fish and as pickerel would be very suitable, I would recommend that pickerel spawn be hatched every spring in the hatchery here, and the fry placed in these smaller lakes. It would be impossible to catch and transport the parent fish successfully, as there are many difficulties to contend with.

The improvements to the hatchery building and ground sanctioned by the department are being carried into effect. The building was painted since my last report with two coats of white lead and re-lettered, the trimmings were coloured a light slate. There was a banking all around the building, about three feet high, and as a consequence, was rotting out the foundations of the building. I had this removed, the foundations repaired and had it boarded all around with shiplaps tar paper placed over this and a base belt V joint three feet high put on the outside. I also lined up the south wall between the fuel room and the hatchery proper, with paper and V joint, and the outside fuel room door widened, also placed double doors leading from the fuel room and store room.

There was also partitioned a panel of the hatchery, with V joint, making a small room designated as a hospital. The tanks were refitted with screens as described above and two new ones built, fitted similarly with screens.

As the building is situated on a lower plateau of the river bank, water from the higher levels has hitherto run down under the hatchery and undermining it. Last year

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a drain was put in around the upper side and end, built of tamarack, which now carries this water away into the river. The conductor pipes on the building are tapped into this drain, the foundation is now kept perfectly dry.

When the site for the hatchery was chosen some ten or twelve years ago, the land was donated by the town. There was an understanding at the time between the town council and the official acting for the government that the ground would be kept in good order, in a manner compatible with the character of the street in which the hatchery is placed. It is considered one of the finest residential streets in the province. Nothing was done, however, in that matter until the department took it up two years ago. Since then the grounds have been ornamented by a Frost iron fence, trees planted, garden plots laid out and the rest made into a lawn. Its appearance now rivals that of some of the finest in the town.

In conclusion I would like to tender my thanks to yourself and the officials of your department for the assistance and suggestions that from time to time have been rendered to me.

I feel constrained to say that I have strong faith in the work being done by the hatchery here. My observations from year to year convince me that it is a great benefit to our fisheries.

I have the honour to be, sir,
Your obedient servant,

WM. S. YOUNG,
Officer in charge.

19. MAGOG HATCHERY P. Q.

MAGOG, December 9, 1904.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the operations at Magog hatchery for the season of 1904.

The following schedule will show the points of distribution also the number and kinds of fry planted in each locality last spring.

Salmon Trout.

Lake Memphremagog.....	50,000
Lake Massawippi.....	25,000
Lake Oxford.....	15,000
Key pond.....	15,000
Brome lake.....	25,000
Sucker pond.....	15,000
Lac des Poulins.....	25,000
Lake Lyster.....	25,000
Lac Fortin.....	25,000
Lac Dussault.....	25,000
Lake Longwick.....	20,000
Crystal lake.....	15,000
Total.....	280,000

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Speckled Trout.

North Hathy Trout pond.....	3,000
Grand total.....	283,000

I beg to inform you that the fry were all deposited in the different waters mentioned above in the very best condition.

In reference to repairs I wish to report that those done to the hatchery and tene-ment have been completed according to instructions received. These were very much needed.

I have the honour to be, sir,
Your obedient servant,

A. L. DESEVE,
Officer in charge.

21. SHIPPEGAN LOBSTER HATCHERY.

SHIPPEGAN, N. B., December 31, 1904.

This hatchery, in charge of Mr. Sebastien Savoy, completed its first season's lobster incubating operations on July 11. Under the superintendence of Mr. Alfred Ogden, of the Bedford hatchery, N.S., the arrangements were advanced rapidly at the commencement of the season, so that before the end of June, eggs commenced to be collected from the adjacent lobster canneries and conveyed to the hatchery, where Mr. A. V. Gibbs, engineer, had all ready to proceed with the operation of the pumping apparatus. By June 27, over 22 of the capacious glass hatching jars were filled with eggs; but the collection of fresh supplies was continued over a distance of fifteen miles to the east and five miles to the west by means of horse-team rather than steam tug, 15 to 18 lobster factories being visited by this means. Early in July, three times the above quantity had been secured, and as all the jars (66 in number) were filled, the collecting of eggs stopped, and as the fry began to hatch out rapidly the work of distribution commenced. Between the 15th and 23rd of July, the greater part of the fry were distributed along the coast one or two miles out. The work of the hatchery, notwithstanding that it was under the disadvantages of being a new institution, in a locality where lobster hatching and planting by artificial aid had never before been attempted, was in every respect successful, and next year even larger and more satisfactory results may be looked for to the benefit of the valuable canning industry all along the Gloucester and Kent county shores.

22. BLOCK HOUSE POINT HATCHERY.

CHARLOTTETOWN, P.E.I.

This new hatchery was completed in time to commence operations when the lobster fishing season opened. The officer in charge, Mr. James E. Grant, who has been long connected with the lobster industry and is well posted in the habits and movements of the lobster and its distribution along the shores of Prince Edward Island, had all things ready to receive the first batches of eggs which began to be collected from the canneries in May. About May 10, a special tug was employed and continued day after day, when the weather permitted, to secure supplies of lobster ova from the various canning establishments within reach and Mr. Grant, with assistance, was able by the middle of June to fill between 125 and 130 jars. Owing to the stormy weather in May it was found impossible to fill all the jars. About the 13th of June, the hatching out began and by the 22nd a very large proportion of young lobsters were placed in the retaining tanks prior to distribution. On June 20, Mr. Grant visited the Bay View hatchery, Caribou Harbour, and saw the distribution of young lobsters proceeding there. From the information gained by this practical insight into the methods of handling the fry after they came out of the eggs, the officer was able to carry on successfully the distribution of the fry from the hatchery at Block House Point. In the meantime the collecting of ova went on and a total of 200 jars was obtained by June 22. About that date the young lobsters began to settle on the bottom of the retaining tanks, and distribution had to be carried on with renewed vigour. Mr. Grant was instructed to distribute them three miles from shore or more and to select by preference areas where the bottom is rocky, as it has been found that young lobsters seek crevices in rocky localities in which to hide from their numerous enemies after the habit of floating at the surface, or within a few fathoms of the surface, of the sea has ceased.

Although the hatchery was not filled to its full capacity, the results of the first season's work must be regarded as satisfactory as the plant could not be fully installed until the lobster season was close at hand. The planting of several millions of young lobsters along the shores of Prince Edward Island in the Northumberland Strait's waters must have a beneficial effect upon the supply of lobsters and the canning industry dependent thereon.

ANNEX C.

REPORT ON OYSTER CULTURE BY THE DEPARTMENT'S EXPERT
FOR THE SEASON OF

1904.

CHARLOTTETOWN, P. E., ISLAND, December 4, 1904.

To Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my annual report on oyster culture of last season's work in the lower provinces.

After the opening of navigation, the *Ostrea* was removed from her winter quarters, and when ready for sea, was engaged in patrolling the Northumberland straits, on lobster protection, west of Indian Point, near Cape Tormentine, N. B., and Cape Traverse, P. E. Island, until May 24, when I proceeded to Point au Chene, leaving the steamer there, while I visited the areas planted in Annapolis basin.

Annapolis Basin, N. S.

During the season of 1902, some oysters were planted in various parts of this basin as an experiment, to ascertain if it would be practicable to cultivate oysters there successfully or not.

On my arrival at Deep Brook, I made arrangements to visit the beds, and on the low water, examined the area previously prepared, and planted on the north side of Goat island, and am pleased to report the oysters are growing in a very satisfactory way and several small ones of last year's spat, and the year before, were found attached to the larger ones. I noticed very little mortality on this bed, the shells and oysters were very clean and free from sediment; I am perfectly satisfied with their growth and the condition in which I found the area.

I also inspected some of the other areas where oysters were deposited, and the sample raised had also grown in a satisfactory manner. I have just received a letter from Mr. Robert Spurr, fishery warden in the locality, and who assisted in planting the oysters on the different areas, in which he reports to me as follows:—

'We took a day during the September tides, and visited the oysters on the south side of the basin, and although the water was thick, we dipped oysters from each bed, and they appeared as far as we could judge, to be in a thrifty condition, some time later, (in October) I found in Vrome's Point a small oyster attached to a piece of rock. In July a man while digging clams found an oyster partly imbedded in the mud, he threw it in the water on rocky bottom; where this oyster was found would be about two thousand yards west of the most westerly bed, and likely to be carried there by the ice.

Large quantities of heavy ice were in the basin last winter and the weather very severe, but apparently it did not injure the oysters, and if they lived through last season I have every hope of their ultimate success.

Reports are current that oysters were being removed from the Goat island bed by picnic parties and others during the summer months. It is most important that these grounds should be carefully watched, now that the oysters are commencing to spawn, until they have spread over a larger area of ground and taken a firm hold.

Posters have been printed and placed in conspicuous places, which read as follows:—

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Public Notice.—All parties are warned that fishing for oysters on the adjacent oyster beds, or any disturbance of these beds is illegal, and will entail the penalties prescribed by the Fisheries Act, 1886, chap. 95, section 21, subsection 6.

This is a warning to the public not to molest the beds, and I believe the lightkeeper opposite Goat island has been requested to watch the beds at low water, as that is the only time when they can be taken owing to the strong current and heavy rise and fall of the tide which varies from thirty to fifty feet.

Murray Harbour, P.E.I.

After completing my examination in Annapolis basin, I returned to Point au Chene and proceeded to Murray harbour with steamer and made an examination of the area under cultivation, which I found as follows :—

The eelgrass had grown over a large portion of the bed and large quantities of eelgrass had accumulated there as well. The oysters have grown to a considerable size and found a few young ones growing on the beds ; also small oysters were found on the rocky points on the west side of Reynold's islands, they had grown to about the size of those formerly planted and looked healthy. While here my time has been engaged in removing the dead and live eelgrass from the bed, and I left it in a fairly clean condition on June 24. The protection to these beds is defective and something should be done to improve it.

Richmond Bay.

From Murray harbour I proceeded to Richmond bay and arrived in Malpeque on June 30, when I reported for duty to Professor Ramsay Wright to assist the biological staff stationed here during the summer months. Each day the *Ostrea* was engaged in obtaining specimens from the sea, under the direction of Dr. J. Stafford, who always accompanied us, and during the season as many varieties as possible were obtained from the surface of the water, also below the surface by plankton nets, and from the bottom by the aid of the dredge. A special study of the oyster and oyster spat was made this summer, from the ova before leaving the parent oyster, its progress during its swimming stage, and its final attachment to solid material on the bottom until it became visible to the naked eye ; this study being carefully followed out in every detail from the commencement with marked success ; oysters of various size were also deposited in trays to watch their actual growth during a certain period of time. A full report of the above scientific work will as usual be submitted to the department by the staff attached to the station. This work continued until the latter part of September when the investigations was closed down for the season, we sailed from there arriving in Charlottetown on the 28th September last.

Charlottetown.

On my arrival here I reported to Inspector Matheson, when I proceeded to the upper part of East river, accompanied by the inspector and fishery officer Hobkirk, where we met the oyster fishermen and came to an understanding with the latter, as they were in the habit of depositing the oyster cultch on the river banks to the detriment of the beds, as many small oysters were landed and perished ; when this was pointed out to them they promised not to land any more, also spoke to them regarding the size limit, &c.

I also visited the North river and found the oysters were again increasing in numbers, although the size was small, the sample looked very healthy and clean, and I would not consider it advisable to allow mud digging to be carried on any further down the river between the upper line drawn, and the North river bridge, below the bridge, mud for fertilizer can be obtained in large quantities.

My time was also engaged in patrolling the shores between Charlottetown and Summerside on lobster protection service, and succeeded in seizing several lines and

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traps off St. Peter's island, Canoe cove, Cape Traverse and Carlton head. This I continued to do during the time wind and weather permitted and until the season became too severe to do any more work, when I dismantled the steamer and placed her in winter quarters and had her blocked up clear of the ice.

Areas for Private Culture.

Our oysters appear to advance in price each year, and up to the present time it must be pointed out, that all are caught from natural beds. This industry could be very much increased and improved upon, by private culture, if it was possible to make some arrangement with the provincial governments whereby the water bottom could be converted into oyster areas by persons who would care to go into such an undertaking. I cannot recall a single country where oysters grow and the inhabitants are debarred from cultivating them. This is certainly a serious obstacle as the cultivated oyster is much superior to the natural grown ones, besides the source of revenue it brings to those who are interested in oyster culture.

It would also be a means of bringing in a revenue to the Dominion or Provincial treasuries if some arrangements could be made whereby persons could take up areas at a nominal rental, holding the ground in their own name as long as said rental was paid, or for a certain figure give them a freehold title deed, or royalties might be levied on the quantities of oysters sold from the beds. Some arrangement could certainly be made either by your department or parliament so that persons could enter this branch of industry on their own account. Take for instance the revenue that is derived from the foreshores and water bottom of the United States, France, England, Italy, Japan and many other countries, and yet persons who are anxious to obtain a piece along our shores cannot do so, and for no advantageous reason whatever. I would like to see some definite decision arrived at, so that persons could take up areas if they wished to as I am sure it would add another source of profit to all those interested in the industry.

Size Limit and Close Season.

For some time past I have pointed out the necessity of increasing the minimum size limit, both as a protection to the oyster beds, and for improving the sample of oysters sent to market, and I am pleased to report that on the 21st of May last, the following Order in Council was passed:—

Clause 4. 'Oysters shall not be fished for, caught, killed, bought, sold or had in possession, from the 22nd day of September in each year, both days inclusive: Provided that this prohibition shall come into force in Richmond bay, Prince Edward island on the 21st day of May, 1904, and elsewhere on the 21st day of May, 1905.

'6. No person shall fish for, catch, kill or buy, sell or have in possession any round oysters of a less size than three inches in diameter of shell, nor any long oysters measuring less than three and a half inches of outer shell. Round oysters of a less size than three inches in diameter, and long oysters measuring less than three and a half inches on the outer shell, and that may be accidentally caught, shall be returned to the water alive, at the cost and risk of the person so fishing, upon whom, in every case, shall devolve the proof of actual liberation.

'Provided always that persons holding fishery licenses, may obtain from the Minister of Marine and Fisheries, permission to fish for and catch small oysters for the purpose of planting or stocking oyster beds.'

The above change may probably affect the quantity of oysters caught during the present season to some extent but it will greatly improve the sample sent to market and enhance prices. Previous to the above regulations being enforced, merchants were often compelled to purchase oysters that were of little marketable value although legal in size, and I feel sure the above change is approved of by both merchants, fishermen and buyers and will also prove a great benefit to the industry.

The shortening of spring fishing by ten days will also prove a benefit; many persons have expressed a desire to abolish spring fishing but I do not altogether agree

with them, as I consider what little fishing is done, only improves the beds after laying dormant all the winter as the beds are coated over with a thick slimy sediment, and fishing on a small scale has the effect of removing this deposit, thus cleaning the grounds for the following season's spat to adhere to.

Oyster Barrels.

My attention has been called from time to time to the different sizes of barrels that are now being used to ship oysters in from the island and elsewhere, and have been requested to point this matter out to the department and see if a standard size could be adopted. Formerly oysters were shipped in the regular flour barrel and that has really been the recognized measure for a barrel of oysters, but some unscrupulous person commenced taking the staves out of flour barrels, until now a person does not know what they are paying for when they order a barrel of oysters. The flour barrel is much the easiest and cheapest to obtain, but the merchants and others require a standard size to be recognized by law, whether large or small they care not, but some law should be adopted relating to a standard size to protect the public and merchants from being swindled.

The dimensions of an ordinary flour barrel are about as follows:—seventeen inches top and bottom, with two inches bilge and twenty-five inches deep on the inside, and to contain nothing less than ten pecks. This is a very important matter, and I would respectfully call the department's attention to take immediate action without any further loss of time.

Improvement of Public Areas.

While in Malpeque, this summer, it was particularly noticeable that poaching small oysters was carried on to a considerable extent from Beech Point, Big and Little Curtain islands and Ram island, although these men always made off on the appearance of the steamer. These oysters are deposited on certain areas and cause a very unpleasant feeling among the fishermen generally.

If the persons who are appointed to watch these areas could be engaged with some other help or Indians to pick up these small oysters and transplant them on the deep water beds in the bay it would prove of great advantage to the industry, it would prevent poaching and give employment to several persons during the close season and restock the public beds; this could be done at very little cost and would benefit the whole of the fishing community. Oysters are becoming more valuable each year and the number of fishermen appears to increase rather than decrease, so that at present the beds are being fished to their utmost capacity, consequently the oysters are becoming scarcer each year.

I have the honour to be, sir,
Your obedient servant,

ERNEST KEMP,
Oyster Expert.

APPENDIX No. 12.

REPORT ON COLD STORAGE WORK IN 1904

By SPECIAL OFFICER PETER MACFARLANE.

NEW GLASGOW, N.S., December 15, 1904.

To Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg leave to forward the following report of the bait cold storage work under my charge in the maritime provinces.

Reference has been made in the annual reports of the Deputy Minister, for the past five years, of the inception and progress of this work, which may be briefly referred to. In the report of 1898, the following occurs :—

‘This scheme (bait cold storage), devised in the interests of the fishing population, aims to meet a need which has been profoundly felt by the fishermen, viz., the ensuring of supplies of bait which will be available when needed. Season after season the complaint arises that the bait is scarce, precisely when it is most urgently required ; yet such bait can, as a rule, be obtained earlier in the season of abundance, when the men are not in immediate need of it. The lobster commission of 1898 made reference in their report to a proposal for providing cold storage for bait, and during the year the matter was prominently brought forward in the provincial legislature of Nova Scotia. In no way could our fishing population in the maritime provinces be more effectually assisted, and the furtherance of the fishing industries be aided than by enabling the fishermen to acquire the means of securing and preserving supplies of bait in cold storage. A project for building freezers was fully considered, and the details rapidly completed early in the year. Before the end of April, 1899, practical measures were on foot, a complete scheme for the formation of local bait associations was formulated, and printed circulars were issued giving full information respecting the fishermen’s bait associations, the erection of refrigerator buildings and directions for their successful operations. Valuable aid was rendered by Prof. J. W. Robertson, Commissioner of Agriculture, in developing the scheme and disseminating information among fishermen and parties interested. The parliamentary appropriation of \$25,000 enabled the department to carry out this valuable and comprehensive movement at once. A special officer, Dr. Arthur Kendall, was authorized to take the necessary steps, both in regard to the organization of bait associations in various localities and the construction of freezers under the auspices of the Dominion government and the local associations.’

During 1899, the offer made by the department to the fishermen was explained in the maritime provinces, and arrangements completed and freezers built at several points, viz., Ballantyne’s cove, Antigonish Co., N.S. ; Frog pond, P.E.I. ; Alberton, P.E.I.

A freezer was built at Neil’s harbour, C.B., by M. G. McLeod & Co., from plans furnished by the department.

In 1900, the above named freezers were in operation and the work of organization and construction proceeded at a number of points indicated below.

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The following is a list of freezers which had been operated up to January 1, 1903, together with a statement of their capacity, cost and the proportion of the costs paid by the department :—

FREEZERS CONSTRUCTED UP TO JANUARY 1, 1903.

Locality.	Province.	Nominal Capacity.	Cost.		Proportion Government Grant.	
		Tons.	\$	cts.	\$	cts.
Frog pond	P. E. I.	20	1,160	18	580	09
Alberton	"	30	1,347	67	673	83
Miminegash	"	10	840	46*	420	23
Souris	"	50	2,064	39	1,000	00
Ballentyne's cove	N. S.	20	1,361	04	861	04
Bayfield	"	40	1,905	89*	952	94
Port Hood island	"	20	1,313	60	656	80
Cheticamp Chapel	"	20	1,277	42*	638	71
Eastern harbour	"	20	1,491	02*	745	51
Ingonish	"	20	1,411	03*	705	51
Gabarouse	"	40	1,982	82	991	41
Petit de Grat	"	20	1,515	95*	757	97
Whitehead	"	15	963	41*	481	70
Port Beckerton	"	20	1,043	08*	521	54
Sambro	"	50	2,246	66*	1,000	00
Port la Tour	"	30	1,380	03*	690	01
Clark's harbour	"	25	1,202	88*	601	44
Lower East Pubnico	"	50	2,016	39*	1,000	00
Sandy cove	"	20	1,427	34*	713	67
Shediac	N. B.	25	1,210	18*	605	09

* Includes equipment.

During the year 1903, the work went steadily on without interruption, at a little faster rate than usual. Freezers were completed as follows :—

North Rustico, P. E. I., Westport, Digby Co., N. S., North Sydney, N. S., and Ketch harbour, N. S.: The first break into the province of Quebec was made at Bonaventure river this year. The reason why we could not introduce the scheme there previously was owing to the local legislature not introducing a bill to incorporate the Association. A bill was introduced in the year 1903, and a start was made there for the first time.

The small freezer erected at North Sydney was found to be inadequate for the wants of the fishermen and was also found to be too far from the fishing ground; so it was moved to South bay, Ingonish, and extended to 40 tons and a new icehouse constructed so that it is now estimated that it will be fully equipped for another season's operations.

The freezers cost, including equipment as follows :—

Locality.	Province.	Capacity.	Total cost.		Proportion of Government grant.	
		Tons.	\$	cts.	\$	cts.
North Rustico	Prince Edward Island	20	1,235	00	617	50
Westport	Nova Scotia	30	1,600	00	800	00
North Sydney	"	40	*2,038	89	1,000	00
Ketch harbour	"	20	1,401	89	700	94
Bonaventure river	Quebec	20	1,416	05	916	02

* Includes extensions.

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The winter of 1902-03 was certainly the best winter to get out a supply of ice that we ever had, and with the exception of one or two freezers, a good supply was harvested, so that I had great hopes of making a better showing than previous one. I think it was Robbie Burns who said 'The best laid plans of bait mice and men gander aft agley.' It seems a very apt illustration of this case, as there was the greatest scarcity of bait the most of the season, and at times a regular famine. Squid, that were usually plentiful, in the fall and early winter, were very scarce, and only on one occasion could they be got at all. This means quite a loss in many localities, as the haddock fishing industry has developed to a wonderful degree in the past ten or fifteen years.

Since my last report was sent you, new freezers were built at La Have, in Lunenburg Co., St. Peters, C. B., Half Island cove, Guysboro Co., and at Caplin, Que., and some alterations to the freezer at Ingonish to bring it up to date. At the present time, we are now building two more freezers, one at Lockeport, Shelburne Co., and one more at Anse à la Barbe, Co. of Bonaventure, in the province of Quebec. There are hopes that we will at an early date build a freezer at Drum Head, in Guysboro Co., and at Morell, in King's Co., P. E. I., and several on the Gaspé coast. Several of these were in operation this year and good results were obtained from them. Nearly all of the other freezers were in operation; the exceptions were Souris, P. E. I., Ballantyne's cove, Cheticamp Chapel, Gabarus, Lower East Pubnico, and Port La Tour. The last one had got into financial difficulties, and was sold to pay the indebtedness.

The cost of those completed with their capacities are as follows:—

Locality.	Province.	Nominal capacity.	Cost.	Proportion of Government grant.
		Tons.	\$ cts.	\$ cts.
La Have.....	Nova Scotia.....	50	2,260 81	1,000 00
St. Peters.....	".....	30	2,036 05	1,000 00
Half Island Cove.....	".....	30	1,816 87	908 43
Caplin.....	Quebec.....	.....	879 38	439 69
Ingonish.....	Nova Scotia.....	10	193 30*	91 65

* This is only for changes to this one.

The cod fishing industry has been a poor one as far as the catch is concerned. There have been some redeeming features. The price of dry fish has been higher than usual. One great source of trouble is the abundance of dogfish. In some localities they have troubled the fishermen for over five months, and only left the fishing grounds last month.

In my last year's report, I made mention that Prof. Irving A. Field, of Harvard University, was studying this question, and of the possibility of using it for food, and Mr. H. E. Duff had furnished him with some canned dogfish, but I have not learned how far they have gone or what success has attended his labours. I copy the following in regard to the matter:—

'Says a Nantucket, Mass., despatch:—What will mean a source of large income to the fishermen, if successful, is the shipping to the New York markets of dogfish, a portion of which, it is understood, is cut into steaks, and sold as a species of whitefish. Heretofore, these fish have been considered a pest, driving off into deep water any smaller fish that may be approaching the shoals near the shore. Some years ago, they were caught with hook and line and sold for their livers, from which a high grade of oil was secured, and the carcasses were then turned over to the farmers, who used them as a fertilizer. During the past summer, and at present, they are hovering around the island shores. They have been captured in large quantities in the blue fish nets. In one instance, there were more than 1,000 in the steamer *Petrel's* traps in the vicinity of Great Point. There were scarcely any other fish to be found, so Captain Manter, of the steamer, communicated with the New York market, with the result that the following day he shipped to New York several hundred, iced and packed just as mackerel, sculpin or blue fish would be. (*Morning Chronicle*).'

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It is to be hoped that some day they may become an article of food, in which case reduction factories would not be required; but until then the fishermen will have to get some help to destroy their greatest and worst enemy.

The following tables show the amount of bonuses earned and paid to the different bait associations during the past four years.

During the season of 1900, four freezers were in operation, but in one, (Port Hood island) a test charge only was made. The total nominal capacity of the three in operation was 70 tons bait and 47 tons frozen, or 67 per cent of the capacity was utilized. In 1901, 13 freezers were in operation, having a nominal capacity of 360 tons and 137.8 tons of bait were frozen, or 38 per cent of the capacity was utilized. The tables showing the bait freezers in use in 1900, 1901, 1902 and 1903, and the bonuses earned by each will be found in last year's report, p. 268.

Name of Station.	Locality.	Number of lbs. frozen.	Bonus on lbs. frozen.	Tons.	Amount.
<i>Season of 1903.</i>					8 cts.
Frog pond.	Prince Edward island ..	7,000	7,000	3.5	17 50
Alberton.	" "	42,677	40,000	20	100 00
Miminegash.	" "	42,725	40,000	20	100 00
North Rustiso.	" "	43,000	40,000	20	100 00
Ballantyne's cove.	Nova Scotia.	38,100	38,100	19.05	95 25
Bayfield.	" "	50,750	40,000	20	100 00
Port Hood island.	" "	26,955	26,235	13.47	67 35
North Sydney.	" "	37,600	37,600	18.80	94 00
Petit de Grat.	" "	40,210	40,000	20	100 00
Whitehead.	" "	31,385	31,385	15.69	78 45
Port Beckerton.	" "	24,710	24,710	12.35	61 75
Sandy cove.	" "	48,888	40,000	20	100 00
Clark's harbour.	" "	20,400	20,400	10.20	51 00
Westport.	" "	20,600	20,600	10.30	51 50
Shediac.	New Brunswick.	69,000	40,000	20	100 00
Bonaventure river.	Quebec.	40,275	40,000	20	100 00
					1,316 80

The following are the different reports as received from the Bait Association, and will convey to you better than any report of mine what each section is doing.

Frog Pond, P.E.I.—This is the fifth year continuously that this freezer has been in operation. The president sends the following very brief report, as follows:—'We put in some 6,000 lbs. fresh herring into the freezer, delivered some 3,700 lbs. to the fishermen. A good deal of netted bait was used this season. Fishermen could not agree on the running of freezer. Kept it going myself, every one that applied got bait as they required.'

Miminegash, P.E.I.—The president of this association reports as follows:—'During this season we put into our freezer at Miminegash, over ten tons herring, which we froze in the month of April and early May, and this herring proved a great boom to the fishermen as in the months of May, June and July, when there was no bait to be had, these herring enabled them to get good catches of cod and hake. In the month of October, we froze over ten ton of squid which we disposed of to over late fishermen and exported a lot of it.'

Souris, P.E.I.—The president of this association reports as follows:—'Re bait freezer, so called here, I beg to inform you that it has not been operated the past season. Indeed, if an attempt had been made to operate it, owing to the fact that herring have failed to come here as usual, it must have been unsuccessful.'

Ballantyne's cove, N.S.—The secretary of this association reports that there was no frozen bait used at all. There was no ice put up last winter, and that accounts for no frozen bait, but it wont be empty another year, for the fishermen lost terribly on account of having no frozen bait, and fish were very plentiful and impossible to get bait, and when the bait did come, the dogfish were so plenty that it was impossible to get any fish at all.'

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Bayfield, N.S.—The secretary of this association sends the following short report:—Our freezer this season was a great source of benefit to the boat fishermen as well as some bankers who baited with the frozen bait. Herring were plentiful between here and Harbour Bouché in the spring and we froze all we wanted, and after the run of spring herring was over, there was no live bait to be had during the whole season, as there were no mackerel, and were it not for the frozen herring, the fishermen would not have been able to do anything'.

Port Hood Island, C.B.—The president reports as follows:—‘In looking numerous over the past season, I have not got very much to report in regard to this freezer. I filled the icehouse last winter, but I am sorry to say that the ice did not keep very well, it melted all around the sides 3 or 4 feet, notwithstanding the walls being stuffed with straw all around about a foot. I did not start the freezer until November, and even then I only ran 3 or 4 freezing tanks, as the ice would not hold out to keep more than that going until the dogfish would leave, about the last of the month. We could not get any squid to put in the freezer all summer, and on that account the freezer was idle. We could have got some spring herring, but it never pays to freeze them, as they are poor bait when frozen. Mackerel would be all right frozen, but they were too costly to put in at 8 cents a piece. We are at a loss here at not having a trap to catch bait in, and when squid did come, the dogfish were so numerous that we could not secure any with jigs. A few were taken on the shores. We are now importing squid from Mulgrave freezer, and putting them in the freezer here to supply our fishermen.

Cheticamp, C.B.—The president of this association reports that he had secured about 80 tons of ice last winter, expecting to do something, but as the herring fishery has been a failure, none has been frozen for bait. For the want of communication by sea and land, we have been unable to import any frozen fish.

Eastern Harbour C. B.—The secretary of this association, sends the following report:—The staple fishes, such as cod, hake and haddock have given a good general result, although the industry has encountered several impediments to success. The continual breezes peculiar to fall weather, together with the arrival of the dogfish on the shore, have utterly baffled the fishermen in their career. The freezer has done some service in the way of keeping herring available when the clam supply would be exhausted or become, through heat, unfit for use. A few mackerel, through the freezer, have also been available to cod fishing whenever wanted. Nothing very profitable was done until the arrival of squid upon the shore. Squid struck very plentifully and helped the fishermen considerably. If they had to rely upon clams or other bait for the whole season, they would fall quite short in their earnings, and the industry would merely be nominal. There was also placed in the freezer about 4,000 lbs. salmon. Mackerel, as usual, struck the shore, but the dogfish made havoc among them and the fishermen failed to even make a decent capture. The government must certainly do something either in the way of compensating the poor fishermen for their capture of dogfish or devise means for their utter annihilation, as they are largely instrumental in checking the progress of other fishes, and also that of the fishermen. The lobster catch has been quite profitable, and if the season could have been extended a few weeks more, our men would have made an extra season.'

Ingonish, C. B.—This freezer was refitted and the icehouse enlarged and it is now in a first class order for business. The secretary sends the following report:—‘The bait freezer at North bay, Ingonish, was not in operation during the last season. Last winter and spring the directors and stockholders could not agree to stock the freezer with ice, or employ a man to do it. In July, when Mr. Henry M. Rogers, of Boston, came here and found how matters stood, he bought in the fishermen's shares and had the ice room enlarged, and the building painted, and other improvements made, and the freezer is now ready and in good condition to be filled with ice as soon as it can be procured.'

Ingonish, Ferry, C. B.—The secretary sends the following report:—
‘We stored about 450 tons of ice and froze about 35 tons of herring and spring mackerel, which the fishermen were willing to pay a good price for in June or July, or until the dogfish struck, and they did well, in fact, all the fish caught from June 1 until August 15, were caught with frozen baits and imported clams. The dogfish struck

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in about August 15 and devoured everything in sight, and the fishermen would not buy bait to feed them with. Since August 15, the fishery at Ingonish has been a complete failure. When the squid struck they would not jig. I think the dogfish made them "uneasy". If a few squid were jigged and gear set, there would be a dogfish on every hook. I have had to close down our business on account of scarcity of cod from August until December.

Gabarus, N. S.—The president of this association reports as follows:—'Replying to yours, November 24, I beg to say that the cold storage for bait at Gabarus last season. was not operated. It is, I understand, the intention of the directors to put this plant under different conditions. The place will probably be leased next season to a few individuals, for the purpose of operating it on a sound basis, and for the further purpose of keeping in it a supply of herring for bait, on the line discussed with you on your last visit to Gabarus.'

Petit de Grut, C. B.—The secretary of this association reports as follows:—'In regard to our freezer, we have not had very much chance to use it owing to the scarcity of bait this season, what we have put in has kept in very good condition indeed. Also our ice has kept very well, notwithstanding the very warm summer we have had. Since the repairs made this season, our bait seems to keep even better by far than last season. Our fishermen are beginning to realize the great benefits of having a freezer in the place, and I think another season we will see every man who has a share will have it filled, as he can see what it is to have to buy bait.'

St. Peters, C. B.—This is one of our new freezers, some ice was cut last winter but not enough to do a great deal. The secretary of this association reports as follows: 'After the completion of the freezer, the ice which was stored near Point Tupper, was brought down in cars and put in the freezer in very poor condition. Every precaution was taken to save it, but unfortunately by the time the squid struck in the ice was nearly all melted, so that we only put in about six bbls. of squid, about 1600 lbs., and not having plenty of ice, we could not keep it frozen thoroughly. We sold about half so far. We have everything in good shape for next season's work. Mr. Whitman, of Canso, will use our freezer for two months, if bait will strike in until they finish their own large freezer.'

Half Island Cove, N. S.—This is one of our new freezers also. A quantity of ice was stored last winter and good results have been obtained. The secretary sends the following brief report:—'During the early part of the season, bait was plentiful, but fish was very scarce. Great preparations were made for spring mackerel, but none came of any account. During the first part of July, the dogfish came and were a great bother to the fishermen all summer up till November 15. During August and September, fishermen were idle for lack of bait. During October, few squid came; froze some; cod was very scarce during the summer. Few haddock and herring during the fall, and few mackerel. Taking the season all in all, the catch has been below the average, but has been somewhat made up by fish being a good price. Mackerel ruled very high, and so did cod, haddock and hake. I think the dogfish were worse this year than ever they were here in the bay, fishermen getting their nets eaten up with them.'

Whitehead, N. S.—The secretary sends me the following very short report:—'We have not had a very successful year as bait has been very scarce the greater part of the time, and it was late before bait was obtainable to freeze to any extent, but we have frozen some of late and expect to continue the balance of the season, when ever we can get bait for the purpose.'

Pt. Beckerton N. S.—The secretary says:—'We began to freeze bait as early as May this year when we had a good stock of herring in, these were used to good advantage during June and July. We then got a good supply of squid which came out of the freezer in the very best condition possible, and brought a good price, bait being scarce at that time. In the early part of September, we froze a large supply of small herring, of which not many were used for two reasons; first, they were found to be too fat and consequently would not stay on the hooks, well, we find that poor herring are much better frozen than fat ones, they seem to be tougher, and secondly because of the dogfish being so plentiful, the fishermen would not buy the bait to feed the dogfish, as they put it, and so it left a big stock on hand, and the cost of freezing and storing this

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amount was considerable, which left us in a poor condition financially. I might add that both ice and fish came out of the freezer in better condition this year than ever before, and if the dogfish had not been plentiful, and the codfish so very scarce, we could have had a good season.'

Sambro, N. S.—The secretary of this association sends the following report:—'In the winter of 1903, we stored 500 tons of ice and in 1904 100 tons. From this we sold 7 tons and when we started freezing herring on October last, had only ice enough to last 7 days. Can you help us to improve our ice-house as the fishermen are discouraged as it leaks badly.

On October 5	commenced freezing bait.....	10,000 lbs.
" 6	" "	6,300 "
" 7	" "	7,000 "
" 8	" "	10,000 "
" 10	" "	9,400 "
" 11	" "	8,200 "

This is the first bait we have frozen for two years, and in November, have put out 15,000 lbs., and I expect more or less will be going out next week."

Ketch Harbour, N.S.—The president of this association reports as follows:—We put in 1,200 cakes of ice last February, and there was no bait until October, and by that time our ice was looking small, but some of the men started to put in some herring and they got quite a nice lot. They weighed some of the crates and then counted the rest. We allowed we had about 21 tons altogether, but they have used quite a lot and find it all right for fishing; it seemed to be better than squid, but we had to get a lot of ice from Halifax to keep the bait good. If the weather only gets fine, they are expecting to do well with the bait, and if we fill it up this winter with ice, we are going to stow and protect it better to keep it and the share-holders are feeling better satisfied that it will pay. When we get in good running order we intend to make it pay for the future.'

La Have, N.S.—This freezer was built early in the past winter and a good supply of ice was stored. The secretary sends me the following report:—'I would beg to say that as far as the working part of the freezer is concerned, it does its work in good style. The great trouble in the earlier part of the season was the procuring of bait; we however managed to get hold of some 100 bbls herring, which we have been disposing of to vessels and small boats sailing out of the river. As Squid were so scarce we were unable to get hold of any at all.'

Sandy Cove, N.S.—This is one of our successful freezers, being under the same management for the past two years. The secretary reports as follows: 'I have great pleasure in submitting this my second annual report of the Sandy Cove Fishermen's Bait Association. During the year we froze fish as follows:—

October 1.....	10,000 lbs. Herring.
" 17.....	20,000 " "
" 18.....	10,000 " "
" 24.....	5,000 " "
November 4.....	600 " "
" 10.....	5,000 " "
" 15.....	2,000 " Codfish.
" 23.....	3,000 " Herring.
" 26.....	5,000 " "
" 26.....	500 " Halibut.

The last of our 1903 stock of herring sold in July, 1904. This bait was put in freezer in December and came out in good condition. We also had 100 crates of frozen squid in freezer, but herring being quite plentiful, we found no sale for them so had them dumped. From July 1 to October 1, we had nothing in freezer. Our first herring this year being frozen October 1, since that time we have kept freezing regul-

arly. We have about 2 tons small halibut in freezer at present. These we buy in small lots from the fishermen here, and we purpose shipping them when supply of other fish is short. We are also freezing large codfish, which we will ship in January as steak cod. We find the fishermen are taking more interest in the freezer this year. Many of them within a radius of ten miles depending entirely on the freezer for their supply of bait. The fishermen of Sandy cove have caught more fish this year than at any time for fifteen years. They all express their satisfaction with the frozen bait and attribute their large catches this year in great measure to having a good supply of fresh bait always on hand.'

Westport, N. S.—The secretary of this association sends the following report:—
'In answer to your communication, am sending a condensed report as near as I can of fish in cold storage this summer. The herring were caught in the spring and used right along. The frozen cod were shipped first of the spring, having been in since February.

No. lbs. herring.....	15,025
".....	23,476
".....	5,700
" frozen cod.....	1,600

Squid were so scarce we could not get any more this fall, had they been plentiful, it would mean a great help to the fishermen in spring.'

Clark's Harbour, N. S.—The secretary of this association sends the following short report:—'We put in 200 tons ice last winter. We have not frozen any fish this summer, but have iced about ten tons. We could not get a quantity enough at one time, so we iced a little at a time, as the fishermen got them, until there came a larger run. I hope you will be able to secure the bonus for us, as we will fall behind on the cost of putting in the ice. I cannot afford to fill it this winter, so the fishermen will have no ice to fall back on for next year.'

Lower East Pubnico, N. S.—The president of this association reports as follows:—
'Yours received re reports of season's operations in our freezer. I put up ice last winter, thinking to freeze herring but none came around here to freeze, neither were there any squid to freeze, so I have been selling the ice this fall. I will fill the freezer with ice this winter, and be ready for another year if there is anything to freeze. I though perhaps the Government might put a freezing plant on board a vessel, that could go where squid are, and bring them to freezers where no squid are procurable, as squid cannot be taken any distance to freeze, as they turn red and are no good.'

Shediac, N. B.—This association sends the following report:—'In reference to the season's operations on our freezer, beg to say the past season has with us been a failure, so far as bait is concerned. Last winter we made provision for handling such bait as we might procure by filling our ice house, which holds about two hundred tons. We however, were unable to procure the usual quantity of spring herring, owing to the failure in the catch due to the ice remaining in the harbour until the run of herring. This fall, the squid were a failure along our shores, the fishermen being unable to procure even the smallest quantity. We are handling at present smelts, but the weather being so cold, immediate shipments are being made, thereby making it unnecessary to use the freezer to any extent. We found the past summer being so hot, our ice melted away considerably, probably one half the quantity was lost. Perhaps this was due to my placing straw over instead of sawdust, as last year, when the waste of ice was almost imperceptible. We shall have the ice house filled again this winter, and trust to having a more successful season next year.'

Bonaventure River, Que.—The secretary of this association, reports as follows:—
We froze 128 bbls. of spring herring at first of last spring, that we had on hand all season, we finished using it only in October last, we find the bait good, but not so good as the summer herring. We have frozen from August to November 46 bbls. sardines and smelts for bait, and some that we have in the freezer yet. We have frozen too, this

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season, 15,000 lbs cod and other fish whole. The fishing was very poor this season, and also fresh bait, but the fishermen found the frozen bait very good ; some of the spring herring was not much good, on account of being frozen at the time they were spawning and at that time the herring is not good for bait.'

'We have used all the ice with 116 bbls. of salt this season, we have hauled a few loads of ice this fall already for the fall use.'

Caplin Que.—This is another of our new freezers and gave very good satisfaction to start with. The president sends the following report:—

'The freezer has been in use during last season and has rendered a great service and satisfaction to the fishermen. There was no other bait to be had, and a large quantity of fish have been taken with the bait from the freezer. Many thanks have been given to the government for the encouragement, by the fishermen, for having built the freezer so as to have a supply on hand at all seasons of the year. There has been about 19 tons of fish frozen during the season. Large quantities of fish have been taken with the frozen bait. Our fishermen are still fishing and taking 4 to 5 drafts a day, something unusual at this season of the year.'

Alborton, P.E.I.—The president of this association begs leave to report as follows:—
'We began putting in fresh herring in the bait freezer in April, and got them frozen in fine condition. In June, the fishermen began using the bait with good results, as fresh bait was very scarce, and this season proves clearly the great benefit of the bait freezer. Next season, we expect to run the full capacity and will require extra ice accommodation, as our freezer will only hold one hundred tons of ice, and we will require nearly as much more space. The fishermen are now fitting out to carry the frozen bait on their boats in a proper way. Each year will develop the increasing importance of this great boon to the codfishery. I trust that our work for the season of 1905 will clearly prove the value of educating the fishermen to the use of cold storage.'

Rustico, P.E.I.—The secretary of this association sends the following report:—
About the last of January, we had our annual meeting after the business of the last year was transacted and certified by the association, all the fishermen agreed to give aid in filling up the ice-house with ice. However, we were fortunate in procuring sufficient quantity of ice. Herring struck in about the last of April, when we procured all the bait required. I regret to say owing to the prevalence of dogfish around our coast, and other kind of bait easily procured, we did not use a large quantity of frozen bait, but we have all confidence that the freezer is a benefit to fishermen and this place generally.'

Remarks

Reviewing the past season's operations, I am quite satisfied that it was the best opportunity to get supplies of ice, and with the exception of some of the new ones, a good supply was put up. I regret very much the reported losses of ice by some of the associations, especially Sambro, Ketch harbour and Port Hood island. It seems strange that some report very little loss, while it must be carelessness, or perhaps some defect that should be attended to without any delay, that causes these other associations so great a loss. There was in most localities, a very great scarcity of bait, except the Gaspé coast, where the Bay des Chaleurs seemed to be teeming which herring last spring. Squid were also very scarce this fall, and very few have been frozen. Some of those frozen have not kept extra well either. The prevalence of the dogfish had the effect of rather a small catch of cod and hake etc. The price of fish has somewhat made up for the short catch generally. The following item from the Morning Chronicle expresses the above views of mine quite fully. So far as can be ascertained the last of the Newfoundland dry fish vessels have arrived. There have also been several small lots from our own coast which pretty well clean up all the available lots east of Halifax. These fish they hold at \$5.50 to \$5.75 according to quality. There have been several arrivals of bank fish from Lunenburg, some of which were bought several weeks ago at \$5.25. Within the past week it is understood that Mahone and Lunenburg Exports have bought freely at \$5.45 on spot. This is equal to \$5.55 here.

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Very few fares from the Lunenburg fleet now remain unsold and it looks as though January first of the year 1905 would have the remarkable distinction of seeing no fish remaining unsold in the hands of the fishermen. Advices from St. John's, Newfoundland go to confirm the statement recently published, that the stocks of all fish on that market are below those of last year, which in turn were lower than for some years past. The situation, therefore, may be regarded as very strong, and it looks as though the highest price in the history of the business would be obtained between now and the spring. About a week ago the herring market showed signs of weakness, but owing to the heavy demand from Boston and other markets, sales have been very heavy and the market is again strong at \$2.75 for Newfoundland. Stocks of mackerel, with the exception of are very light; in fact the total stocks on this market are supposed to be very small. The spring No. 3s were at \$9.00.

There has been considerable demand for alewives during the past week or ten days, and the market is very firm, St. John, New Brunswick dealers are now asking \$4.50 delivered here. Several lots of smoked herring have come in by water from New Brunswick in the past few days and free offerings by rail from smokers of that province have put prices down to seven cents per box. This is a decline of fifty per cent. within the past 30 days.

The tone of all export markets is very strong for all grades and the outlook for the trade is very encouraging.

The lobster catch was a very good one, and fair prices paid so that the fishermen did fairly well on the whole season.

The mackerel fishing generally was not very good this year as far as the catch was concerned, but prices are very high, that is, the usual course of events. I herewith submit what a Bangor paper has to say on this topic, entitled "Mackerel Season a Failure."

'Bangor, Me., Nov. 14. The mackerel fishing season on the North Atlantic coast, which ended this month, has been an almost complete failure. Not for years have the fish been so scarce, and never has the price been so high. No fish have been taken in the Bay of Fundy, and few on the Maine coast, which is generally the great mackerel ground. As the season advanced and fish became scarcer, prices soared high, until as much as \$20 a barrel was paid, and in some instances even \$25 and \$30. At present the average price is about \$16 a barrel.'

The owners of vessels have lost thousands of dollars in fitting out for fruitless voyages, and the fishermen, who usually make \$400 to \$600 in shares, have little or nothing to show for their season's work. Dealers and vessel owners agree that the season has been the poorest in eight years. Many of the mackerel schooners will go into other lines of fishing next year.

The large commercial freezer at Canso, N.S., to supply the bankers and others with bait, is drawing near completion, and will be ready for another year, and it is to be hoped it will supply a long felt want. As in former years, some of the freezers have given very excellent results, while others with different management have had only fair success, while others have been idle for the want of someone to take hold of them, and run them properly. But I suppose this is to be expected. The idea is an excellent one, but the details as to management are at fault; sometime the regulations may be changed to suit the condition of the people.

The whole most respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

PETER MACFARLANE.

APPENDIX No. 13.

REPORT OF THE FISHERIES PROTECTION SERVICE OF CANADA

FOR THE SEASON OF 1904.

By COMMANDER O. G. V. SPAIN, R. N.

OTTAWA, December 22, 1904.

To the Honourable

The Minister of Marine and Fisheries.

SIR,—I have the honour to report on the work of the Cruiser Fleet looking after the protection of the fisheries on the Atlantic coast, the Great Lakes and the Pacific coast. I also append a report of the Fisheries Intelligence Bureau. The vessels pertaining to this fleet, under my command, for the past season, were as follows:—

Curlew, Captain Pratt;
Osprey, Mr. Graham;
Kingfisher, Captain Kent;
Constance, Captain May;
La Canadienne, Commander Wakeham.
Petrel, Captain Dunn;
Kestrel, Captain Newcombe.

In addition to this two new cruisers, with a speed of 21 miles per hour were built. One for the Atlantic coast to take the place of the *Acadia*, and one for the Great Lakes to take the place of the *Petrel*. A full report of all these ships, their armments, crews, engines, &c., will be found in the Marine Report.

The patrols of these vessels during the past season, were as follows:—

The *Osprey* on the south-east coast of Nova Scotia and Cape Breton, from Liscombe to Sydney.

The *Kingfisher* on the Prince Edward Island coast. This vessel, after thirteen years' service, has been condemned, and is now for sale. Her place on the Atlantic coast will be taken by the coast cruiser *Petrel*, lately employed on Lake Erie.

The *Curlew* in the Bay of Fundy.

La Canadienne, as usual working independently of the rest of the fleet, under the charge of Commander Wakeham, who is the officer in charge of the Gulf division of Fisheries.

Constance, in the River and Gulf of St. Lawrence and Nova Scotia coast. This vessel is managed by the Customs Department, in everything regarding her movements, and is under the charge of Inspector Fred. L. Jones.

Petrel.—This vessel has been employed on Lake Erie, and she has been found too slow to cope with the steam tugs used by the United States fishermen, on the upper lakes, and the *Vigilant* has been built to take her place.

Kestrel.—This vessel is employed in British Columbia waters for the protection of the fisheries, and has done good work under Captain Newcombe, not only with regard to the fisheries, but also in locating fishing banks off the coast. The information gathered by him has proved of great value to the department.

Falcon, is a small steamer also employed in the protection of British Columbia fisheries under Inspector Williams.

Detailed reports from these officers, giving a synopsis of their work during the past season will be found attached.

In addition to the above there are four sea-going patrol steam launches which are used for looking after the carrying out of our own laws by our own fishermen, especially in regard to lobster protection. One of these launches is stationed in the Bay of Fundy, one on the Nova Scotia coast, one on the Cape Breton coast, and one between Prince Edward Island and Magdalen Islands.

They have all done excellent work and proved of invaluable assistance in connection with the different cruisers. They have been officered and manned from the cruisers *Kingfisher*, *Osprey* and *Curlew*. One of these patrol boats will be stationed during the next season entirely at Magdalen Islands.

I have the honour to be, sir,

Your obedient servant,

O. G. V. SPAIN,

Commanding Marine Service of Canada.

LIST of United States Fishing Vessels to which Licenses were issued under the Act, intituled 'An Act respecting Fishing Vessels of the United States of America, during the year 1904.

Name of Vessel.	Port of Registry.	Tons.	Port of Issue.	Fees.	
				\$	cts.
Senator.....	Gloucester, Mass....	74	Canso, N.S.....	111	00
Gladys and Sabra.....	Salem, Mass.....	50	Liverpool, N.S.....	75	00
Ellen C. Burke.....	Boston.....	60	Shelburne, N.S.....	90	00
Elizabeth M.....	Bucksport, Me.....	102	Yarmouth, N.S.....	153	00
Valkyria.....	Gloucester, Mass....	104	".....	156	00
Robin Hood.....	".....	65	Lockeport, N.S.....	97	50
Hiram Lowell.....	".....	95	Yarmouth, N.S.....	142	50
Parthia.....	".....	77	Barrington, N.S.....	115	50
H. F. Whittin.....	".....	92	Pubnico, N.S.....	138	00
Elector.....	".....	84	".....	126	00
A. E. Whyland.....	".....	96	".....	144	00
Masconomo.....	".....	67	".....	100	50
M. D. Hines.....	".....	92	".....	138	00
Norma.....	".....	77	Liverpool, N.S.....	115	50
Harry A. Nickerson.....	Booth Bay, Me.....	83	Yarmouth, N.S.....	124	50
Georgie Campbell.....	Gloucester, Mass....	78	".....	117	00
Blue Jacket.....	".....	86	".....	129	00
Essex.....	".....	84	Tusket, N.S.....	126	00
Horace B. Parker.....	".....	62	".....	93	00
Lucinda I. Lowell.....	".....	77	".....	115	50
Carried forward.....					

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List of United States Fishing Vessels to which Licenses were issued—*Concluded.*

Name of Vessel.	Port of Registry.	Tons.	Port of Issue.	Fees.
				\$ cts.
Brought forward				
Wm. E. Morrissey.....	Gloucester, Mass....	93	Tusket, N.S.....	139 50
Alice R. Lawson.....	"	85	"	127 50
Henry M. Stanley.....	"	83	"	124 50
Arabia.....	"	86	"	129 00
Madonna.....	"	79	"	118 50
Bohemia.....	"	86	"	129 00
Orpheus.....	"	73	"	109 50
Hazel R. Hines.....	"	79	"	118 50
Loring B. Haskell.....	Boston, Mass.....	67	Digby, N.S.....	100 50
L. A. Munro.....	Gloucester, Mass....	84	Pubnico, N.S.....	126 00
Effie M. Morrissey.....	"	83	"	124 50
Sceptre.....	"	91	"	136 50
John L. Nicholson.....	"	92	Yarmouth, N.S.....	138 00
Columbia.....	"	89	Pubnico, N.S.....	133 50
Dora A. Lawson.....	"	93	Liverpool, N.S.....	139 50
Senator Gardner.....	"	94	Pubnico, N.S.....	141 00
S. P. Willard.....	"	87	"	130 50
J. J. Flaherty.....	"	124	Tusket Wedge, N.S.....	186 00
Maggie and May.....	"	88	Yarmouth, N.S.....	132 00
E. E. Wetherell.....	"	81	Lockeport, N.S.....	121 50
Margie Turner.....	Booth Bay, Me.....	44	Yarmouth, N.S.....	66 00
Maxime Elliott.....	Gloucester, Mass....	75	"	112 50
Samuel R. Crane.....	Salem, Mass.....	52	Thornes Cove.....	78 00
Margarett.....	Beverly, Mass.....	107	Tusket, N.S.....	160 50
Hazel Oneita.....	Gloucester, Mass....	73	Yarmouth, N.S.....	109 50
Massachusetts.....	Duxbury, Mass.....	102	Canso, N.S.....	153 00
Gacomia.....	Gloucester, Mass....	71	Halifax, N.S.....	106 50
Arbitrator.....	"	72	Pubnico, N.S.....	108 00
F. B. Attwood.....	Boston, Mass.....	82	"	123 00
Bertha D. Nickerson.....	Booth Bay, Me.....	89	Shelburne, N.S.....	133 50
Caroline Vought.....	Vinal Haven, Me....	48	Yarmouth, N.S.....	72 00
Squanto.....	Duxbury, Mass.....	95	Canso, N.S.....	142 50
Helen G. Wells.....	Gloucester, Mass....	66	North Sydney, N.S.....	99 00
Harvard.....	"	76	"	114 00
Illinois.....	"	78	Halifax, N.S.....	117 00
Quickstep.....	Boston, Mass.....	75	Digby, N.S.....	112 50
Nannie C. Bohlin.....	Gloucester, Mass....	96	Shelburne, N.S.....	144 00
Jennie B. Hodgdon.....	"	85	North Sydney, N.S.....	127 50
Arkona.....	"	97	Port Hawkesbury, N.S.....	145 50
Olga.....	"	77	Canso, N.S.....	115 50
Edith McIntyre.....	Booth Bay, Me.....	96	Shelburne, N.S.....	144 00
Golden Rod.....	Gloucester, Mass....	98	Port Hawkesbury, N.S.....	147 00
Moomeen.....	"	83	Pubnico, N.S.....	124 50
Irene and May.....	Boston, Mass.....	62	North Sydney, N.S.....	93 00
Gov. Russell.....	Provincetown, Mass..	129	Port Hawkesbury, N.S.....	193 50
Judique.....	Gloucester, Mass....	89	Pubnico, N.S.....	133 50
Nellie Dixon.....	Boston, Mass.....	68	Canso, N.S.....	102 00
Anna L. Sanborn.....	Beverly, Mass.....	17	Yarmouth, N.S.....	25 50
Ada K. Damon.....	Provincetown, Mass..	67	River Bourgeois, N.S.....	100 50
Levanter.....	Vinal Haven, Me....	27	Yarmouth, N.S.....	40 50
James R. Clark.....	Salem, Mass.....	43	"	64 50
Gladstone.....	Provincetown, Mass..	74	St. Peters, N.S.....	111 00
Lizzie Maude.....	Vinal Haven, Me....	18	Yarmouth, N.S.....	72 00
Bertha May.....	"	47	Pubnico, N.S.....	70 50
Somoset.....	Duxbury, Mass.....	18	Arichat, N.S.....	27 00
David Sherman.....	Gloucester, Mass....	47	Yarmouth, N.S.....	70 50
Wm. H. Rider.....	"	45	"	67 50
T. M. Nicholson.....	Bucksport, Me.....	90	St. Peters, N.S.....	135 00
Agnes V. Gleason.....	Gloucester, Mass....	44	Shelburne, N.S.....	66 00
H. W. Homans.....	"	43	Souris, P. E. I.....	64 50
Total.....		6,137		9,205 50

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LIST of French Fishing Vessels calling at Canadian Ports during the Season of 1904.

Date.	Name of Vessel.	Port of Registry.	Master's Name.	Ton- nage.	Men.
1904.					
July 20.	Adele	St. Pierre...	Porrier	12	6
" 25.	"	"	"	12	6
Aug. 17.	Amelie	"	Redenman	57	18
Oct. 12.	Adele	"	Porrier	12	6
May 5.	Alliance	"	Devine	35	16
" 5.	Ampritime	"	Mouse	43	18
" 6.	Active	"	LeRoy	72	25
" 9.	Aganaise	"	Pafasm	44	15
" 9.	Arciais	Pampol	Harzin	80	25
" 17.	Amelie	St. Pierre	Crocket	32	14
" 20.	Alliance	"	Devine	35	15
" 23.	Anita	St. Malo	Lanport	50	18
" 27.	Antoinette	St. Pierre	Constantin	47	18
" 30.	Ampritime	"	Mouse	43	19
Oct. 3.	Annie	"	Levoisey	42	16
May 14.	Albert Robert	"	Joselin	42	16
Aug. 3.	Breeze	"	Jevoux	25	10
May 6.	Blanche	"	Huellen	54	20
" 9.	Bransa	"	Mattus	59	20
" 13.	Batavia	St. Malo	LeMouse	59	22
" 23.	Blanche	St. Pierre	Galland	54	20
Oct. 12.	Catherine	"	Delorance	21	11
May 16.	Charmeuse	St. Malo	Penceneau	149	32
" 5.	Denanse	St. Pierre	Deschamps	29	15
" 9.	Dictator	"	Gasse	40	16
" 9.	Decide	"	Cashet	38	13
" 25.	"	"	"	38	13
July 27.	Emelie	"	Moulton	57	19
May 4.	Eshaldona	"	Breau	45	16
" 13.	Edele Amelie	"	Pucliffett	40	18
" 18.	Emely T.	"	Enevault	55	21
Sept. 19.	Emely Audrin	"	Bechot	119	16
Oct. 6.	Freres & Seurs	"	"	50	15
May 6.	Fauvette	St. Servan	LeRoy	78	25
" 18.	Flora	St. Pierre	Pingault	52	15
" 14.	Fauvette	St. Servan	LeRoy	78	25
July 28.	Gorandon	St. Pierre	Maillard	32	17
" 20.	George & Paul	"	Referneau	39	18
" 25.	"	"	"	39	18
Aug. 1.	"	"	"	39	18
May 3.	Gorandon	"	Maillard	32	17
" 4.	George & Paul	"	Referneau	39	16
" 9.	Grand Master	"	Boule	59	19
" 10.	Genevieve	"	Panchard	52	19
" 11.	Georges	"	Chanut	29	16
" 23.	"	"	"	29	16
" 9.	Gustave Prosper	"	Oleriau	35	16
" 6.	Helma	"	Leagon	36	16
July 31.	Joseph Maria	"	Kason	26	12
May 5.	Jean Aristide	"	Ance	30	13
" 9.	Jean Auchu	"	Gresel	37	16
" 9.	Joseph Rosalie	Granville	Delarvan	82	24
" 10.	Jean Maurice	Bayone	Allin	53	23
" 12.	Joseph Antonia	St. Pierre	Burgeos	36	15
" 14.	Jennette	"	Hemot	33	17
" 16.	Jean Augusta	"	Cuses	33	14
" 20.	Jenvin Bertha	"	Leclair	41	17
" 21.	J. L. C.	"	Criet	58	19
June 6.	Joseph Antonia	"	Burgeos	36	16
July 26.	Jenvin	Nante	Bain	30	17
Oct. 3.	Joseph Antonia	St. Pierre	Burgeos	36	16
May 13.	Jean Baptist	"	Gerault	52	20
Oct. 19.	Landsur	"	Bechet	50	10
May 5.	La Tour d'Ager	Granville	Boudrot	74	23
" 5.	Leone Amelia	St. Pierre	Buchau	28	16
" 5.	La Tour de Pin	Houle	Jursele	50	18
" 6.	La Seine	St. Pierre	Cadour	46	17
" 9.	Lorrian	"	Anstean	44	18

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List of French Fishing Vessels calling at Canadian Ports, during the Season of
1904—*Concluded.*

Date.	Name of Vessel.	Port of Registry.	Master's Name.	Ton- nage.	Men.
1904.					
May 10.	La Britteau	Granville	P-elerforsey	58	22
" 13.	La Normandy	St. Pierre	Hesben	43	18
" 16.	Lea Maria	"	Maher	46	29
" 23.	La Tour de Pin	Houle	Jennet	50	18
June 6.	"	"	"	50	18
Sept. 23.	Landoise	St. Pierre	Bechet	42	13
July 23.	Manrice	"	Lafitte	39	16
April 12.	Maria	Bayone	Thesso	53	14
May 4.	Marie Antoinette	St. Pierre	Constantin	47	16
" 4.	Marie Augustine	"	Lesay	31	16
" 4.	Madeline	Bayone	Lafleur	57	18
" 6.	Marietta	St. Pierre	Lavestie	44	16
" 9.	Michel Etienne	"	Nichol	30	15
" 10.	Maria Augustin	"	LeRoy	21	16
" 11.	Maria Thurso	St. Pierre	Faucher	45	22
" 12.	Malouse	"	Massey	52	21
" 14.	Maria	Bayone	Ehersied	53	21
" 30.	Maryanne	St. Pierre	Chine	39	17
" 31.	Manlieu	"	Maurice	52	21
Nov. 12.	Normanda	"	Constantin	59	21
May 4.	"	"	"	59	21
" 9.	Noel	"	Martin	45	20
" 9.	Nevada	"	"	27	14
" 9.	Neptune	"	Roger	53	20
" 10.	Navara	St. Malo	LeHeur	202	33
" 14.	Notre Dame L. Garde	Granville	Nobles	87	25
" 23.	Noa Coven	Paimpol	Dugas	64	22
" 28.	Navada	St. Pierre	Mouton	27	14
" 30.	Normanda	"	Constantin	59	21
July 21.	"	"	"	59	21
Sept. 12.	"	"	"	59	21
July 21.	Orfainna	"	Bourgeois	15	10
May 5.	Pauser	"	Michet	53	21
" 6.	Pyrusin	"	Comnnettier	39	16
" 11.	P. F. 22	Brest	Bransard	31	14
" 11.	Perreauch	St. Pierre	Lereaux	49	15
" 13.	Puise	"	Noslin	25	10
" 16.	Paul Maria	"	Foucault	33	16
" 19.	P. F. 2	Brest	Lancas	40	16
" 24.	Pacific	St. Pierre	Coglin	78	21
Sept. 12.	Pandora	"	Lanfordca	36	17
" 16.	Rejolette	"	Mantange	62	21
July 23.	Runar	"	Porrier	36	21
Aug. 1.	"	"	"	36	21
Sept. 28.	"	"	"	36	21
May 4.	Rose L.	"	Cavalier	44	17
" 6.	Recuse	"	Beacham	37	18
" 9.	Rose	"	Corrice	91	25
Nov. 23.	Sapho	"	Mantgen	55	18
May 5.	St. Anin	"	Grogen	47	16
" 5.	St. Roach	"	Mouton	42	18
" 6.	Stormanza	"	Seaveray	34	16
" 9.	St. Martin	"	Porrier	68	19
" 11.	Senator	"	Thilent	41	16
" 19.	St. Roach	"	Mouton	42	18
" 23.	St. Martin	"	Porrier	68	19
" 23.	St. Clair	"	Lebreau	39	15
Sept. 3.	St. Martin	"	Porrier	68	21
" 9.	St. Roach	"	Mouton	42	18
" 10.	Sen-ition	"	Cambresin	57	16
May 14.	Severence	Bordeaux	Ruffett	119	22
" 6.	Tiguelonie	"	Hormach	34	16
" 11.	Tule	Paimpol	Peance	62	15
" 14.	Terre Nova	St. Pierre	Pincent	58	15
" 14.	Union	"	Merdentle	"	"
" 4.	Vigilant	"	Youtreos	48	19
" 16.	Xonophin	"	Cuses	33	14
" 4.	Ycomette	"	"	46	16
" 10.	Wailia	"	Foubet	36	14

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LIST of United States Fishing Vessels which have entered Canadian Ports for the
Year ending October 31, 1904, &c.—*Continued.*

[illegible]

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LIST of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1904, &c.—*Continued.*

Number.	Name of Vessel.	Net tonnage.	Number of men.	Amclat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisburg.	Launceburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total entries.
126	James A. Garfield	50	16	2																		2
127	James R. Clarke	43	16																		3	3
128	James S. Steele	50	16							3											1	4
129	Jennie B. Hodgson	85	19			1				1				2				3				7
130	John J. Flaherty	124	27			1												2			3	6
131	John L. Nicholson	92	18			1								1				1			1	4
132	John M. Keen	61	14															1				1
133	John M. Plummer	95	18				3									1						4
134	Joseph W. Luftkins	80	18							1					1			3				5
135	Joseph Warren	49	15		1																	1
136	Jubilee	93	20		1	1	3	2	1									2			4	14
137	Judique	89	20			1								1				1			3	8
138	Juniata	47	17															1				1
139	Kentucky	91	20			1	2	1										5				9
140	Kernwood	54	16							1								1			1	3
141	L. B. Haskell	67	16																		9	9
142	Latona	71	18															2				2
143	Lawrence A. Munro	84	19			1	1	2		1	4			1							3	13
144	Lawrence Murdoch	42	12															1				1
145	Lemaset	18	8	1											1		1		1			4
146	Lena and Maud	75	18			2	3							3						2		10
147	Levanter	27	12																		3	3
148	Lewis H. Giles	95	18			1	1				1			3				1				7
149	Lizzie Maud	48	18																	3		3
150	Lizzie M. Stanley	92	20			1												1				2
151	Lorna Doon	48	13															2				2
152	Lottie G. Marchant	79	19			1	2							1	1					1		6
153	Louisa Polleys	79	17		2													1		1		5
154	Lucinda I. Lowell	77	18	1			1				1			2							2	7
155	Mabel D. Hines	92	18				2				3			1							3	9
156	Madonna	79	18			4	1							2	1			1			2	11
157	Maggie & May	88	18											3				1			3	7
158	Maggie Sullivan	123	24			1					1							1				3
159	Manhassett	76	23																		1	1
160	Manomet	43	16				1														1	2
161	Margaret	107	18			1					1							2		1	2	7
162	Marguerite	79	18			2	1			4												7
163	Marion Turner	45	14							1								5			3	9
164	Mary A. Gleason	65	16							5								2				7
165	Mary E. Harty	77	18							1				2							1	3
166	Mary F. Curtis	85	21	1				1	1									3				6
167	Mary G. Powers	133	26					1	1							1						3
168	Mary T.	50	16							1								1				1
169	Maryland	86	18					2			1											3
170	Masconoma	96	18			1					1							1			2	5
171	Massachusetts	102	21			3		1	6		1											11
172	Massasoit	32	8																		1	1
173	Matchless	73	18																		1	1
174	Mathew Keaney	47	12							1												1
175	Matilda J. Nelson	78	18				3															3
176	Maud M. Story	53	11															1				1
177	Maud S.	44	14								2										1	1
178	Maxine Elliott	75	18								2			1							2	5
179	Metanora	81	23		1			1										3			2	7
180	Meteor	96	18			1											1	1			1	4
181	Mina Swim	60	18		3																	3
182	Minerva	47	12								1											1
183	Miranda	76	18								1		1									2
184	Mizpah	52	14						1													1
185	Monarch	92	20			1					2			1								4
186	Monitor	100	23			1	1											1			1	4
187	Mooween	83	20		1					1						1		1			2	6
188	Movanam	82	22															2			1	3

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LIST of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1904, &c.—*Concluded*.

Number.	Names of Vessel.	Net tonnage.	Number of men.	Archat.	Barrington.	Chasco.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total entries.
252	Titania	77	18				1			2					3			1				4
253	Valerie	104	18				1														2	6
254	Vendetto	93	16							1												1
255	Vera	79	18					1			1							2				4
256	Vesta	75	16																		4	4
257	Victor	75	18			2		4	2					3								11
258	Vida McKown	83	19			1								1								2
259	Vigilant	87	18				1			1		1										3
260	W. B. Nickerson	68	20												1							1
261	W. E. Morrissey	93	18					1	2					2	2		2				2	11
262	W. H. Cross	41	17		3																	5
263	W. H. Moody	48	13			1		1			2											4
264	W. L. Newton	92	16												1		1					2
265	Walter M. Young	96	16												1		1					2
266	Wilber L. Swift	69	17					1														1
267	Wilfred V. Nunan	43	14																		3	3
268	William H. Rider	45	16		2																7	9
269	Winnifred	60	18															1				1
270	Yakima	71	18		1					1	1											3
Totals		20246	4724	10	50	133	2	89	60	124	19	87	9	112	29	1	15	192	4	15	268	1219

ANNEX A.

OFFICERS' REPORTS

REPORTS OF THE COMMANDERS OF CRUISERS.

CRUISER 'OSPREY.'

CANSO, N. S., November 26, 1904.

To Commander O. G. V. SPAIN, R.N.,
 Commanding Canadian Marine Service,
 Ottawa.

SIR,—I beg to submit to you the annual report on the work done by the Cruiser *Osprey* during the season of 1904.

May 1, I joined the ship at Shelburne as 1st Officer, Captain C. T. Knowlton in command. Had ship fitted out, sails bent and all stores taken on board.

May 4, Captain Knowlton commissioned ship, and signed on crew. P.M., unmoored ship and anchored in the stream. 5th, weighed anchor and proceeded to sea, cruising eastward, 4 p.m., off La Have, calling at Sheet Harbour, Liscombe, and Isaac's Harbour, arriving at Whitehead on the 18th. We continued cruising between Point Michaud and Liscombe until May 28, when we fell in with the United States seining fleet, consisting of twenty-five sails. Continued in company with the fleet until June 6, when we saw the last of the United States seiners start for home.

I may mention here that all the United States seiners made good fares of mackerel this spring, one vessel having 400 barrels salt and 300 barrels fresh mackerel for her share.

June 10, arrived in Isaac's harbour to change sails, unbent new sails and put them ashore in warehouse, and bent second sails. 14th., proceeded again, cruising on our station until June 29—arrived at Canso, where Captain Knowlton received instructions from you to proceed to England to take command of the D. G. S. *Canada*, and giving the undersigned command of the *Osprey*.

June 30, a.m., Captain Knowlton and Gunner Lyons left the ship at Canso. P.M., weighed anchor and proceeded to cruise on our station, visiting the various lobster factories and attending to the different duties in connecting with the fisheries.

July 9, arrived at Port Hawkesbury, having had previous instructions from you to put ship on marine slip. Had ship cleaned and painted, and put two sheets of metal all along the water line. July 13, having finished work on marine slip, floated ship and proceeded back on our station and attended to the various duties. 18th, proceeded to sea again, arriving back on our station on the 19th, and continued cruising between Point Michaud and Sheet Harbour. 29th, called on Port Hawkesbury where Mr. Grant (tailor) came on board and measured for uniforms.

October 1, proceeded again on our station. During the close season for lobsters here, we destroyed about 150 traps and 4 cars, in the vicinity of Sober island and about 100 traps in the vicinity of Dover. With this exception, I found the close season well observed on this station. The season's catch of lobsters, on this station, would be about an average catch. The fall catch of mackerel has been a failure, both as regards seiners and shore fishermen. With regard to the cod fisheries, both the bankers and shore fishermen made small fares, but the extremely high prices will help to make good the loss due to the small catch.

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Scarcity of bait has been the great drawback, both to the bankers and shore boats, but with the fine cold storage plant lately erected at Canso, the prospect for the future looks much better. The herring catch on this coast has been small this season, with the exception of Arichat, where they have done fairly well.

November 18, received orders to proceed to North Sydney where we arrived on the 20th, calling at Poulamond and Louisburg on the way. November 22, received orders to proceed to the westward, calling at the various ports on the way, and to be at Shelburne about the first week of December to pay off.

November 23, proceeded to sea, cruising along the south coast of Cape Breton, calling at Arichat and arriving at Canso on the 26th.

I have the honour to be, sir,

Your obedient servant,

JOHN GRAHAM,

Officer in charge of the 'Osprey.'

GOVERNMENT CRUISER 'KINGFISHER,'

GRAND MANAN, N.B., December 7, 1904.

To Commander O. G. V. SPAIN, R.N.,

Commanding Marine Service of Canada.

SIR,—I have the honour to submit to you my annual report of work performed by the Dominion cruiser *Kingfisher* under my command, in the Fisheries Protection Service, also patrol boats Nos. 1 and 3, for the season 1904.

By your order I proceeded to Shelburne, N.S., on April 19 to superintend repairs being made to the *Kingfisher*. During the winter I had the ballast removed and some new ceiling put in. By the beginning of May the repairs were completed, ballast replaced, accommodation finished and painted; ship was then scraped and painted outside. On May 11 the officers arrived and with the assistance of some of the rigger's crew they commenced getting ship ready for commission.

Men being very scarce and hard to obtain on May 19 I placed ship in commission with only ten men all told. On the 21st I had succeeded in getting six more men. We then put on board stores and other fittings necessary for the voyage and sailed on the 21st with orders to take up station Cape Sable to Sambro with head-quarters at Lunenburg.

On our way east we sighted some of the American seiners cruising off Little Hope. We kept on cruising east off Liverpool and Cape LaHave, with occasional visits as far as Prospect and Cape Sambro, my eastern limit of cruising ground. The seiners seemed to pass broad off and did not frequent the old cruising ground off Liverpool and Prospect as in former years, although there were large schools of mackerel passing well in shore.

Some good hauls were made by shoreboats off Lunenburg. Fish were very large and fat.

On June 1, we proceeded, by your order, east, calling at Halifax, and then on eastward to pick up the fleet.

On June 4, we spoke the American seiner *Seconnet* off Liscomb bound home loaded (400 bbls.) We also met two seiners off White Islands bound west. We called at Liscomb for my mail. Next day proceeded on east to White Head, where we met cruiser *Osprey*. We cruised off White Head till June 8, then proceeded east, rounding Cape Canso met seiner's off White Point bound west.

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As far as I could ascertain the fleet did fairly well, getting their catch from 12 to 15 miles off Canso. Seeing no more of the fleet we worked into Chedabucto bay. Wind blowing heavy from north-west went to Arichat for the night.

On June 10, we proceeded to Port Hawkesbury to fit up steam launch No. 1. It took a few days to get launch ready. She was still in the building where I had her houses and cabin put on during the winter, when we arrived there. There was some delay getting an engineer, but finally secured John Quinn, by your directions, from Halifax. I placed Mr. Heighton, second officer, in charge of launch No. 1.

We had proceeded on the 17th to Port Hood to pick up three men you had instructed me to take from that vicinity. While there a telegram was received ordering patrol boat No. 1 to be placed at the disposal of Special Fishery Officer Torey, of Guysboro, for the purpose of testing the use of dog fish for lobster bait at Canso, N.S. I immediately ordered No. 1 to proceed as directed and was employed by Mr. Torey until July 10. We remained at Port Hood till 21st, then proceeded to Souris to take up station, off East Point, P.E.I.

The catch of lobsters has been good on north side of Prince Edward Island; best for years, fish very large. They were not so plentiful on south side but of larger size than usual. On June 29, I received your telegram ordering me to send two men, Charles McDonald, gunner and Edward McDonell, bos., to Montreal for the purpose of going to England to join the Canadian cruiser *Canada*, fitting out at Barrow.

On July 9, the American netter *F. W. Homans* came to Souris with 210 bbls of mackerel caught at Magdalens and Bank Orphan. She proceeded to Port Mulgrave, Straits of Canso, landed and shipped them home by rail.

On July 10 I was advised by telegram that patrol boat No. 1 had finished her work at Canso. I ordered her to proceed to Souris immediately. She arrived there on the 12th. I then commenced cruising more or less in the patrol boat myself, visiting Murray Harbour south and Murray River to locate the position of lobster gear, as it was reported to me it was the intention to fish for lobster in that vicinity in the close season.

On the 15th received your telegram ordering to send crew to Dalhousie, N. B., and get launch boat No. 3, which had been doing patrol duty at that place, and have her taken to House Harbour, Magdalen Islands, to protect the lobster fishery there. Accordingly, I sent Mr. Heighton, 2nd officer, and one man to bring her to Souris. I engaged John Fitzgerald of Georgetown, P.E.I., to take charge of patrol boat No. 1, during Mr. Heighton's absence.

Patrol boat No. 3 arrived at Souris from Dalhousie on the 26th. I placed Fitzgerald in charge and despatched her to the Magdalen Islands immediately. She arrived there after some delay on the 29th. According to your instructions the boat was placed at the disposal of Fishery Officer Chevrier of House Harbour, doing some excellent work till the end of the season. She is now hauled up for the winter at House Harbour.

On Fitzgerald's return from the Magdalens he was appointed *pro tem* acting second officer of *Kingfisher*.

On July 28 we attended the Souris regatta. We were able, by your instructions, to render valuable assistance with *Kingfisher* and steam launch.

On the 30th we proceeded to Pictou to haul over on the marine slip. Owing to strong gales blowing from west did not succeed till August 2, when we hauled out, caulking and painting bottom and other repairs necessary. While there I took the steam launch up to New Glasgow and had her engine and condenser thoroughly overhauled by I. Matheson & Co. of that place.

The repairs to *Kingfisher* being completed the ship was launched on August 4 and sailed for Charlottetown on the 6th, launch No. 1 in company. On arrival at that place your telegram was received, ordering me to be at Pictou on the 10th to attend the grand regatta to be sailed at that place. We arrived there on the 9th and reported at once to the committee of arrangements. Next day being fine

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and a good breeze the race came off. A large number of people visited the ship and enjoyed the shade of the spacious awnings spread for their benefit, remaining on board during the day. We were able with the aid of our steam launch to assist in making the regatta a success.

The mackerel fishery has been a failure at Prince Edward Island this year, nothing being done off Eastpoint, the great mackerel grounds. Cod fishing was also a failure in the Gulf, but lobsters have been very plentiful, better than recent years.

On August 25 there were two American and two Canadian netters at Souris but doing nothing. By the 25th all these vessels had left for Sydney in hopes to intercept the fall scholl of mackerel passing that way. I am informed that even this was a failure.

Then it was reported to some parties were canning lobster on the north side of Prince Edward Island, in vicinity of Cow River. I proceeded there with four men and found signs where work of that kind had been carried on but not recently.

Again information reached me that illegal lobster fishing was being carried on at Panmure Island, Murray Harbour and High Bank. I started cruising myself in steam launch No. 1, and found large numbers of traps set at the above named places, which we broke up.

I received information against parties on Panmure Island, also at Sturgeon, for fishing and canning lobsters in close season, for which I imposed the usual fine of \$20 each. We traced parties at the latter place three miles back from the shore and found where they had been canning lobsters contrary to law. I kept patrol boat No. 1 continually cruising in this vicinity. At one haul off High Bank we seized 150 brand new traps full of lobster in one afternoon. Lobsters seem very plentiful and of large size at this season of the year.

During the first part of September we directed our attention entirely to the protection of the lobster fishery. Fishermen seemed determined to put out gear only for us to seize nearly as soon as it was out. By that means it made it a very expensive business for them to carry on.

On September 26 we left the Gulf of St. Lawrence to take up station between Cape Sambro and Shelburne, with headquarters at Lunenburg. On account of the condition of the ship we were unable to remain east any longer. We had bad weather on our way west and had to be careful, as the sails were not strong. We called at Halifax and then proceeded on to Lunenburg.

Finding condition of the ship was not very satisfactory to keep up late cruising we proceeded on to Shelburne by October 15, and cruised off that port for the remainder of the month, when by your instructions I payed the ship out of commission on the 31st and laid her up unfit for any further work in the Fisheries Protection Service.

I left patrol boat No. 1, by your instructions, at the disposal of Inspector Mathereson, of Prince Edward Island, who will, when finished with the fall work, lay her up at Charlottetown and have her housed in.

I have the honour to be, sir,
Your obedient servant,

W. H. KENT,
Commanding 'Kingfisher.'

CRUISER 'CURLEW.'

St. JOHN, N.B., December 10, 1904.

To Commander O. G. V. SPAIN, R. N.,
Commanding Canadian Marine Service,
Ottawa.

SIR,—I have the honour to still be in a position to submit to you my annual report on the work performed by this ship during the year now fast drawing to a close,

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during which time we have been busily engaged in the performance of duties so various, and which so fully occupied our time that almost unnoticed we find another year has nearly passed away.

During the past winter the ship occupied her usual winter quarters near the Union Depot here, where a thorough overhauling was given the ship's machinery and hull, and all other matters attended to in order that the ship might perform her necessary work with the same promptness and efficiency as in the years gone by.

Your orders were received during February to procure two good seamen and with them proceed to Quebec in the beginning of March, and join a large class of officers and seamen of the service who were assembling there to take a course in gunnery instructions. These orders were carried out and a most interesting and valuable course of instruction was received by a very attentive class, who graduated in April with high honours, and departed to join their several ships. On the day the class took their departure from the Citadel it was with much regret I could not accompany them, but instead took my departure for Jeffrey Hales hospital, in Quebec, where a severe attack of blood poisoning kept me for eight weeks. I felt very much pleased in being able to walk even at the termination of this lengthy period, as for several weeks it appeared as if I would make my exit from that most excellent hospital in a manner far from pleasant to me. During this period the chief officer assumed command of the *Curlew*, and her usual work was carried out in a satisfactory manner.

Resuming command of ship on June 17, I carried out your orders to be present at the De Monts celebration at Annapolis, N.S., and we anchored off that historic old town in company with the cruiser *Constance*, and French, British and United States war ships, and assisted in making the celebration a success. We sailed from there on June 22, in company with those men-of-war, and we all steamed to St. John on the 23rd, and assisted in making the De Monts celebration there the success it proved to be.

At midnight of the 24th, we cruised down the Bay to the St. Croix River, and the Calais and the St. Stephen committee were given every assistance in making their De Monts celebration a very enjoyable function, and fittingly commemorate the landing of De Monts and his noble band of followers on the uninviting shores of Dochet's Island on June 26, 1904. In the midst of heavy downpours of rain the impressive ceremonies were carried out, and a banquet at Calais in the evening to the officers of visiting warships terminated for us a memorable week of De Monts celebrations.

We then went to the Island of Grand Manan where dense fogs and rough weather delayed us considerably in placing new keepers, with their household effects, on the much dreaded Gannett Rock and Machias Seal Islands. At the latter station there was such a heavy surf running that the keeper's wife and children could not be landed, without being in danger of drowning, and I was compelled to return with them to the mainland.

Giving our undivided attention to various and important fishery matters that kept us very busy till July 13, when we proceeded for a cruise on the southern coast of Nova Scotia, where our progress was impeded considerably by the dense fogs of July and August all along the coasts of the Maritime Provinces. Halifax was reached on the 21st inst., where the three gentlemen guests from Ottawa, who were enjoying a cruise on this ship very regretfully left us on account of urgent business at Ottawa.

After procuring some water and stores our ship's bow was headed towards the westward, and calls were made at Lunenburg, Liverpool, Lockport, and other places, and at Yarmouth we bunkered ship. On July 31 Grand Manan was reached, and on dropping our anchor we found the patrol launch strictly protecting the spawning grounds, with a view of preventing the large fleet of fishing vessels that were anchored in the various harbours around Grand Manan, from encroaching on the spawning ground limits at the Southern Head of that island. There were not any United States fishing vessels among the fleet, which fact was ascertained by boarding and carefully examining them all.

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Settling various weir disputes and receiving evidence regarding the same, fully occupied our time till August 6, when another cruise was taken to Nova Scotia, and at Shelburne on August 9, 10 and 11, we enjoyed the distinction of acting as one of the judges in that town's annual sailing regatta, which took place in their beautiful harbour on the above dates. Fine weather favoured the large assemblage of sight seers along the harbour front, and with exciting races in the different events, together with the presence of the British warship *Indefatigable*, the regatta passed off in a manner most creditable to all concerned.

Our usual cruising was then resumed in the Bay of Fundy, and on reaching Yarmouth on the 12th, the ship was bunkered, and the following day we were enabled to anchor in Flagg's Cove, where we conferred with collector of customs regarding alleged dynamiting in Grand Manan waters.

On August 15, we ran into the anchorage in St. John Harbour, where the R.C.G.A., of Quebec, were holding their annual competitions on the 6 and 12 pounder quick firing guns at moving targets at a range of 2,500 yards. Much valuable information was gathered by our ships company with reference to the handling of the above named guns, and camp routine.

Cruising down the bay on the 31st, we endeavoured to arrest two fishermen on the Island of Campobello for alleged use of dynamite among schools of Pollock in Quoddy river, but they had escaped in a boat across the river to Eastport, Maine.

Cruising up the bay on August 27, an examination of the fisheries officers and their work was made at Quaco, Black River, Musquash, Dipper Harbour, and other places, and new instructions were given to those officers regarding their work in the future. On September 5, the steam launch was again placed at patrolling the spawning grounds at Grand Manan, and several tons of coal were landed at Seal Cove in bags for her to bunker from.

The Ledge, St. Croix River, was reached on September 6 in order to have better weather to paint ships houses, boats, &c., and I took the opportunity to visit the lakes on the international boundary line above Vanceboro, Maine, as extensive poaching by American citizens was reported as being in progress on those lakes. I found very little foundation for those rumours, and returned to the ship on the 10th, finding the chief officer had made good use of the time, and the ship all painted.

On the 13th and 14th, we procured bunker coals at St. Stephen, and steamed to Back Bay to arrest several Canadian fishermen there charged with illegal fishing, but they had all fled from the vicinity on the ship letting go her anchor there at sunset. Evidently the numerous \$100 fines imposed and valuable seines confiscated in that vicinity the previous year were still fresh in the memories of the evil disposed ones.

The necessity of sending the patrol boat to St. Margaret's Bay, N.S., arising, we took her in tow on September 19 and convoyed her as far as Yarmouth, thereby placing her in a position to proceed under her own steam to St. Margaret's Bay, where she would give every assistance to the fisheries officers in that section.

Bad weather prevented our arrival at St. Andrews till the 22nd, and there we found awaiting us the fisheries commissioners appointed by the Minister of Marine and Fisheries to look into the large herring, lobster, and other fisheries of the Bay of Fundy, which were alleged to be in urgent need of investigation, with a view to their future preservation. These gentlemen came on board on September 23 and the islands of Grand Manan and Campobello, together with a large number of fishing villages on the mainland were visited. Very interesting and well attended meetings were held in each place, eliciting information of much value to the commissioners. Eastport was also visited at the termination of those meetings and much attention was shown the commissioners by the owners of the numerous sardine canning plants, and every information was furnished them regarding the sardine industry.

The commissioners finally left the ship on Sept. 29 at St. Andrew, and we then proceeded to the Letang River endeavouring to prevent illegal fishing by seining there, but although no evidence sufficient to convict could be procured against any

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of the numerous persons loitering in that vicinity, the illegal fishing gradually stopped, the evil disposed fishermen silently taking their departure to other more lucrative and less risky fisheries.

Much important work settling weir distances and other fisheries complications in St. John and other counties, busily occupied our attention till Oct. 17, when we steamed up the St. Croix river to St. Stephen, grounding the ship at the wharf there, cleaned the boilers and ship's hull, making everything ship shape, more particularly below the water line.

The fisheries inspector, L. S. Ford, at Liverpool, N.S., having completed work in his district with the patrol boat, we cruised over to Bryer Island on Oct. 25, and awaited for the temptuous weather to abate somewhat. an opportunity presented itself on the 28th inst., and, taking the launch in tow, brought her across to Campobello.

Numerous venturesome fishermen having begun setting lobster traps at several places on the north shore of the Bay of Fundy, the next few weeks was fully employed in destroying these traps, and seeking the cunningly devised receptacles in which they secreted their lobsters, such as bags and crates sunk in strange out of the way places. The ingenuity displayed by some illegal lobster fishermen, in fishing and hiding the result of their catch, is really marvellous, but it is our endeavour to annually keep pace with those fishermen possessing such a progressive and venturesome disposition, and the large number of cars, traps and bags annually destroyed will tend to show that we are not lagging far behind.

The annual collection of fishermen's bounty claims began with us at Flagg's Cove, Grand Manan on Nov. 16, and hard north-east gales and heavy sea rolling into the anchorage made our three days stay there anything but of an enjoyable nature. Shifting to the mainland on the 19th, the fishermen mustered at each of the other ports on our arrival, and presented the necessary information to enable us to fill out their many claims to the government's fishing bounty. Many hundred claims were gathered along the coast in the succeeding three weeks, and owing to the large majority of fishermen not keeping a proper account of their catch of fish, it requires both patience and resignation in securing the desired particulars.

Rumours having come to our ears that illegal fishing by seine and flambeaux was being secretly conducted in the Magaguadavic River by large numbers of foreign and domestic fishermen, we thereupon proceeded to stop it, and in this work the possession of a steam launch, like the one we are supplied with, furnishes us with a weapon that can be used secretly and effectively, and cannot be guarded against by the most cautious of illegal fishermen.

On Sunday night, November 27, we steamed to the Magaguadavic river in the launch, finding many men there fishing with seines and torches, we seized ten vessels having illegally caught herring on board, two of them being United States steamers, besides a number of seines and the fish on board of all the vessels. In the morning fines of \$100 were imposed on each sailing vessel, and \$200 each was the amount of fine levied on the steamers. Mostly all the above fines have been paid, and the others, no doubt, will be paid in a few days.

I regret very much to have to state that no mackerel schools came into the Bay of Fundy this season, much to the regret of anxious fishermen and myself, but good hauls were made by Gloucester seiners off the entrance to the Bay of Fundy. A report from Sydney, Cape Breton, on September 28, stated that seiners had returned to Boston from there with no fares. The fishing for mackerel around the coast of Cape Breton was poor, although the Captain of the seiner *Alavon*, when he arrived in Gloucester, reported that in all his experience he never saw more mackerel than he did this spring between Canso and Cape North.

While gathering information of other fisheries along the coast, I found at Lunenburg that the catch of their banking fleet has been quite poor, owing largely to the scarcity of bait, which is attributed mainly to the presence of dog fish, that great enemy of our bait fishes. It is to be hoped that some satisfactory method will be devised to

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drive this scourge from our coasts, although this season showed a great diminution in the numbers of dog fish frequenting the waters of the Bay of Fundy, when compared with the season of 1903.

The curing of herring by the Scotch method reported as being successfully carried out this season at Canso, is being watched with interest along our coasts by the fishermen possessing advanced ideas in the herring curing, and they feel confident that the results will be of great financial benefit, not only to the fishermen but the community at large.

The sardine season along the boundary line between New Brunswick and the State of Maine has been quite successful, and very good prices have been paid our fishermen for their herring catches. Prices early in the season soared as high as \$25 per hogshead, but they gradually dwindled down to \$3 per hogshead.

A new industry was started during the summer season in the vicinity of St. Andrews by gathering cockles, which were sold to fishing vessels for bait, especially United States fishing vessels, and over three hundred barrels were gathered. These were readily sold at \$5 per barrel and the fishermen joyfully found that cockles were the only bait that dog fish would not eat, although many contend that a dog fish is so ravenous that he would eat anything.

During the firing by the R. C. G. A. this summer from Fort Dufferin here the catch of shad in the neighbourhood of the firing zone was exceedingly poor and the bay fishermen asserted that the gun firing from the fort frightened away the shad, and the poor catch seems to lend some truth to the foregoing statement.

A report covering the work of the steam launch will be forwarded you at once, and I sincerely trust both of those reports will be satisfactory and meet with your approval, as I have taken every care in their preparation.

I have the honour to be, sir,

Your obedient servant,

JOHN A. PRATT,
Commanding 'Curlew.'

QUEBEC, December 7, 1904.

To Commander O. G. V. SPAIN, R.N.,
Commanding Canadian Marine Service.
Ottawa.

SIR,—I have the honour to submit to you the following which is a synopsis of the work performed by the revenue cruiser *Constance*, under my command during the past year of navigation, 1904. On January 20 my engineers and crew began the work to refit ready for the opening of navigation.

On March 1 my boatswain and gunner arrived up from Gaspé, and along with Second Officer McGough proceeded up to the Citadel to go through a course of military drill. March 21 began the work of scraping the top sides of ship by men engaged and sent on board by Mr. J. U. Gregory, agent of the Department of Marine and Fisheries.

March 26, crew arrived from Gaspé, and general living commenced on board ship.

April 5, filled bunkers with coal, tanks with fresh water, and provisions received ready for sea. Three days after my engineer reported engine and boiler in good working order and ready to move when required. This I reported to Mr. Fred. L. Jones, Inspector of Customs, and following day received instructions to proceed to sea soon as weather and circumstances permitted.

April 11, left Quebec and proceeded down the river, passing ice in large quantities as far down as the Stone Pillars. Again met ice in large quantities off Point des

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Monts.; put back to Godbout, where reports from the coast said that ice was everywhere to be seen. On receipt of this news we returned to Rimouski, where I received reports from Gaspé and the Northumberland straits to the effect that no passage could be made through on account of ice.

April 21, ice was still reported to be in large quantities when I received orders to return to Quebec.

April 27, more favourable reports were received from the gulf regarding the ice, reported same to Mr. Jones, who wired me to proceed at once to Barrington, N.S.

At break of day following morning we again left Quebec, proceeding down the Gaspé coast, and through the Northumberland straits without encountering any ice whatever, arriving at Barrington May 4. Here we took in tow the yacht *Puritan* purchased by the Department of Customs for the purpose of cruising about the Bay Chaleur, and left Barrington following morning, the 5th. On the 6th arrived at Halifax for a fresh supply of coal and water. On May 8 we left Halifax, and after a favourable run arrived at Paspébiac, on the morning of the 12th, when the *Puritan* was handed over to Preventive Officer Harvey for Customs Preventive Service about the Bay of Fundy and Gaspé. The *Constance* then proceeded on her cruise up the Gaspé coast, arriving at Rimouski May 19, where I received orders to continue on up the river to Quebec, arriving at latter named place 8 p.m. same date, for the purpose of having deck caulked, and at same time painted ship.

May 27, we again sailed from Quebec to resume our cruise down the gulf and towards Cheticamp, C.B., to intercept the schooner *Frank* reported to be in the smuggling trade between Cape Breton and St. Pierre Miquelon. On the evening of June 5 we succeeded in intercepting the said schooner and found thereon some 12 to 15 gallons only of assorted wines and spirituous liquors, all of which was duly written on the face of the clearance from St. Pierre, and later was duly entered in the Custom House at Cheticamp.

From the latter named date to July 7 our cruise extended along the Nova Scotia coast to St. Mary's bay, Bay of Fundy, Eastport, Ms., St. Andrews and the Magaguadavic river, Bras d'or lakes and Sydney, C.B.

July 8, we returned up the gulf, along the Gaspé coast and River St. Lawrence, arriving at Quebec July 13, and left the following day to resume our cruise down the gulf, taking in the north and south shores and arriving at Gaspé for a fresh supply of coal on July 19. Here we received information from Mr. Fred. L. Jones that the schooner *Frank* was again due at Cheticamp, C. B., from St. Pierre Miquelon, and supposed to have smuggled liquors on board. On receipt of this news we hastened away with all possible speed, arrived off the Cape Breton coast at 4 a.m. on the morning of the 21st. and at 9 a.m. was again successful in intercepting the said schooner *Frank*. We found on her about the same amount of liquors as she had on the previous occasion, namely, some 12 to 15 gallons of spirits and wine, all of which were duly reported on her clearance from St. Pierre, and later entered in report to the Collector of Customs at Cheticamp.

From latter named date, (July 21), to August 23, we resumed our cruise along the Nova Scotia coast to Bay of Fundy, returning up the Gulf on August 24, cruising through the Northumberland Straits, Bay Chaleur, Gaspé Coast, River St. Lawrence, and arriving at Quebec on the night of September 1. By orders received we left Quebec on September 4, cruising down the River St. Lawrence, the Gaspé Coast, Northumberland Straits, Nova Scotia Coast, arriving at Digby, N.S., on the 10th. From latter date to October 2, we continued our cruise as weather and circumstances permitted about St. Mary's Bay, Bay of Fundy, Grand Manan Island, Eastport and St. John, N.B. Part of this time assisting the Fisheries Commissioners to reach places that could not readily be made by land.

On October 3, by orders received, we again left the Bay of Fundy cruising grounds for the Gulf where we continued our cruise for the remainder of the season about the Magdalen Islands, Bay Chaleur, Gaspé Coast, Anticosti and the North Shore

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during part of which time we had on board Dr. Lemieux who joined us at Rimouski, and handed him at Percé. On account of the North Shore and Anticosti mail schooner being disabled, and the captain seriously hurt during a N.W. gale between West Point of Anticosti and Cape Rosier the schooner was unable to make her last trip of the season, and by the kind permission of Inspector Jones, the *Constance* was permitted to carry the mail in her place. We left Gaspé on November 15, on same date landed the Anticosti mail at English Bay and the North Shore mail at Mingan and Esquimaux Point next day which was a great boon to the people and most thankfully received by the inhabitants of the above places and vicinity, after which we proceeded up the Gulf and arrived at Quebec on the night of November 20. On the 23rd the *Constance* was placed on Messrs. Davie & Sons patent slip for the winter for the purpose of refastening the iron shoe on keel and to scrape and repaint ship's bottom. On November 30 the *Constance* went out of commission for this year and all officers and crew paid off. Owing to fog and strong winds the *Constance* did not make as much mileage as former years, at same time covered some 13,162 miles.

We boarded all vessels of a suspicious nature, but smuggling about the Gulf and Atlantic coasts seems to be a thing of the past, or, if carried on at all, is done in such small quantities that it cannot be detected. In conclusion I may here mention the deplorable accident that happened to the *Constance* while proceeding out of the harbour of St. John, N.B., on August 9 last, when the American stern schooner *Butte Robinson* collided with the *Constance* carrying away our fore-mast and doing other minor damages to boat, boat davits and rigging. I say deplorable more so for the reason that out of my 40 years of seafaring life it was the first and only accident that ever befell my lot, and pray it will be the last.

I have the honour to be, sir,

Your obedient servant,

GEO. M. MAY,

Commanding Cruiser 'Constance'.

WINDSOR, ONT., December 6, 1904.

Commander O. G. V. SPAIN, R.N.,

Commanding Marine Service of Canada.

SIR,—I have the honour to present to you my annual report of the work performed by the *Petrel* during the past season.

The ship was fitted out, and placed in commission on the 16th of April and a departure made for Amherstburg, where sixteen tons of coal were taken on board and the regular patrol of Lake Erie established. On the 25th I placed a gas buoy in tow end of the dredged channel, near Detroit River Light, and took the gas buoy in tow for Grubb Reef. The weather for the next two days was unfit to place buoy so laid in Kingsville. On the 28th placed buoy on Grubb Reef. May 4 took Mr. B. Fraser out to inspect lighthouse on the breakwater Port Colborne. 5th departed up the lake with him on board. On the 7th at Kingsville, took Mr. Forster on board, and departed for Middle Ground Lighthouse, which was inspected by Mr. Fraser, when we left for Colchester Lighthouse, which was also inspected by the same. 10th I placed a spar buoy on Grecian Shoal and one on North Harbour Reef. The same day I seized 119 American gill nets set in our waters. Nets were got by grappling 11 miles easterly of Pelee Island. On the 14th about 25 miles easterly of Pelee Island, I seized 127 American gill nets well over in our waters. I sold both these lots of nets to fishermen of Port Stanley. 24th dressed the ship, and at noon fired a Royal Salute of twenty-one guns. 25th measured distance from Long Point Lighthouse

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to end of the point, also took soundings off the point to answer as to advisability of placing a buoy there. Nothing of importance occurred during the month of June, no seizures having been made. July 1 by instructions from yourself, we assisted the people of Port Dover to celebrate the day. The ship was dressed and a salute fired. Three of the crew left to go to England as part of the crew of the *Canada*. On the 27th I seized 98 American gill nets set in our waters at a point about midway between Cut Light and Long Point Lights and 11½ miles from our shore. August 4 I seized 83 American gill nets south of Cut Light several miles north of the boundary line. On the 11th I seized 90 American gill nets in our waters at a point south of Long Point and ten miles west of Long Light. On the 12th I seized 31 American gill nets near the seizure of the 11th, all several miles in our waters. On the 16th, having been instructed to ascertain, if I could, whether a fishing station near Fighting Island is in our waters or not, upon arrival there, I found I could not find a reliable starting point and so reported. On the 26th replaced gas buoy which had been broken from its moorings by some vessel. On the 27th, by instructions, I took Mr. Robinson, K.C., and party to Port Burwell. All were delighted with the trip. October 3 I seized 81 American gill nets off Long Point several miles north of the line. Again on the 4th I seized 35 American gill nets 3 knots S. E. half east from Long Point. On the 7th I seized 55 American gill nets south of a point 5 miles east of Cut Light, and 11 miles from our shore. Having received instructions to meet Mr. B. Fraser at Windsor on the 17th, I went there on Saturday the 15th. On the 18th departed down the river with Mr. Fraser and Mr. Forster on board. On the 19th they were landed on Colchester Lighthouse and also on Middleground Lighthouse. On the 20th Mr. Fraser left the ship at Port Stanley. Having received instructions to take Judge Horne and party to Pelee Island to hold Court of Revision, I went to Windsor on Saturday November 5, and on Monday the 7th departed down the river, calling at Amherstburg for John Auld, M.P.P., 4.40 P.M. arrived at West Dock, Pelee Island. On the 8th returned to Amherstburg and Windsor and landed the party. 9th celebrated King's birthday and at noon fired a Royal Salute of twenty-one guns. On the 12th having received instructions to proceed to Toronto with the ship, departed on the 13th and arrived here on the 15th at 10.05 A.M. and received orders to transfer the crew to the new cruiser *Vigilant*.

During the season, *seven hundred and nineteen* American nets were seized by me, the nets having been sold and the proceeds (with the exception of about one hundred and sixty dollars yet to collect), placed to the credit of the Receiver General.

Remarks.—Poaching by Americans was not by any means as persistent as last season. The lesson given them last year has had a good effect and although poaching was done they did not come so far over the line as formerly. The fishing was light all over the Lake Erie until near fall when good fishing was reported to me from many fishing stations.

The *Petrel* logged during the season 13,933 miles. And next season, with a much more speedy boat, I expect to reduce poaching to a minimum.

I have the honour to be, sir,

Your obedient servant,

E. DUNN,
Commanding D.B.S. 'Petrel.'

Commander O. V. G. SPAIN, R.N.,
Commander Marine Service of Canada,
Ottawa.

VANCOUVER, B.C., December 3, 1904.

SIR,—I beg to report on work done by D. G. S. *Kestrel* during the year 1904. During the first part of January the *Kestrel* was undergoing slight repairs and

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receiving water tanks. On the 22nd she started out on regular patrol duty, cruising in Straits of Georgia, Straits of Juan de Fuca, and West Coast as far as Cape Beal; visiting all fishing stations en route. Returning to Victoria on the 29th and place of the D. G. S. *Quadra*, while the letter was receiving her annual overhauling. Arriving at Victoria on the 9th, we lay there until the night of the 13th, when we were called upon to render assistance to the stranded steamer *Tees* which had just run on the rocks at Trial Island; 35 minutes after we received word of the disaster we were alongside of the stranded ship ready to render any possible assistance; on arrival we learned that she had smallpox aboard. As the night was very dark, and the passengers and ship in no immediate danger, I at once proceeded to William Head for the doctor and quarantine steamer *Earl* arriving back to the stranded steamer at daybreak, when the passengers were transferred to the quarantine station. We then got a hawser attached to the stranded ship and with the help of the tug *Lorne*, tried to pull her off the rocks, but were unsuccessful; we remained by the ship until the following high tide, when by the combined efforts of three powerful tugs the ship was hauled off the rocks and taken into port.

On the 19th we again went on patrol duty, calling at Vancouver on the 21st, leaving again on the 25th for Hecate Straits, where we cruised during the month of March. On this cruise we located two new halibut banks, one in Works Channel and one in Chatham Sound. Returning to Vancouver we put ship on dry dock to receive a new propeller, the old one being used up by the action of copper and salt water.

On April 26 left Vancouver for patrol duty in Hecate straits, Queen, Charlotte Sound, and Chatham straits, calling at Massett, Virago Sound and Naden harbour, Queen Charlotte islands and intermediate stations, patrolling the northern waters thoroughly, gaining all information possible concerning poaching by foreign fishermen, also speaking and searching several fishermen frequenting our harbours.

Leaving Vancouver again on May 31, we cruised the west coast of Vancouver Island, visiting Barkley Sound, Clayquoit, Anousat, Noska, Quatsino, and other stations, gaining much useful information regarding the foreign halibut fleet, also locating two new halibut banks, one off Clayquoit, another off Quatsino. I also found that the south-eastern Alaska halibut fleet were fishing off this coast during the summer months, and considerable poaching going on at different places when opportunity offered. Leaving this coast we proceeded 400 miles further north to Hecate straits, where we cruised until the latter part of June.

Leaving Vancouver again on July 5 we cruised Queen Charlotte sound and west coast between Cape Scott and Cape Cooke visiting Quatsino sound inland as far as Yureka, returning visited Bull Harbour, Hardy Bay and other stations, destroying obstructions that Indians had placed in the rivers for the purpose of catching salmon and trout. Returning to Vancouver we took part in opening the new bridge at New Westminster, leading the procession through the same.

During August 1, we gave the ship a thorough overhauling and renovating, on the 15th we had the honour of being placed at the disposal of the hon. Minister of Marine and Fisheries and party. On the 16th Commander O. G. V. Spain, R.N., Commanding Canadian Marine Service paid us an official visit thoroughly inspecting both ship and crew.

On the 17th, we left Vancouver for Victoria with the hon. Minister Mr. Préfontaine, Colonel Gourdeau, Commander Spain and party. On the 19th, we left Victoria on regular patrol duty visiting Straits of Georgia, Howe Sound, west coast and all way stations.

Then proceeding north to Queen Charlotte sound, Millbank sound, Hecate straits and Chatham Sound, on September 22, word was sent us that there was trouble with the Indians on the Skeena, at Port Essington, and asking our assistance. I immediately left for the river and on arrival warned the Indians that if they intended making trouble I was there to protect the cannery men. I advised them to disperse, which they did.

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After leaving the river I located three uncharted rocks in Chatham sound, made survey of same and forwarded information to Commander Spain.

We then returned to Hecate straits cruising until October 5. Visiting Skidegate and other places in Queen Charlotte islands, returning I located four dangerous, uncharted rocks, three in Hecate straits, and one off Island Point, Chatham sound, but owing to bad weather I was unable to survey same, or make proper observations.

While cruising off China Hat in Finlay son Channel we located a black cod bank of considerable extent; the Indians catching these fish in abundance; this bank is also unsurveyed. During this cruise I overhauled and searched several fishermen making the voyage from Alaska to Seattle through our inland waters.

On October 14, we left Vancouver with the returning officer taking the election proclamations to the different polling stations, arriving at Port Simpson on the 20th, returning to Vancouver on the 29th. On this cruise I searched several fishermen on the way to Alaska. Made the captains come on board and report, from them I learned much valuable information regarding the foreign fishing fleet operating in the near vicinity to our waters.

On November 7 we again returned to patrol duty in the northern waters visiting the fishing banks as far north as Port Simpson, but owing to bad weather little effective work could be done either in patrol or survey work; on return we came down the inside passages calling at all the principal fishing stations. Leaving again on the 26th, we cruised as far south as Race Rocks, visiting Victoria, Nanaimo, and other way stations, arriving at Vancouver on the 30th. Leaving again on December 5, we will cruise northern waters until the end of the year. Since January 1 to date we have steamed 10,700 miles, estimated mileage for the year, 11,600 miles.

During the year the foreign halibut fleet on this coast has increased from 12 to 27 schooners and from 3 to 8 steamers with two new steamers and one schooner building. The crews of the schooners average seven men each, the steamers 36 men each, making 477 men engaged.

Owing to the presence of the *Kestrel* in northern waters the schooners have practically abandoned Hecate straits; but during the summer months fish off the west coast where no doubt considerable poaching is carried on. Owing to the fast increasing fleet, and the distance of coast line that the *Kestrel* has to cover, it is impossible to give the efficient patrol necessary.

The patrol work in the northern waters is naturally slow and difficult, attended with more or less danger, as the waters are unsurveyed, consequently much of the work commenced in surveying new fish banks, uncharted rocks, &c., by the *Kestrel* remains unfinished.

I am, sir, your obedient servant,

H. NEWCOMBE,

Commanding D.G.F.C. 'Kestrel.'

To Commander O. G. V. SPAIN,
Commanding Marine Service of Canada,
Ottawa.

INSPECTOR'S OFFICE, VANCOUVER, B. C., November 30, 1904.

SIR,—I have the honour to submit the following report on the operations of the cruiser *Falcon*, for the past season of 1904.

As you are aware the department purchased this vessel last April, and we left for my district, viz.: No. 2 Northern British Columbia, during that month, I may

say, that we have extremely dangerous waters to navigate, sometimes being exposed to the whole of the Pacific ocean, also treacherous rapids and currents, but fortunately we succeeded in overcoming all these difficulties. We found the *Falcon* an extremely good boat in heavy weather and able to stand off quite a big sea, taking into consideration her size.

I may inform you that the vessel has done great work in placing a check on the illegal fishing that was in progress each season all along the northern coast.

During the season we have made 40 seizures, and in each case a fine has been imposed proportionately with the magnitude of the offence. One American steamer with scows and gear was seized for poaching in our waters, and the guilty parties fined and their property confiscated. We have also destroyed numerous barricades erected by the Indians for catching salmon, their *modus operandi* is as follows :

The canneries that capture their salmon with drag seines employ Indians to operate them and these Indians know of small rivers or creeks, in which they fish, generally they are a short distance apart. To enable them to catch more salmon, for which they are paid five cents each, by the cannery, they obtain a piece of gill net and make it fast across the creek (some 100 yards up stream from the mouth), from one side to the other, being a deep net and the creek shallow, it drags on the bottom with an overlap, upon which they pile rocks and brush, making a barricade that no mature salmon can pass through; the fish finding the creek impassable, generally turn back, but some persist in descending the creek and get gilled in the net; those that return to the mouth of the creek swim round and round until they are eventually caught by the Indians in their drag seines.

In these cases fines were imposed and the barricades destroyed. We found a considerable amount of illegal fishing proceeding in the mouths of the Skeena, Naas and Rivers Inlet, where it is impossible for the officers in their small row boats to cope with these infringements of the Fisheries Regulations, especially in Chatham Sound, off the Skeena; during the week close season we found considerable illegal fishing proceeding, this we put a stop to altogether. On the Naas and Rivers Inlet was the same, though not so bad.

I may inform you that the fishing ground in my district covers an area of over 1,500 miles and it is impossible for the *Falcon* to do her work properly; however, she has I consider, done invaluable work this season among our northern fisheries.

You may form some idea of the extent of our work when I tell you that we have 30 canneries and fisheries in operation each season, scattered over this 1,500 miles, and these fisheries have approximately 3,000 fishermen working for them. These fishermen are paid on an average of seven cents a fish, and are consequently keen on getting every fish they can lay their hands on, and are willing to take chances on being seized if they are likely to get a big haul, more especially as in nearly every case the cannerymen pay these fishermen's fines.

To show you how our northern fisheries have been neglected in the past, we discovered a man fishing at the head of Knights Inlet, he was two and a half miles up a small river, that flows into the inlet, he had \$500 worth of salted salmon when we seized him, for his season's catch, that had nearly all been caught by Indians without licenses, two and a half miles from the salt water, in a salmon stream, and this has been his annual fishing ground for five years in succession or even more, he was of course fined for this serious offense.

The *Falcon* is now in snug winter quarters and will be placed in commission next March. Should you desire further details of the vessel's work or more detailed report. I shall be pleased to furnish you with same, which I can obtain from the Captain's 'log.'

I have the honour to be, sir,

Your obedient servant,

JOHN T. WILLIAMS,
Inspector of Fisheries.

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CRUISER 'CANADA.'

HALIFAX, N.S., December 10, 1904.

TO Commander O. G. V. SPAIN, R.N.,
 Commanding Canadian Marine Service,
 Ottawa.

SIR,—I have the honour to forward to you a synopsis of the duties and work performed by the cruiser *Canada* under my command during the year 1904.

On June 27, while I was in command of the cruiser *Osprey*. I received an official letter from you informing me that the Honourable the Minister of Marine and Fisheries had been pleased to appoint me to the command of the new ship *Canada*, then at Barrow-in-Furness, England, and also instructing me to be at Montreal on July 1.

Carrying out your instructions, before leaving the *Osprey*. I placed Mr. Graham, 1st officer, in temporary charge, giving him all necessary instructions as to the several duties he should carry out.

Arriving at Montreal in due time, a number of officers, petty officers and men, as named in your letter, met me there—and leaving Montreal for England on July 8 on board the Allan liner *Ionian*, arrived at Liverpool and Barrow on the 15th, and found the *Canada* well-nigh completed, requiring, by her appearance, only a few finishing touches. On July 26 we left Barrow, steaming towards the Clyde, arriving at Greenock same night, and on the 27th the *Canada* was run over a measured mile and developed a speed of seventeen and one-quarter knots, with apparent ease. The following day returned to Barrow.

After the builders had finished placing two machine guns on board, and handed the ship over, I signed crew and put ship in commission, and on August 16 proceeded to sea. Weather fine and moderate. Midnight, proceeding down Irish channel, cruising westward, having moderate to strong westerly winds during the passage. On the 25th, at 1.20 a.m., we arrived at St. John's, Newfoundland, and I wired you our arrival. We there refilled coal bunkers, replenished stores and water, and proceeded, cruising southward, arriving same day at Trepassey. After spending a few days there we cruised westward to Placentia. On September 13th I received cable saying—'Proceed to Gaspé.' September 14, proceeded to sea, and on the 16th, after facing a heavy norther, arrived at Gaspé—spending a few days at that place, with a run to Anticosti lightship and return to Gaspé. After filling coal bunkers, replenishing stores and water, we proceeded, by your instructions, towards Quebec, and arrived there on September 29, where we had the pleasure of meeting the Honourable the Minister and yourself. After remaining a few days, by your order, we proceeded to Montreal, where we were honoured by another visit from the Honourable the Minister, and also a visit from the Deputy Minister of Marine and Fisheries. Spending a few days at Montreal, we proceeded down the river, stopping at Quebec, where we took on board 500 Ross rifles. There I received your orders to proceed to Sydney via Strait of Canso. Sailing shortly, we arrived at Summerside, P.E.I., and Arichat. At Arichat I received your telegram—'Cancel Sydney, be at Halifax on the 20th.' We then proceeded westward, calling at the different ports and arrived, as per your instructions, at Halifax.

We have been detained here for some weeks making some changes and doing necessary work—decks caulked, lifting windlass and bed, to stop leaks in firemen's fore-castle, also having a pilot house put on.

On November 24 Mr. Taylor came on board to install the wireless system of telegraphy, which work is now going on.

I have the honour to be, sir,

Your obedient servant,

C. T. KNOWLTON,

Commanding Cruiser 'Canada.'

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ANNUAL REPORT OF PATROL BOAT NO. 2 FOR THE YEAR 1904.

PATROL BOAT UO. 2, ST. ANDREWS, December 12, 1904.

Commander O. G. V. SPAIN, R.N.,
Commanding Canadian Marine Service,
Marine and Fisheries Dept.,
Ottawa.

SIR,—I have the honour to report to you on the work performed by this patrol boat this season, during which period she has been busily employed along the coast from St. John to St. Margaret's Bay, Halifax County. This useful boat is attached to the *Curlew* for various duties which can only be properly performed by a launch of her size.

She was hauled out of the water at St. Andrews during the winter of 1903, and was caulked and put into thorough order before being placed in the water in April last to resume her usual work.

Until the end of the lobster season she was kept busy in overhauling lobster cars and sharply looking after this fishing. On July 15, the date of the commencement of the close season on the herring spawning grounds of Grand Manan, we placed her at work protecting those fisheries. Considerable coal in bags was landed at a safe place in Seal Cove in order to furnish the launch with a constant supply. Constant patrolling night and day under the supervision of the local fishery officer was kept up until Sept. 18, when in response to your orders we towed her across the Bay of Fundy to Yarmouth. From there she proceeded under her own steam to St. Margaret's Bay, where she assisted the local fishery officers in enforcing the regulations against those trap fishermen who had adopted a very defiant attitude. Patrolling in St. Margaret's Bay till October 20, when orders were received for her to return to the Bay of Fundy again, and at Bryer Island the *Curlew* took her in tow over to Passamaquoddy waters again.

A number of fishermen along the coasts of Charlotte County then began lobster fishing with the trap buoys partly concealed by only 'watching' at low water, and sometimes without any buoys and other ingenious methods. From the date of her return from Nova Scotia to the end of the lobster close season the patrol boat was kept busily employed in ferreting out this illegal fishing, destroying many hundred traps and numerous sunken cars and bags, in which the results of their catch would be secreted till an opportunity presented itself to take the lobsters to Eastport.

It is generally acknowledged that through the work of this launch illegal lobster fishing is annually becoming less in my district. It was impossible to enforce the regulations from the *Curlew*, on account of the necessity always arising of making a cruise on the Nova Scotia coast during the fall months.

On the night of Sunday, November 27, about midnight, with this launch we managed to surprise a large number of illegal herring fishermen at their lawless work on the Magaguadavic river, which resulted in the capture of six Canadian and four American vessels, two of which were steamers, as well as boats, seines and herring. Fines of from \$100 to \$200 being imposed on each vessel on the following morning.

Some small repairs will be required to the boat's machinery this winter, and a little to the hull also.

Trusting that this report will prove thoroughly satisfactory to you,

I have the honour to be, sir,
Your obedient servant,

JOHN H. PRATT,
Commanding 'Curlew.'

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HALIFAX, December 1, 1904.

To Captain O. G. V. SPAIN, R.N.,
Commanding Canadian Marine Service.

SIR,—I beg to submit my report on the work performed by patrol boat No. 3 while under my command during the season of 1904.

May 17, acting under your orders, I took command of patrol boat No. 3 (*Davies*) at Halifax. The boiler and machinery were undergoing repairs, which were completed May 20. We then took on board coal and provisions, and on May 21 proceeded to cruise. We were delayed in Jeddore by storms and fog until May 24, when the weather cleared and we cruised to Liscombe, inspected lobster factory there and proceeded next day. On arrival at Canso the wind increased to a gale; moored boat to wharf and coaled up. May 26, proceeded, but were overtaken in the Gut of Canso by a gale of wind from the south-east and rain. Boarded five United States fishing vessels bound for Magdalen Islands and elsewhere to the northward, and remained at Port Hawkesbury till the storm abated.

May 30, left Pictou, arriving at Pugwash at 6 p.m., the wind having increased to a whole gale. June 1, the wind and sea moderating we proceeded to Pt. du Chêne, took on board coal and communicated with Inspector R. A. Chapman, of Moncton.

June 2, proceeded to Buctouche, leaving next morning, at noon meeting an easterly gale and fog went into Kouchibouguac harbour and inspected lobster factory and salmon fishing establishment. Then, weather moderating, we got under weigh, and cruised northwards; in the afternoon went into Neguac harbour for shelter from a southerly gale.

June 8, succeeded in getting away, but were forced to take shelter in north Tracadie, proceeded through Shippigan gully to Caraquet. Inspected lobster factories. The fishermen along the north shore report that stormy weather has interfered with their catch. June 13, proceeded cruising along shore examining salmon nets and boats, arrived in Dalhousie harbour June 14.

Every Sunday during our stay in the Restigouche river Inspector R. A. Chapman or some of the fishery overseers came on board, and we cruised about the north and south shores of the Restigouche river and estuary, and as far to the eastward as the weather would permit. On week days, with or without the assistance of the different fishery officers, we patrolled the river and New Brunswick shore as far as Belledune.

I found that the fishery laws were well observed in this locality.

July 1, by your orders I left the patrol boat No. 3 in Inspector R. A. Chapman's charge and proceeded to join the D. G. S. *Canada*.

Distance run to date, July 1, 973 miles.

I have the honour to be, sir,

Your obedient servant,

W. J. MILNE,

Late Commanding Patrol Boat No. 3.

MONCTON, December 2, 1904.

To Captain O. G. V. SPAIN, R.N.,
Commanding Canadian Marine Service,
Ottawa.

SIR,—Referring to your favour of the 24th ult., *re* work of patrol boat No. 3 (*Davies*), while under my control during past summer, I would beg to say that she arrived at Dalhousie in charge of Capt. Milne on June 14; commenced patrolling the Restigouche river, with overseer Miller (the local officer) on board the next day, con-

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tinued the work, giving special attention to the proper raising of nets during Sunday close time, above Dalhousie until July 1, when Capt. Milne having to leave with two of his men by instructions from the department, I placed Capt. Norton in charge, with two men to replace those who had gone away, they continued the patrol principally along the southern coast of the Baie des Chaleurs in Overseer Donald McLaren's district under his direction until July 20, when an officer sent by Capt. Kent of the *Kingfisher* took her away.

On June 26 I went over the nets between Campbellton and Dalhousie in the launch, Overseer Miller being with me; we found every net was raised and entirely out of fishing order. I may further state that the only infringement reported during the whole patrol was one net some 4 or 5 fathoms too long, and that on the inside ends where it did little harm.

I am, sir, your obedient servant,

R. A. CHAPMAN,
Inspector of Fisheries.

D. S. 'LA CANADIENNE, GASPE, December 31, 1904.

To Commander O. G. V. SPAIN,

Commanding Canadian Marine Service.

SIR,—In accordance with instructions, I have the honour to submit the following statement of the movements of *La Canadienne* during the season just closed.

Instructions were received to begin fitting out the ship on April 1, the vessel being then in the Louise Basin, Quebec, where she had wintered. As soon as the condition of the ice permitted, the ship was taken over to Levis, and placed on the gridiron at Davie's yard, and the new rudder which had been made by Mr. Davie was shipped. The crew having signed articles, the ship was put in commission, and left Quebec for the gulf on May 5. A number of buoys, chains, sinkers, &c., were taken on board for distribution at various points in the gulf. We called at Father Point for orders, and proceeded on down by the north shore to Godbout and Seven Islands, issuing the usual lobster packing and net licenses. On May 8, we called at West Point, Anticosti, and paid over the bounty cheques to the fishermen. We took on board here an assistant keeper for the South Point light and proceeded to south-west and South Point. At the latter point we landed the new assistant and disinterred the body of the keeper, who had died during the winter. From here we crossed to Percé hoping there to intercept the S.S. *Campana* and forward the body to Quebec, but the *Campana* was not on time. We continued along shore calling at the various lobster canneries, and met the *Campana* at Grand River on the night of the 11th. On the evening of the 12th we ran into Gaspé where we received instructions to wait for orders. In the mean time we coaled and painted the outside of hull. Received orders to meet the Captain of the S.S. *Gaspesian*, and consult with him as to the placing of certain new harbour lights between Cape des Rosiers and Ste. Anne des Monts, for the use of vessels coasting along that shore. We were also ordered to assist in removing a saw mill from Griffin Cove to Mal bay, we proceeded to remove the mill and returned to Gaspé on Sunday May 22, to meet Captain Bouchard of the *Gaspesian*, which we did, arranging with him as to the matter of the lights in question. After coaling we left Gaspé on the morning of the 24th, and cruised along the shore as far west as Ste. Annes, calling at the various coves where it was proposed to place new lights so as to be able to report fully on the matter. From Ste. Annes we crossed to Godbout on the north shore and continued on down the north shore to Esquimaux Point, calling at most of the fishing stations. At Esquimaux Point on Monday May 30 received an urgent message to come to the assistance of the S.S. *Admiral* which ship had met with an

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accident at New Carlisle. We left at once, and crossed to the south shore through a gale of north-west wind with heavy sea, reaching New Carlisle at 9 p.m. on the 31st, when we found that the *Admiral* had returned to Dalhousie under her own steam. On June 2, we proceeded by order to take the place of the *Admiral* for one week carrying the mail and perishable freight between Gaspé and Dalhousie. We were engaged at this until June 9, when the *Admiral* was repaired and resumed her route. On June 11, we left Gaspé for the Magdalen Islands via the East Point of Anticosti, but ran into fog outside Gaspé Bay, and came to anchor under the land. The weather clearing on the 13th, we proceeded. Off the south coast of Anticosti, in 80 fathoms, we found the following vessels trawling: *Cavalier* and *Alice A. Lawson* of Gloucester; *Roanoke*, *Athton* and *Baden Powell* of Lunenburg. The same day we called at Fox Bay and issued licenses for two lobster canneries, and the usual fish traps to Mr. Menier, of Anticosti. The first pack of lobsters for the season had been made on June 9. On June 14, we crossed to the Magdalen Islands, where we called at the main fishing stations. We left the islands on the evening of the 15th, and crossed to the Bay Chaleur, anchoring in Paspébiac on the morning of the 16th. From this port we returned to Gaspé, calling at the leading fishing stations along the coast. At Gaspé we coaled and fitted out for our usual Labrador trip. We left Gaspé on June 23, having on board the Inspector of Customs for Quebec, whose duty called him to Labrador and Anticosti. We proceeded by the East point and reached Natashquan on the morning of June 24. From Natashquan we cruised along shore to Blancs Sablons, calling at all the settlements and issuing the usual licenses, collecting the fees, &c. The fishing season was a poor one, due to constant strong westerly winds keeping the fish off shore. We boarded some 300 fishing and trading vessels, mostly from Newfoundland. At all the points where we called and on board many of the vessels, we had to attend to a number of sick people, and perform minor surgical operations. We left Blancs Sablons to return on July 11. By this date most of the vessels had abandoned the fishing to the westward, and were passing out of the Straits to seek the fish on the outer Labrador. On our return we kept to the westward as far as Seven Islands, calling at all the settlements. We left Seven Islands to return on July 17, calling on the 18th at West Point, Anticosti, where the Inspector of Customs had work to do. From Anticosti we crossed to New Carlisle, where we landed the Inspector on the 19th. From here we returned to Gaspé, where we anchored on the evening of July 20. After coaling and cleaning up, we took on board Mr. Fraser, assistant engineer of the department, and proceeded with him to inspect the new block, and lighthouse, on Sandy Beach Point, and the fog alarms at various points between Cape de Rosier and Father Point, where we landed Mr. Fraser on the 29th. We left at once and stood down along the north coast to Mingan, from which place we returned to the south shore, anchoring in Gaspé on Sunday, July 31. From Gaspé, after coaling, we proceeded up the Bay Chaleur as far as New Richmond, calling at all the fishing stations; from New Richmond we crossed to the Magdalen Islands, where on August 18 we put in commission the steam launch *Davies*, for the enforcement of the lobster close season in the waters about the islands, and more especially in the lagoons. We remained cruising and calling about the islands till August 10, when we crossed to the east point of Anticosti, where we had been instructed to report on the location of the new lightship. We called at the lightship the same evening, and found that the lighting apparatus was out of order, and that she was short of oil. We proceeded at once to Gaspé, and reported the matter, and were instructed to take over an electrician, who was to be sent down from Quebec, and a further supply of oil. From Gaspé we proceeded to sea and cruised along the immediate coast, returning there on the evening of the 17th to meet the electrician, who came down on the SS. *Campana*. Having him on board with the supplies for the lightship, we left at 5.20 a.m. on the 18th for the East Point. We had thick weather crossing, and made East Point by the bank, and felt our way along the bank to the ship, and anchored alongside at 7.45 p.m., putting the electrician on board at once. It came on to blow during

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the night, and we had to move into Wreck Cove for shelter. The weather moderating, returned to the lightship at 3 a.m. on the 20th; found repairs were made, took electrician on board and left at once to return to Gaspé, where we anchored at 6.10 p.m. On August 22 we left for Magdalen Islands, taking over, by order, the Judge, who had to open court there on the 23rd. Saw the local officers at the Islands and returned by Miscou and the north shore of New Brunswick to the Bay Chaleur on the 25th. Called on Sir Wilfrid Laurier at Carleton, returning same evening to Paspébiac. Continued along the coast to Gaspé, where we anchored on the evening of the 27th. Coaled and returned to Bay Chaleur, where we cruised until September 2; took on board at New Carlisle Mr. Marcil, M.P., and left at once for Magdalen Islands to meet the lobster commission. Met these gentlemen at Grand Entry on the morning of September 5, and after an interview, left to return to the mainland; landed Mr. Marcil at New Carlisle on the 7th. From that day till the 9th were engaged between Bathurst and Percé, making inquiries among the fishermen as to the damage done by the dogfish, &c. Returned to Gaspé on the 11th and on the 13th left Gaspé for Pictou to go on the patent slip to paint bottom. Called at Charlottetown on the morning of the 14th, and the same evening at 5 p.m. anchored in Pictou. Owing to constant bad weather it was impossible to get on the ship until the 19th. Came off again on the 21st; found bottom in good order; rudder, screw, &c., all right. Left immediately for Gaspé; had it rough all the way; reached there on the 23rd, and found the D.S. *Canada* in port. We coaled and blew off our boiler, which had been steadily under steam since early in April. On September 29, left Gaspé for the fall trip to Labrador, having on board, by order, Père Blanche, head of the Eudiste Fathers, who was proceeding to inspect the mission stations along that coast. Proceeding by the west of Anticosti, we made the north shore at Mingan, and stood down along the Labrador, calling at each settlement, and reaching Blancs Sablons on October 6. Found all well along the Labrador, and though the fishery had been a poor one, yet there was no distress on the coast. Left to return the same day, calling along the coast, and at the west point of Anticosti to take the bounty claims, and reaching Gaspé, where Père Blanche left us on October 12, at 9.30 p.m. We had unusually heavy weather during the whole of this trip. At Gaspé we coaled and left for the Magdalen Islands, where we spent the 17th and 18th of October. All fishing operations were over. We met there the D.S. *Brant*, which had been sent over to make some repairs to the engine of the *Davies*. The schooner *Bessie Willis* was ashore at Cap aux Meules, but too far up to be hauled off. Returned to Gaspé on the 19th, where we got orders to meet the Hon. R. Lemieux at Dalhousie on the 22nd; did so, and returned to Percé, where we anchored on the morning of the 24th. Left same evening to return; landed Hon. Mr. Lemieux at Campbellton on the 25th, and returned at once to Paspébiac, where we anchored at 10.40 p.m.; next day, 26th, proceeded to Gaspé, where we coaled on the 27th, and on the 28th left for Magdalen islands, calling at Percé, by order, to take on board the returning officer, who was proceeding to the Islands with the ballot boxes. Landed this officer at Amherst on the 29th, and returned to Gaspé on the 30th, Sunday at 8.10 a.m.; had heavy weather going to and returning from the Islands. At Gaspé received orders to proceed to Quebec, taking deputy returning officer along the coast from Cape de Rosier to St. Anns, and calling at the lightship to take up the mechanics who had been working there during the season. Left Gaspé at 10.15 a.m. on October 31; called at Cape de Rosier and took on 25 men. Fox River at 4.20 p.m. for returning officer; blowing a gale of northwest; could not touch at Fame Point; called next day at various points and on November 2 landed 12 men at Les Eboulements. Reached Quebec at 2.25 a.m. on November 3, and made fast to the King's Wharf. The ship now went out of commission in the fisheries service, hauled down her pennant and was handed over to the agent of Marine and Fisheries at Quebec. Under this gentleman she was employed in various ways, taking up and putting down buoys and sounding for a shoal reported off Murray Bay, which she found, until November 25, when she was laid up in winter quarters in the Louise Basin, and the deck hands paid off, the engineer's crew remaining on board to dismantle the engines, &c.

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The season was passed without hitch or accident of any kind, which shows how carefully the ship was handled by her sailing master, Captain Chalifour, and the officers under him. The season was an usually rough one, and we had a good deal of fog; in spite of our trying to avoid gales of wind, we were caught on several occasions. All branches of the fishery were below the average. This was due entirely to the severe weather condition. The dog-fish were not as numerous as they were in 1902 and 1903, in fact, in several fishing divisions fishermen were not bothered by them at all; it would therefore appear as though they were backing off again.

The above being humbly submitted.

I have the honour to be, sir,
Your obedient servant,

WM. WAKEHAM,
*Fishery officer in command of La Canadienne
And Inspector of Fisheries for Gulf of St. Lawrence.*

ANNEX B.

DETAILED REPORT OF FISHERIES INTELLIGENCE BUREAU.

HALIFAX, N. S., December 31, 1904.

Commander O. G. V. SPAIN, R.N.,
Commanding Canadian Marine Service,
Ottawa.

SIR,—The following report on the condition of and transactions connected with the operations of the Fisheries Intelligence Bureau, during the season of 1903, is herewith submitted.

Forty-six reporting stations comprised the Bureau during the past year. One new reporting station was established at Main-à-Dieu, C.B., in charge of Mr. George W. Dickson, and new reporters were appointed as follows:—Ingonish, C.B., Mr. Sidney S. Burke; Port La Tour, N.S., Mr. George A. Crowell; Queensport, N.S., Mr. William Knowlan, and at Ste. Adelaide de Pabos, Que., Mrs. A. LeMarquand.

An application was received from a resident of East Point, Scatterie Island, C.B., requesting that a reporting station be established in that locality, but owing to various reasons was not authorized by you.

A summary is given below of the particular transactions at each of the individual stations which have been in operation during the past year, showing the amount of work performed at each, and the present condition of these establishments together with other remarks of a general character connected with these stations.

List of Fisheries Bureau Reporters who are Government Officials.

Name and Residence.	Name and Residence.
C. P. LeLacheur, Arichat, C.B.	H. C. V. LeVatte, Louisburg, C.B.
Chas. F. AuCoin, Cheticamp, C.B.	Lewis McKeen, Mabou, C.B.
J. M. Viets, Digby, N.S.	M. A. Dunn, Margaree, C.B.
Chas Owen, Georgetown, P.E.I.	George Rowlings, Musquodoboit, N.S.
Charles Dixon, Grand Manan, N.B.	P. T. Fougere, Petit-de-Grat, C.B.
J. C. Bourinot, Hawkesbury, C.B.	E. D. Tremaine, Port Hood, C.B.
J. H. Dunlop, Liverpool, N.S.	J. A. D'Entremont, Lo. East Pubnico, N.S.
J. R. Ruggles, Lockeport, N.S.	

Allowance \$15 each per season.

List of Fisheries Bureau Reporters outside the Civil Service.

Name and Residence.	Name and Residence.
David Montgomery, Alberton, P.E.I.	Miss. Ada Beck, Paspebiac.
J. T. Jean, Arichat, C.B.	E. G. Tuzo, Percé, Que.
Edmund D. Kelly, Bloomfield, P.E.I.	Mrs. M. J. Bond, Pt. St. Peter, Que.
John E. Cohoon, Canso, N.S.	John Walls, Pt Escuminac, N.B.
Mrs. E. Blanchard, Caraquet, N.B.	R. G. Proctor, Port Malcolm, C.B.
J. Lewis Nickerson, Clark's Harbour, N.S.	David Murray, Port Mulgrave, N.S.
John P. Gruchy, D'Escousse, C.B.	Arthur Balcom, Salmon River, N.S.
James, Nichol, Gabarus, C.B.	John A. R. Morrison, Sand Point, N.S.
Charles Viets, Gaspé (Douglstown).	Thomas D. Morrison, St. Ann's (English-
Mrs. A. E. Brotherton, Gascon's L'Anse, Que.	town).
Mrs. J. Carbery, Grand River, Que.	Mrs. A. LeMarquand, St. Adelaide de Pabos, Que.
S. S. Burke, Ingonish.	Angus J. McCuish, St. Peter's, C.B.
Simon M. Giffin, Isaac's Harbour, N.S.	P. E. Vignault, Seven Islands, Que.
J. M. McIsaac, L'Ardoise, C.B.	Mrs. M. J. Robichaud, Shippegan, N.B.
A. Maloney, Long Pt. (Mingan), Que.	Miss. Z. Lemieux, So. West Pt. Anticosti, Que.
W. A. Zwicker, Lunenburg, N.S.	John A. Leslie, Spry Bay (Leslie Bay), N.S.
J. A. LeBourdais, Magdalen Islands, Que.	William Knowlan, Queensport, N.S.
G. W. Dickson, Main-à-Dieu, C.B.	John E. Dillon, Whitehead, N.S.
Hume Hopgood, Malpeque, P.E.I.	F. L. Hatfield, Yarmouth.
Mrs. M. Muenier, Newport Point.	G. A. Crowell, Port La Tour, N.S.
A. B. Macdonald, Meat Cove, C.B.	

Allowance \$15 each per season.

CANSO, N.S.

Report of A. N. Whitman & Son:—

The year 1904 can be put down as an off-year for the fisheries of Nova Scotia. There has been a scarcity of both fish and bait along the whole coast during the whole season with some unimportant exceptions, and this scarcity, together with the prevalence of dogfish for a considerable portion of the season, has made the business unprofitable to all concerned.

Codfish.—For the above named reasons the catch has been small. Canso is the principal rendezvous for the fishing fleet—the principal source of the bait supply. Many of the banking fleet laid here from six to eight weeks, in the height of the fishing season, on their second trip, without securing a baiting, and went home to end a broken voyage. The high prices prevailing have compensated in part for the short supply, but not fully. The need for an adequate supply of frozen squid was never more apparent.

Haddock.—The January catch of haddock in Chedabucto and St. Peter's bays, upon which many rely as the harvest of the year, was not large, chiefly due to extremely rough weather. There was a good school of haddock on, and on New Year's day, at Canso alone, some five thousand dollars were paid out for haddock, representing a catch in the vicinity of 350,000 pounds, but that was the best day's catch during the haddock season. The curing of finnan haddies has become an important industry in Canso, many thousands of boxes of these toothsome delicacies being shipped each year, and the trade is growing rapidly. It is predicted that this port will soon become the main source of supply. The spring haddock fishery was not important.

Pollock.—The catch of pollock has been rather over the average, and would have been larger had a regular supply of bait been obtainable. The unusually high prices paid have much stimulated the efforts of those employed in this business.

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Hake.—This is not a hake country, and the supply has been unimportant.

Halibut.—The catch of halibut has been the smallest ever known.

Mackerel.—The spring mackerel fishery in Chedabucto bay was one of the smallest on record, and in marked contrast with the previous year. The fall fishery bids fair to be about as unimportant. The fish have been of very large size, and phenomenal prices have been paid.

Herring.—The herring catch throughout the season has been small, as a rule, though in some localities for a few days good catches have been made. The steamer *Thirty Three*, employed by the Dominion government to develop drift net fishing after the fashion followed on the coast of Great Britain, met with poor success. It is generally believed that her nets were too small in the mesh to catch the herring and mackerel which frequent our coast, both of these species of fish being much larger with us than on the other side. The shore crew, consisting of a cooper and six Scotch lassies, put up the catch after the most approved fashion, but did not have enough to do to keep them steadily employed. The catch was marketed principally in St. Petersburg and New York, and brought outside prices, those in New York selling for from \$5.50 to \$6.50 per half barrel. It is not quite demonstrated that the Scotch method of curing will save our largest herrings in warm weather, but for medium sized herrings its suitableness cannot be questioned. There may be two opinions as to whether it improves the flavour or quality of the fish, but it is clear that there are millions of people who are accustomed to eating herrings put up in that fashion and will have no other. The principal difference between the Scotch method and ours lies in the Scotch 'gibbing' the herring, while we 'split' them. We think that the wisdom of the government in making the experiment and continuing it for a period of years cannot be questioned. We predict that 'steam drifting' has come to stay, and that the Scotch cure has probably done likewise. Let us give the people their fish in the form they want them, whether it suits our tastes or not. It is believed by many that with mackerel and herring nets of suitable size, a boat like the *Thirty-three* could easily pay for herself in a twelve month. She is a sturdy little boat, and admirably adapted to the business.

Lobsters.—The catch of lobsters is diminishing in the vicinity of Canso. It is hoped that the hatchery being erected here by the Dominion government will bring about an improvement in the supply. It seems to be pretty well demonstrated that the hatching out and distribution of lobster ova has done much for the localities where such distribution has taken place.

Squid.—The catch of squid this year has been but a meagre one, and has caused much disappointment and loss. The need of more and better cold storage was never more manifest and it is to be hoped that the cold storage building nearing completion at Canso with a capacity of about twelve thousand barrels will help considerably in supplying the demand for bait, when once in successful operation.

Dogfish.—The dogfish 'pest,' which it is hoped will soon cease to be a pest and become a blessing, has been in evidence as usual. The government reduction works, for the utilization of dogfish and fish offal, converting them into fertilizers and oil, are now being erected at Canso, and unless all signs fail, bid fair to be the beginning of an industry that will be worth millions to the fishermen of the Atlantic coast. We feel confident that it is a step in the right direction.

Reporter, Mr. John E. Cohoon :

Codfishing inshore this season began on April 6, with fair results which continued throughout the month. Bankers arriving on April 14 from the western bank reported

codfish there in fair quantities. A like condition prevailed inshore on May 7, but owing to unfavourable weather, the boatmen found it impossible to get a full day's fishing the past week, and as a consequence the average quantity taken was about 200 lbs. per man. Codfish were fairly plentiful about the middle of May, but the weather was still against successful fishing, and the highest catch for the week was 2,200 pounds. Good quantities of cod were on the coast on May 28, but boats had to go to Port Hood to procure herring bait, losing two or three days' fishing. One fisherman's catch for the week was 1,500 lbs. On June 4, it was reported that the codfishery was very dull, due to the large quantities of mackerel offal thrown overboard by the United States mackerel fleet. It was further reported that cod, haddock and pollock, were simply gorged by this offal, and would not take the bait used by the fishermen, hence the average for the week was very small. Three men landed during the week of June 11, 2,200 lbs., and about 500 lbs. per man was the average on the 18th, with boats averaging two quintals by the report of June 25. During the last few days in June the boats had only two days' fishing; cod, haddock and pullock were in fair quantities, but bait was unobtainable and the loss to the fishermen at the lowest estimate was one thousand dollars per day. Fair quantities of cod were again reported in the inshore grounds July 1, but the catches to the end of the month varied from $1\frac{1}{2}$ to 2 quintals per man. The August catch was small. To September 3, 1,500 lbs. per boat were landed. All branches of the fisheries were reported a complete failure on September 1, due to high winds and a scarcity of bait and only a few hundred pounds of cod were landed the latter part of the month. 3,000 lbs. was the largest catch in one day's fishing reported October 1, and when the weather permitted to the close of the season several fair catches were taken. The inshore fishery was reported below the average this season.

Haddock were first reported about the middle of May, and on the 19th one trap at Whitepoint landed 12,000 lbs., and on the 21st, fair catches were taken. Good fishing at Whitepoint was reported on May 28, where 20,000 lbs. was the result of one trap during the week. An occasional fair catch of haddock was taken in June, chiefly from traps and nets and the report of July 2, stated that 15,000 lbs. were taken on June 27. Haddock were on the inshore grounds early in July, but bait was scarce and the catches were small, which remained the same to the close of the season. The haddock fishery for the past winter was a successful one, but the catch for the summer months was below that of the previous summer. Since November 21 haddock have been taken in good quantities, and it looks as though the winter catch will be as large as that of the past winter.

Halibut.—A considerable quantity of halibut was landed at this station by bankers during the months of April, May and June. Local fishermen landed a fair quantity in June and July.

Herring were first reported when striking in off White point on June 7, and on the 9th twenty barrels of herring were trapped at the same locality. The Scotch drifter, No. 13, operating at this station, landed about 25 barrels for the week. During the week of June 20 the White point Trap reported a few barrels of herring daily, with the largest catch towards the end of the week at 45 barrels. A few fair quantities of herring by fishermen's nets were taken in July on the 20th, 28th and 30th. Herring were scarce later in the season, and the few fishermen who had nets out reported dogfish plenty. The herring catch on this coast the past season, as compared to other seasons, is said to have been a complete failure.

Lobsters.—The fishermen engaged in this industry were reported on May 7 doing very well, with several boats landing 2,000 pounds during the week. The prevailing price then of \$4 per cwt. made good week's work for two men. Owing to east winds and heavy seas the lobster fishermen could not touch any of their outside traps,

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and the highest boat landed about 1,000 pounds. On May 21 north-east to south winds, with thick fogs and heavy rains, rendered the lobster fishery dull, and boats were unable to reach their gear set on the outside grounds. Two hundred pounds per boat were landed on May 28 and 250 pounds on June 4. The average catch for the week of June 11 was 300 pounds, with 500 pounds being the largest catch reported for one day of the week. Fairly good fishing was reported to the middle of June, but the majority of the fishermen were making preparations for the codfishery. Small quantities of lobsters were taken the latter part of June, but all lobster gear were being brought ashore about the 25th. The lobster catch on this coast was below that of the past season, due largely to rough weather. High prices ruled the past season, and the fishermen realized for their catch about the same amount of cash as in previous seasons.

Mackerel were first taken this season, when one trap reported 650 mackerel on May 25. Two days later, on the 27th, 1,700 mackerel were taken by one trap, and a large fleet of American vessels was off shore watching the movements of the fish. At White point, on the 28th, 3,000 fish was the catch of one trap. Large quantities of mackerel were taken early in June by the few fishermen who were following this pursuit, and on the 4th, at White point, one trap reported a haul of 9,000 mackerel. This trap has netted the owners about \$2,000 the past three weeks. A few small catches were reported to June 15, when there was a scarcity of mackerel to August 13, on which date fair catches by fishermen's nets were reported. Mackerel struck in large quantities on August 24, and the fishermen were reported averaging about \$3 per day. Several small stops were made later in the season, the total catch of which is considered about the same as last year's.

Pollock have been and were up to the month of November very plentiful on this coast. Local fishermen have landed a very large quantity, and the prices paid were much higher than in previous seasons, making the pollock catch this season the largest ever landed at this station.

Squid were first reported on July 18 in small quantities along the shores, and several small lots were taken up to August 27, when about 100 barrels were reported by the traps. Good catches of squid were again taken in traps on the 29th and by the report of September 10, the fishermen were forced to land their traps and nets on account of the large numbers of dogfish which struck, in-shore. Squid were plentiful on October 8, but would not 'jig' due to the swarms of dogfish which had possession of the fishing grounds. A few, however, were 'jigged' the following week. Squid were very scarce during the summer months, but the usual quantity was taken in the fall and stored for the winter's fishing.

Dogfish were very plentiful during the past season and caused considerable trouble and damage to the fishing industry and gear at this station. A fertilizing plant for the purpose of manufacturing this fish into fertilizer is badly wanted at this station, and the general opinion is that a plant of this kind if established would pay handsomely.

CLARK'S HARBOUR, N.S.

Reporter, Mr. J. L. Nickerson :

Codfish.—The shore fleet of large undecked boats began cod-fishing here in full force about June 1, that is, directly after the closing of the lobster season. The difficulty which met them at the outset was the scarcity of bait, so noticeable during the past year. The fish were unmistakably on

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the grounds in very promising numbers, but operations were greatly retarded and in some instances completely suspended for days owing to the inability of the boats to procure the right kind of bait—fresh mackerel or herring. The only substitute were clams, which took much time to collect, and answered the purpose but poorly after all. Consequently the general catch for the season came a little short of the average, helped out to some extent by more buoyant markets abroad, and a brisk home demand for the supply of stock to the factories of boneless fish, of which we have three at this place now.

Haddock.—The fishing for haddock either by line or trawl is not a distinct branch here, but is carried on simultaneously with the foregoing, the grounds being the same and the fares more or less mixed. Haddock appeared early in the spring and continued without much variation through the season. The decline in the all round catch, which was considerable, is to be attributed of course to the same cause affecting adversely the cod-fishery, want of suitable bait. *Pollock*, which were reported plentiful towards the close of the season, are also set down for a marked shortage owing to the same circumstance.

Halibut.—Trawling for halibut here sank to its lowest record last year. In this pursuit clam bait resorted to in other kinds of line fishing is of no use whatever. As a result, very few halibut were landed, and most of them were 'jigged' while playing around the make-shift bait, which they would not take. The Cape Sable Packing Company canned only 70 cases, as against 800 cases last year.

Herring.—The entire absence of herring, big or small, at this station was a most unwelcome feature in the past year's fishing. Neither the spring, the summer nor the fall school, as the periodic visits are locally termed, entered any of the harbours or large open bays where nets are commonly placed. Not ten barrels of herring were taken in the large trap and nets for the whole season, though the weather and other conditions were considered favourable throughout. When the fall school struck in at Mud island, a short distance to the west, numerous boats from this place went there and secured good fares with their own nets; otherwise the outlook would have been serious for the winter supply of lobster bait, always supplemented by local catches, the bulk of it for use here, some 20,000 barrels being imported from New Brunswick. It is remarkable that while no herring to speak of approached the western shore within the reach of ordinary gear, the waters ten miles from land were literally swarming with them in schools extending from Lockeport to Cape Sable. From this source the Pubnico vessel fleet obtained their bait by netting on the ground, though not equipped in the best manner for that purpose. These schools are of regular occurrence each year, and practical fishermen have never known them to fail. Here, then, lies an immense field ready for reaping, which would undoubtedly repay three-fold the time and expense of working it if we only knew how. Mr. Cowie's experiment in drifting, with headquarters at Canso, N.S., has been watched with keen interest in these parts. The venture it appears was not wholly successful because the fish were not there. If it is to be repeated next year under government aid and direction, it would certainly be advisable to extend the operations westward, with temporary curing stations at points of ready access along the coast. In view of the yearly prevalence of herring in vast numbers as described above, a competent drifter could not fail in such a voyage.

Lobsters.—This is the staple fishing industry among us. The severe winter interfered somewhat with the usual steady work, but no scarcity was reported when the chances were fair. The number of boats engaged were about the same as formerly. The following is the statement of the output of the local canneries :—

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James McGray.....	956 Cases
A. S. Swim.....	837 "
M. G. Nickerson & Co.....	1,200 "
F. T. Nickerson.....	1,000 "
Cape Sable Packing Co.....	1,720 "
<hr/>	
5,713	

This is an advance of about 1,000 cases over the output of the same factories last year. The live export more than held its own in quantity, and prices were uniformly good. On the whole, this branch yielded highly satisfactory returns, and what is also encouraging there is no report of a diminution in the catch.

Mackerel.—Again the word 'failure' must be written against this division of our fisheries, which once paid local enterprise extremely well. After two years' intermission a trap was set here last spring, anticipating an inshore run, but no fish appeared in these waters and the nets covering a wide area did absolutely nothing. It is now admitted that mackerel passing north, take an entirely different route from that followed in former years.

Mr. Nickerson in forwarding his report to the Bureau states, 'although the fisheries at this station, are not quite as satisfactory as last year's owing to the scarcity of bait, the business done on the whole and the extra prices realized for fish have made the result a fair average in comparison with previous seasons.'

LOCKEPORT, N.S.

Reporter, Mr. J. R. Ruggles.

Alewives, when first reported May 2, were scarce, with fair catches the following day. Twenty-five barrels of alewives were taken this season.

Cod scarce, was reported May 28, and the off-shore fishery operations had not begun as yet. A few cod were on the coast May 9; but the weather was very much against cod-fishing for the next five days. Cod struck off the bay on the 23rd, and the highest boat reported 12 quintals. 36 tubs of cod were taken in June on the 3rd and from the 9th to 20th, the fishing varied from good to poor, with the best boats reporting 26 and 43 tubs on the 18th and 20th respectively. Light but regular catches were taken from now to the end of June; 650 quintals of cod were landed on May 28 by the banker T. C. Lockwood. The inshore catches were reported light to October 15. The best boat operating off-shore in July reported 35 quintals on the 11th, and on September 6 the *Ido M. Clarke* arrived in with 700 quintals of cod. 750 and 400 quintals were the respective catches of the *T. C. Lockwood* and *J. H. Archer* on September 8. 1,725,591 pounds of cod was the total catch this season, and 144 gallons of cod oil were extracted which is 86,118 pounds and 180 gallons below last year's yield.

Haddock were not reported this season, but about 8,746 pounds were taken during the season. This branch, too, shows a slight decrease.

Hake and *Cusk* were also not reported, but 13,119 pounds were taken this season.

Halibut, as far as reported, were fairly plentiful in June on the 20th, with light fares being taken on September 1, 2 and 3. The total catch is estimated at 10,000 pounds, or about the same as the previous season's, which was considered a very successful one.

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Herring.—The first report of herring was received on June 3, when this fish had struck in on the grounds. Throughout the remainder of the month, and during July and the first two weeks of August herring were very scarce, and their absence was keenly felt, as no bait could be obtained. Good stop of herring were made on August 20 and 22, and during the balance of the month light catches were reported. About one-half of last year's catch, or 500 barrels, were reported taken.

Mackerel.—The only report of mackerel received was on August 27, when a few were reported striking in . The total catch was small, there being only fifteen barrels taken.

Lobsters.—Were taken in small quantities on May 2, but on the 3rd, increased to fair, and good lobster fishing was reported for the next four days. From the 9th until the 21st fair catches were reported each day excepting the stormy days of the 11th, 12th, 13th, 14th and 16th. For the balance of the season lobsters were scarce.

No. of live lobsters (averaging 2 lbs.) taken for export, 127,000.

No. of lobsters canned, 1,500 cases, or 72,000 pounds.

Thirteen thousand less of live lobsters were exported this season than last; but the output of the factories was increased by 11,900 pounds.

Pollock fishing this season is represented by 1,749 pounds.

Clams.—One hundred and sixty-two barrels of clams were taken this season.

DETAILED STATEMENT.

Name of Vessel.	No. of lbs. taken.	Oil bbls.
'Ida M. Clarke'	178,500	
'T. C. Lockwood'	238,000	
'Julian H. Archer'	198,000	4
Off-shore crafts.. . . .	384,705	
Total of vessels.. . . .	999,205	4
Boats from Port Herbert to Blue Island.. . . .	750,000	
	1,749,205 or galls 144	
	Lbs.	
Proportion of cod.. . . .	1,725,591	
“ haddock.. . . .	8,746	
“ hake and cusk.. . . .	13,119	
“ pollock.. . . .	1,749	
Total.. . . .	1,749,205	

LUNENBURG.

Reporter, Mr W. A. Zwickler:

Codfish appeared on the coast this season on May 2, and to the 14th were taken in fair quantities. The fishing was poor to the 23rd, owing to dogfish, which had struck inshore, and stormy weather. Fair hauls were taken on May 24, 25 and 26, with good fishing from the latter date to June 1. The schooner *Alexandra*, from Bryon island, on May 31, with a fare of 1,000 quintals, reported good fishing in that locality. Fair codfishing was reported quite regularly from July 4, to July 29, and all branches of the fisheries were dull after, to August 4, when the catches were fair to the 9th. Cod were very scarce to August 29, when the fishing improved somewhat,

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and fair reports were received to September 2. Very light catches of cod were taken to the 23rd of this month, and from the following day to October 5 the fishermen made fair hauls. For the remainder of the season and to November 15 very little was done in the codfishery, owing to the stormy weather. On the whole, the in-shore catch this season is below the average. The Lunenburg Banking Fleet consisted of sixty-six vessels, and the total catch was 13,415,000 pounds, about 1,631,000 pounds in excess of last year's catch. The LaHave Banking Fleet comprised sixty-four vessels, with a total catch of 12,550,000 pounds, an increase of about 1,182,000 pounds more than last season, and twenty-two vessels were attached to the Mahone Bay Banking Fleet, whose season's catch did not average up quite as well; 2,925,000 pounds were taken the past season by this fleet of vessels, which is about 555,000 pounds below last season's yield. The combined catch of the Lunenburg, LaHave and Mahone Bay Bankers this season amounted in all to 28,890,000 pounds, which will exceed 1903 catch of about 2,258,000 pounds, and falls short of 1902 catch by 18,225,000 pounds. The total catch is considered very small the past season, which is accounted for by the great scarcity of squid on the banks when fish were going, and the prevalence of numerous shoals of dogfish, which have been on all the Banks and fishing grounds during the season. Nine vessels less, also, were engaged in the Bank fisheries than the previous season.

Haddock fishing commenced May 2, and the catches throughout the month and to June 21 were poor. Haddock struck in on June 23 quite abundantly, and to July 8 good catches were made, with the fishery dull after to the close of the season.

Herring were first reported this season when a few bank herring were going on May 25 and 27, one boat had a catch of 4 barrels. The fishing was fair from this date to June 17, and poor during the months of July and August. From September 22 to 29, herring were on the coast in large quantities and a few excellent stops were made. Some boats reported 35 barrels in a single night. This season's catch of herring is reported to have been the largest for the past six years.

Lobster operations began December 15, 1903, and the catches to January 15 were on an average fair when, owing to the unsettled condition of the weather, the lobster fishermen brought their traps ashore and did not resume fishing again until April 1. To the 25th of this month the lobster fishery was dull, and for the remainder of the season, lobsters were taken in fair catches. The catch this season is below the average. The largest lobsters caught previous to May 1 found a ready market in the United States, where they were exported alive. After this date, both the large and small sized fish were sold to the canneries, for canning purposes. The fishermen were well recompensed for their catch this season as prices ruled high.

Mackerel boats averaging 75 large mackerel and schools reported off Cross island on May 27 was the first report received of this fishery this season. Fair net fishing was reported from May 29 to June 9, and the first mackerel reported in traps were taken June 18, when 9 fish were caught. Mackerel were scarce after July 12, when one boat had 80 fish, and a few were trapped the following day. 2,000 large mackerel were taken in one trap on the 14th with 40 barrels of large fish reported on the 15th. 500, 300 and 700 mackerel were trapped respectively on the 18th, 20th and 25th, with 70 and 200 large fish being reported on August 3 and 5. From August 6 to 18, 8,100 mackerel chiefly large sized fish and 100 barrels were taken at intervals in the traps. A catch of 240 large mackerel was taken in the traps on August 25 and 26, with good net fishing reported on the 27th. Mackerel fishing by nets was reported good on the 29th, 30th and 31st, with boats averaging 100 mackerel per net, and traps reporting from 16 to 20 barrels. It was reported that 250 barrels of mackerel were taken in traps from August 25 to September 2. The total catch in both nets and traps was about 1,000 barrels which is considered below the average. The mackerel

caught this season were of a large size and nearly all the fish taken in traps this season were shipped in ice to the United States market.

Squid were first reported when one banker baited on July 15 at Rosebay, and on the 28th two banking vessels received a sufficient quantity of squid. Fair squid fishing was reported on August 13, and one craft baited on the 14th. After this date, this little bait-fish left our shores. About 200 barrels were reported as the total catch this season. Bankers reported very few squid on the banks the past season.

Dogfish were first reported on our shores May 14, and remained until October, a great hindrance to our shore fisheries. They were also a great nuisance to our deep sea fishermen, who reported them numerous in the North bay, Western, Middle, Quero, Bradley and Grand banks, and prevented to a large extent the successful operation of our banking fleet, by driving the bait-fish off the banks and destroying the trawls, which often took our fishermen two days to clear and get them ready again for setting, as well as completely ruining other gear. Our fishermen pray that the government will endeavour to procure ways and means to destroy or rid the waters of this 'pest' so that our fishing industry may be carried on in a successful manner.

The following tabulated statement contains the names of the vessels engaged in the bank fisheries, during the past season, with their respective catches :—

Lunenburg Banking Fleet.

	Lbs.		Lbs.
Commander.. . . .	180,000	Willis C.. . . .	120,000
Coronation.. . . .	335,000	Arabia.. . . .	270,000
E. M. Zellers.. . . .	190,000	Frances Willard.. . . .	140,000
Tribune.. . . .	50,000	Palmetta.. . . .	130,000
Orida.. . . .	35,000	Beatrice S. Mack.. . . .	490,000
Blanch A. C.. . . .	100,000	Uranus.. . . .	200,000
Acadia.. . . .	200,000	St. Helena.. . . .	220,000
Vendetta.. . . .	240,000	Athlon.. . . .	180,000
J. M. Young	90,000	Alameda.. . . .	90,000
Britannia.. . . .	200,000	Juanita.. . . .	200,000
Ellen F. Maxner.. . . .	140,000	Palatia	150,000
Huron.. . . .	150,000	Transvaal.. . . .	140,000
Arkansas.. . . .	440,000	Demering.. . . .	200,000
Nina.. . . .	25,000	Alhambra.. . . .	245,000
Colonia.. . . .	150,000	Mizpah.. . . .	80,000
Dove.. . . .	60,000	Hispanolia.. . . .	160,000
Deeta M.. . . .	95,000	Ahava.. . . .	260,000
Stratheona.. . . .	140,000	Baden Powell.. . . .	120,000
Tasmania.. . . .	180,000	Helen C. Morse.. . . .	140,000
Earle V. S.. . . .	140,000	Clarence S.. . . .	230,000
Minnie M. Cook	180,000	Alexandria.. . . .	560,000
Campanula.. . . .	220,000	Azalea.. . . .	220,000
Excelda.. . . .	200,000	Viking.. . . .	320,000
Aquadilla.. . . .	490,000	Alcaea.. . . .	140,000
Kandahar.. . . .	180,000	Atalaya.. . . .	140,000
Lilla B. Hirtle.. . . .	290,000	Columbia.. . . .	400,000
Muriel.. . . .	340,000	Lina F. Oxner.. . . .	160,000
Hilda C.. . . .	150,000	Defender.. . . .	300,000
Hazel L. K.. . . .	60,000	Peerless.. . . .	160,000
Mindora	240,000	Gladys B. Smith.. . . .	420,000
Torato.. . . .	160,000	Shamrock.. . . .	120,000
Lila D. Young.. . . .	300,000	Luetta.. . . .	210,000
Cardinia.. . . .	340,000	Percey Roy.. . . .	160,000
		Total.. . . .	13,415,000

Lahave Banking Fleet.

	Lbs.		Lbs.
Hee Gertrude.. . . .	260,000	Corean.. . . .	250,000
Elena.. . . .	270,000	Stanley.. . . .	140,000
Cavallier.. . . .	160,000	Electra.. . . .	240,000

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Lahave Banking Fleet—Concluded.

	Lbs.		Lbs.
Marion..	210,000	Linua A..	120,000
Pearl..	30,000	May Myree..	180,000
Champion..	140,000	Ungara..	140,000
Pasaga..	80,000	Protector..	110,000
Companion..	110,000	Riviera..	180,000
Karmoe..	150,000	Annie, N. W..	160,000
Vesta Pearl..	70,000	Flora W. Sperry..	85,000
Carlraine..	240,000	Collector..	205,000
Campania..	140,000	Tidal Wave..	120,000
Parana..	350,000	Alma Nelson..	320,000
Victoria..	210,000	Ulva..	150,000
Speculator..	210,000	Latooka..	260,000
Ethel..	265,000	Moran..	200,000
Emulator..	225,000	New Era..	330,000
Roma..	260,000	Millie Mace..	160,000
Iona..	180,000	Barcelona..	160,000
Cyril..	150,000	G. R. Alston..	100,000
Glydon..	160,000	Oregon..	260,000
Oceanic..	210,000	Meteor..	300,000
Manhattan..	360,000	G. S. Troop..	220,000
Premier..	240,000	Mariner..	225,000
Lucania..	320,000	Ambition..	420,000
Maderia..	320,000	Mary E. Smith..	220,000
Calavera..	170,000	Yukon..	335,000
Golden Rod..	180,000	Effie May..	25,000
Valoria..	160,000	Marconi..	100,000
Lillian..	100,000	Glenwood..	385,000
Blake..	160,000	W. C. Silver..	320,000
Icelda..	15,000	Hattie..	25,000
		Total..	12,550,000

Mahone Bay Banking Fleet.

	Lbs.		Lbs.
T. A. Mahone..	140,000	Iona W..	120,000
Fredonia..	70,000	Crofton McLeod..	90,000
Mamie Bell..	135,000	Saratoga..	280,000
Yamaska..	170,000	Roanoke..	170,000
Minnie Pearl..	190,000	Flo. F. Mader..	180,000
Clarence B..	120,000	Oressa Belle..	140,000
Vernie May..	180,000	J. W. Mills..	160,000
Palanda..	35,000	Loyal..	85,000
Clara..	280,000	Australia..	120,000
Markland..	110,000	Kimberly..	60,000
Iona..	10,000	W. S. Wynot..	90,000
		Total..	2,925,000

The following extract is from Mr. P. H. Ross' letter to the *Halifax Morning Chronicle*, re the operations of the banker fleet of Lunenburg.

'The fleet to-day is composed of some of the finest vessels afloat, ranging from eighty to one hundred tons, each schooner averaging eighteen men. They sail like yachts, and are thoroughly seaworthy, standing any amount of bad weather, and are capable of going to any part of the world.'

MUSQUODOBOIT HARBOUR, N.S.

Reporter, Mr. George Rowlings:

Alewives were very scarce in this district the past season. This can hardly be accounted for, as several good places, where there are no dams or obstructions of any kind, leaving a clear passage to the lakes, were entirely forsaken by this fish.

Cod were first taken in good quantities to May 11, with fair fishing after to the end of the month. The cod-fishery in June varied from good to fair. Many of the shore

fishermen were engaged lobstering when cod were on the coast, as lobsters were bringing very remunerative prices. Fair fishing was reported in July from the 4th to the 8th, with light fares to the 30th of the month. From the middle of August to September 7, codfish were reported plentiful, with fair reports on October 3 and 4. The fishermen reported they would have made very good catches during the season cod were on the coast, but when bait (herring and mackerel) struck in our waters, dogfish would put in an appearance and were so numerous that it necessitated the fishermen removing their gear to save it from destruction. Clam bait, which is a poor substitute for herring, mackerel and squid, was used. There is very little difference in the quantity of fish caught this season compared with that of last year's. The inshore fishing was not quite as good as the previous season, but the addition of two new vessels (total tonnage, 144) to the West Chezzetcook fleet made up for the shortage in the inshore fishery. These two vessels fished principally in the North bay district, the results of which brought the total catch about the same as in 1903.

Haddock were first taken May 23, fair, and continued such for the balance of the month. To the close of the season haddock fishing was identical with that of the cod-fishery.

Halibut in small quantities were taken in August, from the 3rd to the 9th, and in September fair catches were taken on the 3rd, with good fares on the 7th. Halibut were not as plentiful this season as last.

Herring appeared in fair quantities on May 30 and remained fair to June 1, when small catches were taken to the end of the month. A few herring were stopped between July 4 and 8, and on August 30 fair fishing was reported. The herring fishery varied from good to fair the first week in September, and small fares of herring were taken October 3 and 4. A larger quantity of herring was taken this season than last, but of the total catch of 1,856 barrels, about 425 barrels of small herring were utilized for lobster bait. These fish were caught at Clam harbour.

Lobsters.—From the first appearance of lobsters in May, the catches each day were exceedingly good to the end of the month, when the fishing became fair and remained so until the close of the season. More lobsters were caught this season than last, and this fish seems to hold its own very well. The past season was very favourable to the lobster industry, as the weather was not too rough. One thing is certain, the law regarding seed lobsters is very well observed, and no violations whatever occurred during the close season. Owing to a decline in the price of live lobsters, the shipments to Boston were considerably less. Many of the factories canned the lobsters intended for that market.

Mackerel.—The mackerel fishing was about the same as last season—dull. What mackerel were taken when this fish was on our shores, were caught during the spring and summer months. Scarcely any were reported this fall.

Salmon were first reported in light catches on May 26, and on June 1 salmon were reported plentiful. From the 3rd to 29th of this month fair catches were taken quite regularly, with small fares reported in July from the 4th to 8th. Salmon-fishing was better this season than last year, especially at Musquodoboit harbour. A large quantity of spawn salmon went up the Musquodoboit river this fall.

Trout.—Good trout-fishing was reported in June, on the 27th and 29th, with small fares on July 8. The trout season has been considered a fairly good one this year.

Smelts.—It is not known whether this fish were more plentiful last season than in previous years. Many more are now caught, but this is owing to several small nets (bag-nets) being set at Musquodoboit harbour. Last winter was the first season these nets were used, and they worked successfully.

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During the past season, the quantities of fish taken in the district, from Dartmouth to West Ship Harbour, is estimated as follows:—

Alewives.. . . .	131 barrels.
Cod.. . . .	5,703 cwt., dried.
“ sounds.. . . .	4 barrels.
Haddock.. . . .	113,100 pounds, fresh.
“	696 cwt., dried.
Hake.. . . .	76 “ “
Halibut.. . . .	17,825 pounds.
Herring.. . . .	1,856 barrels, salted.
“	26,500 pounds, fresh.
Lobsters.. . . .	1,330 cwt., fresh in shell.
“	87,624 pounds, canned.
Mackerel.. . . .	14,300 “ fresh.
“	135 barrels, salted.
Salmon.. . . .	4,056 pounds, fresh.
“	316 “ salted or smoked.
Pollock.. . . .	349 cwt.
Trout.. . . .	4,900 pounds.
Fish as bait.. . . .	686 barrels.
“ oil.. . . .	2,164 gallons.
Smelts.. . . .	39,500 pounds.
Clams.. . . .	831 barrels.
Flounders.. . . .	75,800 pounds.

This district includes the fisheries of Dartmouth, Eastern passage and Devil's island, Cow Bay and Lawrencetown, Seaforth and Three Fathom Harbour, West Chezzeticook, East Chezzeticook, Petpeswick Harbour, Musquodoboit Harbour, Jeddore, Clam Harbour and Owl's Head, and West Ship Harbour.

Sixteen vessels with 128 men and 560 boats with 361 men employed followed the fisheries of these stations the past season. Four lobster canneries with 19,200 traps attached, valued at \$7,830, and giving employment to 61 hands, are located in this district, as well as 296 smoke and fish-houses, with an estimated cost of \$6,675.

Alewives were reported a total failure during the past season.

Codfish were scarce the early part of the season, and the fishermen were busily engaged for a couple of weeks, after the close of the lobster season, clearing up the lobster gear, to be in readiness for net and line fishing. Handlining only commenced about June 14, with the fishing fair, and on the 21st some of the smaller shallops got from 1,000 to 2,000 pounds of cod. Fish were now very scarce, and it was reported on the 30th that it was seldom a boat with a crew of three men landed a quintal of fish. The codfishery improved in July from the 8th to the 20th, when fishing was reported fair, with the fish of nearly half large and medium size. Dogfish appeared in large numbers on the 21st, and were very troublesome, reducing the anticipated catch of cod to fair and poor during the remainder of the month, and to the 20th of August, when shallops reported fair codfishing and plenty of large herring 20 miles off shore. The report of July 27 contained information stating that the Italian barque *Leone* was ashore near Baccaro, which was the first and only news received in the city about the stranding. On the boat grounds food fish of all kinds continued scarce till September 6, when the fishery improved all around and remained fair for about ten days whenever the weather was favourable for boats to reach the grounds. About the middle of September a school of large cod and pollock struck the inshore grounds, and the boats had good to fair fishing for a week. Codfish were scarce the last week in September, and continued so to the end of the season. The latter part of October has given fair line fishing when the weather permitted, and herring was reported more plenty inshore than at any other period during the year. Dogfish had followed the herring inshore, resulting in much destruction to nets and annoyance to line fishermen, as well as reducing the catch of both cod and bait fish. Mr. Crowell,

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reporting at length, says: 'My observation leads me to conclude that the "improved" boats the line men use are a disadvantage to them at this season. These boats cannot get on the grounds without wind, and at this season it is generally calm in the morning, if it is a fish day at all, so these improved boats get there, if at all, several hours later than those that the owner's grandfathers and fathers used to sail or row. In fact they are too large to row, and too small to remain out over night, or at least the owners, who are supposed to be the best judges, say so. They have neither the advantage of the smaller boats in getting about quickly in very moderate weather, or the ability of the larger vessels to stay on the grounds when they do get there. These boats are built for lobstering, and are suitable for that purpose only. Vessels would do fairly well wide off-shore if they would stay out, but our fishermen will not remain out should the weather be any way boisterous, or if fish happen to be scarce for a day or two; consequently, when a school of fish strike in with the weather calm or a light air from the south the vessels are frequently in the harbour unable to make the fishing grounds for several days. If the department had a factory turning out "ambition" at a cheap rate, and the men could be induced to invest in the article and use it, a vastly different showing would be made in the in-shore fishing. These same men go to the "United States" and come down here in American vessels, and are all right. Apparently pushing captains are the "missing link."'

Haddock.—Fair haddock fishing was reported in June on the 15th and 17th, and in July on the 8th and 9th, with good reports for a few days about the middle of the month. The fishery slackened after to fair and poor, and continued to fluctuate between these latter points during the remainder of the season.

Halibut.—Very light catches of halibut were taken in July, with fair reports received on September 8th, 24th and 26th.

Lobster fishing the past season was not considered quite up to the average, but as fair prices ruled the fishermen did not complain. They are indignant, however, over the fact that they are paying duty on their rope, while the report is current that the New Brunswick lobster fishermen are getting theirs in free of duty.

Herring.—It was reported on the 22nd, and the latter part of June, that occasionally a few herring were on the off-shore grounds, ten miles distant, and by the report of July 20 a sufficient quantity of herring for bait purposes were taken by some shallows 15 miles from the mainland. A few boats attended the fisheries on the 21st, as some of the fishermen were hay-making; but those who went out found nothing but dogfish, which were very plentiful. A decided change for the better in this fishery occurred on the 22nd. A number of boats secured a sufficient quantity the previous night to partially supply others who were not quite so successful. Some small herring struck in the harbour on July 30, and enough were caught for baiting, and a quantity, probably 100 barrels, were salted down to be used later in the season in the lobster industry. There were also some bait wide off-shore on August 6, but not plenty. The nets about the harbour on which the boat fishermen depended for herring bait were a very uncertain reliance; occasionally enough were taken to supply all the boats, then none would be stopped for several days, or rather nights. Fish were very scarce the latter part of August, and the boatmen who went out when the weather was favourable secured about one-third of a cwt. of assorted fish, mostly small, a man per day. Quite a number of the men preferred the 'Blue-berry Barrens,' and they cleaned up probably fully as much, as there was a scarcity of fish, with an abundance of 'Berries.' Large quantities of the latter commodity were shipped to the Boston market via the Yarmouth Steamship Company. Herring in large quantities struck in shore September 17, and the boats averaged about 100 fish per net. Several small stops of herring were taken to October 8, when it was re-

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ported that herring have evidently left the grounds, with the large fish in pursuit. On October 17 the weather was fine, with a smooth sea running, and at daylight boats and shallops were noticed leaving the harbour for the off-shore fishery. The official season closed on October 15, but not necessarily by any means the fishing season. Our reporter thinks the season is not too far advanced for herring and fat mackerel, and has known the fishing industry to be prosecuted very successfully up to the Christmas season, but this is the exception. Should weather and bait be favourable, there is time yet to make a good voyage.

Mackerel were very scarce at this station the past season, and on October 8 it was reported that one mackerel was caught the first of the week, but his companions had not yet been heard from. Mr. Crowell reports that herring and mackerel have so far been nearly an entire failure at this station, and the lobster fishermen will be dependent, to a great extent, next season upon the north shores of the Bay of Fundy for their bait.

Pollock were small and scarce the early part of the season and continued so till the middle of September, when a marked improvement was assured. For the balance of the season pollock of a large size were in fair quantities, and brought good prices.

Squid have not been much in evidence during the season, but dogfish have been an ever-present quantity. Their manufacture into an improved breakfast food has not yet materialized.

Cusk were reported as having been taken from June 30, in good supply, to the close of the season.

On the whole, the fishermen who have diligently pushed their business have had something like an average season; while those who were discouraged by a succession of poor fishing days and remained at home frequently when fish were reported scarce on several occasions missed a good day's fishing in consequence, and have not panned out so well. Time and chance, however, have happened to all as in other years.

The following statement will show the quantities of fish caught at this station during the past season :—

	Pounds.
Codfish, total catch.	391,000
Haddock, total catch (including cusk and hake).	270,000
Halibut, total catch.	3,000
Pollock, total catch.	83,000
Herring, total catch.	167,000
Mackerel, about 50 fish (not barrels). . . . .	.....
	<hr/>
	914,500

The above is the total weight after the fish were cleaned and previous to being salted.

PUBNICO EAST, N.S.

Reporter, Mr. J. A. D'Entremont.

Codfish were taken in small catches in the month of May up to the 27th, when fair hauls were reported to the 31st. The month of June was a poor one for the codfishermen, and cod were very scarce until July 16, when good catches were made, which continued to August 3. The fish left the shores in this district for a few days and reappeared on the grounds in large quantities, and several large hauls were taken on the 10th and 20th of the same month. To the close of the season the codfishing was reported to have been, on an average, fair.

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The following is a list of vessels engaged in the codfishery, with their respective catches :—

	Pounds.
<i>Aurore</i>	150,000
<i>Arbutua</i>	120,000
<i>Eddie J.</i>	150,000
<i>Laura J.</i>	130,000
<i>Nelson A.</i>	155,000
<i>Marguerite</i>	100,000
<i>Souvenir</i>	160,000
<i>Senora</i>	100,000
<i>Greenwood</i>	75,000
<i>Geneva May</i>	75,000
<i>Ellen M.</i>	35,000
<i>Mabel A.</i>	20,000
<i>George</i>	45,000
<i>Henry L.</i>	30,000
	<hr/>
	1,345,000

Lobster season opened with light catches until May 9, when they became fair and remained so until the 27th, when poor catches were again made. There was very little change in the lobster fishery until the close season. There were six factories in operation in this district the past season, and the average pack is estimated at about 1,200 cases each. Nearly all the live lobsters exported to the United States are taken to Yarmouth in lobster smacks and shipped thence to Boston.

Alewives.—Good catches of alewives were made in May from the 9th to 16th, when the fishery became fair to the 27th. Fair catches were again reported to June 22, from which date to the end of the month the catches were small. The catch of alewives the past season was reported an average one.

Halibut.—Small catches of halibut were taken from June 22 to July 12, when fair fishing was reported to August 26. The catch was small after this date to the end of the fishing season.

Herring.—The first news received of the fishery was on August 3 and 5, when small stops were made. A few herring were also taken in September and October. The season's catch of herring was a small one.

Haddock.—Fair catches of haddock were reported on June 23 and 24.

Mackerel.—The mackerel fishery is reported a failure again this season. The fish were first reported on May 31, when 25 mackerel were taken in nets. Light catches were also made about July 1.

Ice was reported in good supply during the fishing season.

Bait.—Herring bait by fishermen's net was reported obtainable at Mud island on September 12, and at this station on October 5, 8, 14 and 15.

The season's catch, although hardly considered satisfactory, is reported to have been made an average one by the good prices realized by the fishermen for their fish.

PORT MULGRAVE, N.S.

Reporter, Mr. David Murray :

Codfish.—The past season opened poorly for all kinds of fish, particularly in Chebucto bay, where the wind was north-east and cold and greatly retarded the

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mackerel fishery. By the report of May 14, several bankers arriving from first and second baiting reported from 175 to 500 quintals of cod. One vessel, the *Bertha A. Mack*, from Cape North hailed for 1,100 quintals, and reported good fishing in that locality. Handliners finding fish scarce on our shores left for this fishing ground where fish were said to have been plenty. Codfish were scarce in the North bay fishery the latter part of May, as the *Nellie J. King*, of Shelburne, which arrived in sailed about the 28th for bank *Querro*. The first week in June, the Lunenburg bankers homeward bound reported from 400 to 1,100 quintals. Three Gloucester fishing crafts leaving for home on the 6th hailed for 160,000 pounds (shack) fish each, caught at Cape North and up the gulf. The *Ida M. Clark* was in on the 10th from the North bay grounds with 200 quintals by handliners. Several bankers the past week (June 20th) from the Magdalens in port, report small catches, only a quarter of a trip, some only 200 quintals. Bait was very scarce during the month of July and very little fishing could be done. It was reported on August 1 that many handliners fishing on clam bait were fortunate in securing about half a trip. Vessels operating the Labrador fisheries by report on August 22, had fairly good voyages. The schooner *Britannia* hailed for 1,100 quintals of cod and the *Mary C.* for 150 barrels of herring, 450 quintals of cod and 400 cases of lobsters. The North Bay fishing reports were not very encouraging and on September 5 vessels arriving from this locality reported fish and bait a failure. The schooners *Clara Ernst* and *Glenwood* reported on September 12 respectively for 1,300 and 1,350 quintals of cod. The handliner *W. C. Silver*, on a four and a half months' trip sailed for home on the 18th. the following day the schooner *Columbia*, of Lunenburg, sailed for home, and reported a fair trip all the season. Five Lunenburg vessels left for home on Saturday, October 8. They had been operating off the eastern end of Prince Edward Island with very poor results. Nothing was afterwards reported, as all the vessels had left the fishing grounds.

Herring were very scarce on our shores the past season, but vessels arriving from the Magdalens report this bait-fish very plentiful; there were crafts baiting at \$4.50 per dory load. Four baited at the Magdalens on the 2nd, and the *Emulator* and *Clarence Smith*, after securing a sufficient quantity of herring sailed for the banks. The first herring news on our coast was received on May 6, when this fish was reported as having struck in off Harbour-au-Bouche. The schooner *Oregon*, which arrived in on the 9th from the Magdalens, reported a good run of herring there. It was also stated that 30 bankers baited at the Magdalens on Saturday the 7th. The last arrival from the above fishing grounds, the *Defender* reported paying \$6 per dory-load for herring. It was reported on May 14, that herring had been very plentiful at Harbour-au-Bouche, to such an extent that one could dip them up by the aid of scoop nets. Good fishing for herring was again made in the same locality about the 16th and 17th. From the Magdalen isles came the reports that ice came back into the harbours and bays and greatly interfered with netting and lobstering. Herring struck off shore about June 7th, and a small catch was reported at Port Malcom on the 27th, part of which was secured by the Gloucester vessel *Tacoma*. Bait was scarce during July, and the *Transvaal* on August 1 reported 400 quintals of codfish taken on a baiting obtained on clam bait got one half trip and were in port on the 1st, in quest of fresh bait. No fish and scarcity of bait was reported after by all crafts arriving from the North Bay.

Lobsters—From the first appearance of lobsters on the coast to the close of the season, the average catch was fairly good. Only one factory operated this past season, and the output was 980 cases, with prices ruling good.

Mackerel made its appearance about May 28 in Chedabucto bay and Cariboo cove, when a few were taken in nets. Mackerel were next reported the first week in June about 10 to 15 miles offshore. The best seine-fishing was now between L'Ardoise and

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Canso, wide offshore. To date our net-draggers were reported as having done very little this spring, and very few were caught in nets. On June 13, Captain Chester, of the tug *Anson M. Bangs*, reported having passed through schools of mackerel between Liscomb and Canso which were being pursued by two seiners. This was about the only important news concerning this fishery received, and the run of mackerel at this station, the past season, has been considered a failure. One U.S. vessel, the *F. W. Nomans*, netting mackerel in the North bay district, landed 207 barrels on her first trip. She sailed for home after completing her second trip, which consisted of only 57 barrels, and reported the mackerel voyage a failure everywhere in the North bay and around the Island of Cape Breton.

Alewives were reported as having made an appearance on or about the same time as mackerel, May 28, in Chebucto bay and Cariboo cove. The quantity was very small.

Pollock were reported being caught on the coast on June 7, and on the 20th of the same month were taken at or near Cape Porcupine.

Dogfish.—Mr. Murray, reporting on this very important question, of vital interest to the fishermen of this province, writes as follows:—‘A great deal has been written and said about dogfish destroying other fish. In the spring and early part of summer we neither had fish or dogfish. Years ago (1853 and 1854) we had dogfish as plentiful as this year, and thousands of barrels of mackerel and herring were caught. If less old, rotten lobster-bait were used in the traps, we would get more fish inshore in nets than are now being caught.’

Mackerel net-fishing has not commenced to date (October 15), and, in all, our fishermen have done very little this past season. Present prospects look dull.

SALMON RIVER (PORT DUFFERIN), N.S.

Reporter, Mr. Arthur Balcolm:

Alewives first appeared May 23 fair, and were taken in light quantities to June 7.

Cod.—First appearance on the coast was on May 18 in light numbers. From May 31 to June 15 good catches of cod were taken. For the remainder of the season, owing to the unsettled state of the weather, the catch was on an average fair. It was reported that of the fifteen days in October (the closing of the F. I. Bureau's operations the 15th) only five days were favourable to the fishing industry.

Haddock this season were very scarce and consequently were not reported.

Halibut.—Light catches of halibut were taken in May, on the 30th, with good hauls the next day. In June, to the 16th, the catch varied from good to fair, and from fair to poor to the 29th of the same month. Light catches of halibut were again reported in July, from the 4th to the 20th.

Herring appeared in good quantities on May 31 and remained the same to June 9. Herring were scarce after, for the balance of the season, excepting a few fair stops on August 5 and 11.

Lobster fishing reported May 3 very satisfactory, and some good catches were made. The fishery became fair after this date and remained so to June 18, when the catches diminished to the close of the season.

Mackerel appeared at this station in fair quantities on May 28, 30 and 31, with this fishery in a fair condition to June 8. Several light stops of mackerel were taken

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to June 18, after which the mackerel fishery was poor until the month of August, when fair catches were taken on the 5th. Mackerel in small quantities were reported on August 6, 29 and 30. Nothing was afterwards reported.

Salmon fishing was reported fair from May 30 to June 13. Very light catches were taken the remainder of the season.

Squid did not visit this station the past season.

Trout were taken in fair quantities at this station the past season to July 10, with poor fares to the close of the season.

Smelts.—Very light quantities of this species of fish were taken the past season.

Bait.—Herring bait in traps was reported at Tuffin's island and Smith's cove on August 5. Bait was very scarce at this station during the months of September and October.

Dogfish appeared on the coast July 4, and, as a result, all branches of the fisheries became very dull.

The following is a statement of the quantities of fish taken within this district the past season:—

Alewives.. . . .	50 barrels.
Cod.. . . .	2,000 cwt.
Halibut.. . . .	5,000 pounds.
Herring.. . . .	200 barrels salted.
Lobsters.. . . .	200,000 pounds, fresh in shell.
Lobsters.. . . .	700,000 " canned.
Mackerel.. . . .	20 barrels salted.
Salmon.. . . .	2,000 pounds fresh.
Fish as bait.. . . .	50 barrels.
Fish oil.. . . .	1,000 gallons.

This district comprises the fisheries of Sober Island, Beaver Harbour, Port Dufferin, Quoddy, Harrigan Cove, Moser's River and Ecum Secum. Seven vessels and 250 boats prosecute these fisheries, giving employment to 40 and 400 men respectively, and six lobster canneries established along this coast employ 110 hands to operate 30,000 traps, with a valuation of \$10,000.

LESLIE'S BAY (SPRY BAY) N.S.

Reporter, Mr. John A. Leslie.

Cod first appeared on the coast about May 5 in light quantities, but it was reported on May 7 that this branch of the fisheries was not extensively operated. Cod were in fair numbers on May 9, 14 and 17, but the weather was so rough and stormy that very little had been done. Bait was also scarce about now, and only a few small herring and clams were used for that purpose. Codfish struck in the latter part of May, and on June 4 were reported plentiful about 12 miles off headland. From the 15th to 18th, inclusive, the catches were much better, varying from very good to fair, but just as the fishermen began to do fairly well dogfish made its appearance in great numbers, which of course put an end to net fishing, as well as making cod-fishing very difficult. For a month following there was practically nothing done. All kinds of fish were scarce, excepting dogfish, which were more numerous. A few very nice looking codfish put in an appearance in August, and the fishermen were of the opinion that the catches would be good should herring strike in, of which there were

very fair signs. Cod of good size were taken the first week of September, with good prospects, but dogfish were still hovering around the shores. The fish were found the 10th of September on the shore soundings in good numbers, having left the in-shore for deep water, but the cod were so far off-shore that small boats could not possibly venture forth to catch them. The cod-fishery was so dull October 1 that some of the fishermen stopped fishing for the fall. The following week a few fish of a small size struck in for two or three days, but the greatest difficulty now was a scarcity of bait.

Halibut.—The only report of halibut at this station the past season was when they were in light quantities on September 1.

Herring.—Small herring were reported being used for bait on May 7, and on the 24th it was reported that herring had struck in off this station. Herring bait by fishermen's nets was also reported on the same date. Herring were taken in June, but no large quantities were reported anywhere in this immediate district. Dogfish appeared the latter part of June and put an end to net fishing. Several small catches were made in August, and on September 10 herring were reported on the grounds, but the fishermen could not set their nets in the shoal and best waters on account of dogfish, which were more numerous there than in deep water. Few fair stops off herring were made on September 12 and 13, but since the 14th gales of wind were so prevalent that the fishermen could not get to their nets. A large boat which arrived in on September 17 from the grounds reported that herring had entirely disappeared from there, and dogfish were more numerous than ever. They were reported schooling on top of the water, and could be hooked from the side of the boats. Herring were on the grounds again the 1st of October, and as soon as they were held fast by the nets dogfish were on hand to devour them, as well as destroying the gear. Mr. Leslie in reporting to the bureau says: 'At the beginning of the season it looked as though it would be a banner year, as cod were plentiful, and of a superior size, and prices ruled high. Next came herring, which were of an excellent quality, and some good catches made. Fishermen were happy and smiling and everything looked bright, when along came the dogfish and drove the herring entirely off the grounds into very deep water. It was some time before the fishermen knew where the herring had moved to, and on placing their gear into deep water they found to their disgust shoals of dogfish and no herring.'

Lobsters first appeared about May 2 and light catches were taken regularly until the season closed. The lobster season has not been an average one, not because lobsters were any scarcer than a few years ago, but the general opinion is they have more attractive food at home in a very small fish that clings to the bottom, on which they feed.

Mackerel were first observed schooling off this station on May 28, and the United States mackerel fleet was reported in close pursuit. Fair fishing was reported on May 30, and mackerel were scarce after until it was reported that a few fish were striking in west on October 8, followed by schools of dogfish. Since then fishing has been almost nil, and once cold weather sets in operations will cease at this station.

Squid.—A few squid were reported caught east on July 16, which were expected would prove very helpful to the fishing industry, but squid was very scarce along this coast throughout the entire fishing season.

Trout.—Fishing was reported very good May 30, with catches varying from very good to good to June 17.

Dogfish put in an appearance on the coast about June 25, and were in large quantities throughout the fishing season. It was reported on July 30 that some boats had

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taken as many as 250 fish out of a single net. The fishermen are very much discouraged, and our reporter says it is really necessary for the government to bring relief in some way.

WHITEHEAD, N.S.

Reporter, Mr. J. E. Dillon.

Alewives were first taken on the coast this season about May 14, when a few were netted with herring off this station and Port Felix. Light catches were taken May 23, and on June 18 fair fishing was reported. The total catch for the season was about one-third of last year's, and is estimated at 50 barrels.

Cod.—There was also a falling off on the codfishery the past season at this station, which is attributed to the scarcity of bait the first part of the season and the 'dogfish pest.' The first report of codfish received was on May 4, when one boat made a haul of one quintal. A scarcity of bait was a great drawback to the fishermen about this time, and all branches were dull until Saturday the 14th, when a boat operating the cod and haddock fishery reported seven quintals, taken on trawls. Very few fish of any kind were caught the latter part of May on account of the rough state of the weather. Unfavourable weather conditions continued the first of June, and the fishermen expected to make good hauls should there be any change in the weather. Line fishing was very dull until from the 14th to 18th, inclusive, during which time fair catches were taken. Cod were very scarce also in the month of July, and the only fair report was on the 16th. The August catch varied from fair to poor; but the catch in September was somewhat better, and were on an average fair when bait was obtainable. Very few fish were taken in October on account of the roughness of the weather and scarcity of bait. The total catch is estimated at 800 quintals.

Haddock were first reported May 14 fair, but the catches throughout the season were reported light for the same reasons which attended the codfishery. About 325 quintals of haddock were reported for the season.

Halibut.—This fishery was not regularly reported the past season, but about 12,000 pounds would represent the total catch.

Herring were reported very scarce early in the season at this station. The first signs of herring were reported when from 35 to 40 fish were netted about the middle of May. Herring were scarce after until they re-appeared on the coast in June. It was reported on the 11th that two Lunenburg bankers baited here the past week. On Friday evening, June 15, herring struck off-shore in fair quantities, and the following day boats were averaging from three to six barrels. Some fair stops of herring were made in shore in August to the 6th, but the fish were driven off by dogfish, which were on the coast in very large numbers. At Tor Bay, one morning of the week of August 13 from six to ten barrels of herring were caught with a very small stop at this station. A few stops of herring were taken the latter part of August and early in September. In October on the 8th, one boat reported one-half barrel, and on the 12th a good run of fish was going with the herring fishermen reporting from two to seven barrels. Five hundred barrels of herring were reported taken the past season, which is considered much better than that of 1903.

Lobsters were first reported May 2, in light catches on account of the high winds which prevailed. From May 4 to 26 the fishery varied from fair to poor. To June 17 lobsters were reported fair, but afterwards to the close of the season small catches were taken. It was reported that, owing to rough weather and a scarcity of bait, the lobster-catch was smaller this season in comparison with other years. The number of cases packed is estimated at 1,700, or 300 cases below that of last season.

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Mackerel first appeared this season on May 23, and to the end of the month the mackerel catches were reported fair. It was reported on May 30 that the American scining fleet was off-shore, accompanied by the Fisheries Protection Service cruisers *Osprey* and *Kingfisher*. Some of the mackerel fishermen were said to have made large hauls. During June and July the catches were rather irregular, but varied from good to fair. A few boats operating off this station on July 29 and 30 made catches of mackerel varying from 100 to 200 fish. The only report of mackerel during the month of August was when 2,000 fish were taken in a trap on the 8th. Estimated total catch, 150 barrels, or 25 barrels less than last year's catch.

Squid were first reported this season when two barrels were taken in the traps. The schooner *Agatha*, of Shelburne, procured the contents of the traps and proceeded to Arichat to complete her baiting. Seven barrels were taken in a trap on August 6. This bait fish was again reported later in the month, on the 25th, on the fishing grounds, but were hard to jig. Good quantities of squid were again on the grounds on October 8, but few were reported taken.

Bait was very scarce the former part of the season, and two small cargoes of herring from Harbour Bouché and Port Hood were readily disposed of to those engaged in the lobster industry for bait purposes. Herring and clams were used in the month of May; mackerel in June; herring, mussels and clams in July; herring and squid to the middle of September, and the squid for the remainder of the season.

Dogfish continued plentiful along this coast the past season and were a great hindrance to the fishermen.

YARMOUTH, N.S.

Reporter, Mr. F. L. Hatfield:

Alewives fishing during the month of May was reported on an average fair, with light catches taken in June. Taking the alewives season all through, the catch was a good one and prices were well sustained.

Codfishing began fair in the month of May, on the 2nd and 3rd, and on the 5th a fair catch of small cod was taken by local boats. Good quantities of fish were on the coast on May 7, and the catch to the end of the month was on an average fair. Fair codfishing was reported in June, on the 7th and 13th, with very good hauls being taken on the 10th. The fishing slackened off a little to July 2, when fair reports were again received. Codfishing by local boats this season was considered better than last year.

Haddock.—Very light quantities of haddock were reported in May, but the catches during the months of June and July were identical with the codfishery. On September 9 it was reported haddock struck in off Port Maitland, and boats were averaging 200 fish. This fishery was also reported in a better condition than the preceding season.

Halibut fishing was reported very fair during the month of May and the early part of June.

Herring.—A few barrels of small fat herring were taken on July 2, but afterwards were scarce to the 18th, when bait was reported at Yarmouth bar, with nets averaging two barrels. Herring continued to be plentiful at the bar on the 20th, and fair fishing was reported on the 27th of the same month. Herring of a large size were reported striking in at Port Maitland on August 27; some nets had one barrel each. The much-needed fall herring did not come in shore worth speaking of. Some large herring were caught, however, by vessels about 20 miles off-shore.

Lobster-fishing was reported good on May 2 and 3, with fair reports to the close of the season. The actual catch will probably be larger than last season, on account of more men and appliances being employed in this fishery.

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Pollock.—Large quantities of medium-sized fish were caught in mackerel-traps early in the season. The fall school of large pollock was reported not quite up to the average.

Mackerel.—The first mackerel news received from this station was on May 13, when Cranberry Head trap pursed in the evening for 2 mackerel. 200 fish were taken by two traps on the morning of the 17th, and about 600 mackerel was the catch of the 4 traps on the 18th. 500 were caught on May 25, when Cranberry Head trap reported 12 ice barrels. 30 ice barrels were taken from one trap the following day, and on the 30th one trap pursed 400 mackerel. Iron Mine and Cranberry Head traps had each 100 and 150 fish on June 10, with the fishery dull to the 14th, on which date from 200 to 500 mackerel was the average of the traps. A catch of 100 mackerel was made by two traps on June 18, and to the end of the month small fares were taken. For the balance of the season in this county, mackerel fishing was nearly a blank.

Salmon were reported very good in May on the 26th and fair on June 7. The catch was very fair for the season, with good prices prevailing.

Trout.—Very good trout fishing was reported May 3, with good fares on the 7th and 26th. Fair fishing was reported June 7th and July 2.

Shad were reported a good average catch this season with 'grand' prices prevailing.

Smelts and Eels.—A goodly quantity of these species of the finny tribe were shipped to the Boston and New York market during the past winter, where prices were presumably good.

Dogfish were reported at times very plentiful and troublesome as usual.

WEST ARICHAT.

Reporter, Mr. C. P. LeLacheur :

Alewives were reported a total failure this season.

Codfish made their appearance in our bay at about the same time as in other years, and catches varied from poor to fair all through the season; the total catch being small. Bait has been most generally scarce, and day after day our fishermen were compelled to return from their nets not having found a fish in them to bait their lines. Again the dogfish have been very troublesome, generally making their appearance with the schools of cod and other line fish following the same bait, and as usual causing destruction to nets and lines. These two causes, as in other years have worked against our fishermen this season, and is chiefly the reason of the small catch of cod.

Haddock have not been plentiful at this station. The catch was light throughout the season. None were taken in nets.

Herring were late striking in on our shores this season, but a few herring of fine quality were reported in the bay the last week in June, and the fishermen were daily expecting the school to strike in. Bait was now very scarce until herring struck in on July 16, when netters were averaging from 100 to 800 herring per boat. The catch, however, did not appear to have been regular, and as dogfish were on the coast and very troublesome the fishermen were afraid to set their nets. A few very large and fine herring struck in the week of July 23, but only for a couple of nights as dog-

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fish in large numbers again followed the schools and drove the fish away. These pests were also reported plentiful on the codfishing grounds. A dense fog later covered the bay nearly all the week, and consequently the fishermen have found it difficult to locate the proper fishing grounds. Quite a quantity of small herring five to six inches in length were observed schooling in the bay, and on July 30, it was reported that fair catches of herring were made during the week. The fishermen say it is difficult to follow the course of the herring. Some mornings they are caught close inshore, and perhaps the next day they are found far out in mid-bay. This may be due, our fishermen think, to dogfish harassing them. Several Nova Scotia and American fishing vessels have been about seeking bait lately, and a few were very fortunate in securing the quantity they required. The best herring fishing was reported between August 8 and 15, and three vessels secured full baiting. Good herring fishing was reported at Cape Auget, five miles distant on August 18, and large hauls were being made when the voracious dogfish came along and cleared the grounds of this invaluable bait fish. The fishermen were now obliged to remove their nets, as the fish had left the shore for the season. The total catch is small, though somewhat better than last year. Some difficulty was again experienced in curing the fish as many of them after being salted proved soft backed, making them unfit for market. Several theories are advanced as to the cause of the herring turning out bad, and experiments have been made in different ways of putting them up; but so far no satisfactory method has been found, and our fishermen are as far at sea as ever. It is undoubtedly a matter for the government experts to examine.

Lobsters.—Owing to the presence of drift ice along our coast during the month of April, our fishermen were prevented from setting their traps as early as usual, and consequently very few lobsters were taken during that month. The fishing, which may be said to have begun about May 1, was poor at the start, and although it rallied a little during the latter part of May, continued poor all through the season. In a report to the bureau, dated May 21, it was stated that the catch of lobsters was fair on the 16th of the same month, but the fishing was poor during the remainder of the week. The weather had been rough, and that to some extent had interfered with the fishing, but the fact was there were few lobsters on the grounds to be taken. Around Thomas' Head, Rabbit island and the western end of the Lennox passage generally the fishing was much better than at this station, and good fishing was reported the same week along the Straits' shore from Bear island to Point Tupper on the east, and from Steep creek to Sand point on the west. Our reporter adds: 'Were it not for the high prices paid for lobsters this season (\$4 per 100 pounds) the fishermen operating at this station would have to give up the work. As it was, some of them commenced removing their traps ashore, finding fishing impossible to even make \$1 per day. A larger number of fishermen engaged in this industry this year, fully three times the number of previous seasons, and our coast area being limited could not accommodate them, with the result that the over-crowding of this territory made lobstering a disastrous season's work. Although lobsters were scarce in this immediate vicinity, the catch along the Straits of Canso shore, and west end of Janvrin's island, was fairly good, and consequently the packing establishment at this station through their smacks collected a large number and did a good business.

Mackerel catch was very light at this station the past season. On June 11 it was reported that the fishing in this branch was about over, and it had proven to be a failure along these shores. This caused great disappointment to our fishermen, especially those who were encouraged by the good catches of last year, and had made extensive preparations for this season's fishing. The weekly report of October 8 informed us that there had been a few medium sized mackerel going on our coast, and our fisherman was successful in securing 130 barrels on the morning of the 4th.

Pollock.—Large schools of these fish have daily frequented our bays and coves during the past summer, but the quantity caught was not large, as the fishermen did

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not pay much attention to this fish. Pollock were reported plentiful September 26 and 27 at Petit-du-Grat and Cape Auget; but the school did not reach as far west as this station.

Dogfish were on the coast in July in very large quantities, and were very destructive to nets in the early part of August. They were reported continuing on our shores to the great annoyance and vexation of the fishermen. Our reporter was informed on August 27 that one merchant of Petit-du-Grat had begun the work of canning these fish to fill a few small orders from New York.

Bait.—Scarcity of bait was a serious drawback to the fisheries during the fishing season. About the middle of June, a little before herring arrived in the bay, clams were the only bait obtainable, but they are difficult to get, tedious to use, and not at all a lasting bait. Fishermen only use them as a last resort. When herring were going at this station bait obtainable was reported on July 16, 18 and 25, and in August on the 4th, 8th, 13th and 15. A few squid were picked up along the shores of this station and used for bait on September 3, but it was reported that cod and haddock apparently were not partial to them. One fisherman on October 3 gathered three barrels of squid, and others also secured a few barrels, which were sold to a merchant of Port Mulgrave at \$1 per barrel. This was considered early for squid to run ashore.

The fishing season closed early at this station this season; in fact scarcely any fish were taken since September 15, excepting the few fares mentioned in the foregoing accounts.

CHETICAMP, C.B.

Reporter, Mr. Chas. E. AuCoin :

In accordance with your instructions, I respectfully beg to submit my detailed annual report on the fisheries of the present season, which were operated at the following stations, viz.:—Cheticamp proper, Cheticamp island, Grand Etang, Cape Rouge and Pleasant Bay.

The Gulf of St. Lawrence was cleared of ice on April 19, although the latter had detached from the shore in big floes, moving to and fro, since the beginning of that month. The weather was remarkably cold then. The lobster-trappers began to venture in setting traps, but, owing to ponderous ice-floes coming in contact with their rope and other gear, they unfortunately had to raise them for a considerable time, after having sustained some serious damages. There was no actual setting of traps before the last of April. The months of May and June were quite productive in the capture of lobster, and hauls were made ranging, on an average, from 170 pounds to 200 pounds per boat. Seldom have I seen the catch so steady and the quality so marked. Were it not for the lateness of the spring and its cold, foggy weather, which is a great impediment to success, the lobster season here would be, to both trappers and packers, highly remunerative. Our trappers and others interested did petition the government this season for one month's extension, which would have placed them on the same level as the trappers of other countries.

There are six lobster factories under the jurisdiction of Mr. Wm. AuCoin, fishery overseer. Of those, three belong to Mr. H. L. Forhan, and are respectively situated at Grand Etang, Cap Rouge and L'Anse du Bois Marie. One belongs to Mr. Fulgence AuCoin and is situated at Cave-à-Loups. Another belongs to Mr. Geo. LeBrun and borders the shore at Castle Farm, and the sixth is owned by Peter Fiset, who operates at Cheticamp point. Mr. H. L. Forhan is a native of Raymond county, Maine, U.S.A.

Mr. Geo. LeBrun, whose factory, as I said before, is at the shore at Castle Farm, was awarded a silver medal and a diploma, for his excellent packing of lobster, in the year 1902, at the Halifax exhibition.

Turning now to the *herring* industry, I may say that herring struck the shore about May 1, when medium hauls were made in nets. But, owing to some inapparent cause, it remained on shore a very limited time. The following crafts comprised the Magdalen herring fleet, which cleared from this port early in May to secure cargoes of that fish, which strikes so abundantly around those isles:—*Gertie Belle*, *May Flower*, *Lucy*, *Mary Lambert*, and *O.L.B.* The fleet enjoyed a happy and prosperous voyage and was back to Cheticamp by the twelfth of that month, with respective hauls of 200, 260, 100, 130 and 100 barrels. It appeared to me—and it was quite discernible—that the quality of the Magdalen herring this year was inferior to that of last spring, being of smaller build, although not any thinner in appearance. The general observer might fail to notice such inferiority in the fish, but a keen scrutiny would at once detect the difference, when a cargo of it was being landed. I have also observed that such herring was given to much shrinkage under the influence of salt or brine—much more so than other qualities I have seen. The greater portion of this herring was salted dry in barrels and puncheons and rendered available for bait purposes. A slight portion of it was carted over on farms and used as fertilizer. As usual, and as I have already stated in some of my former reports, lobster-traps, baited with fresh cod-offal, invariably had a better figure than whenever baited with salted herring or any other salted fish. Naturally, lobsters seek fresh food and nothing else. I am sorry to report that the July herring strike was far from being profitable and was almost nothing this year. Nevertheless, the quality of what was captured was more than exceptional, as is always the case with such a particular variety of herring. The fall herring, which used to enter Cheticamp bay in the latter part of November, is now almost extinct. This was a short, thick and extraordinarily fat herring. The fishermen and local people were very fond of it and fairly supplied themselves with it for winter use. I may make the remark here, that not a year escapes without some peculiar change taking place in the natural instinct of some fishes at least, principally as to their habitual resorts and their manner of moving from one shore to another. Speaking of the staple fishes, cod, hake and haddock, it will be quite interesting to note that cod and hake principally have schooled much more inshore than last year, thus enabling the smaller crafts to figure in a more profitable season, and at a less degree of peril from the ocean. It is also an observable fact that during the late months of the fall, say November and December, cod draw so close to the shore that the fisher in his boat, at times, stands precisely at a hearing distance, and, while fishing, could well entertain his farmer friend diligently smoking his pipe on the headland. I must add also that considerable trawling has been operated this season, from which the very best quality of cod has been captured. This quality of cod, of course, has the best quality of livers, and these in turn produce the best quality of oil. It must be remembered that the fattest livers are always obtained from the fall cod and produce, not only the best quality, but also the greatest quantity of oil. The experiment has been made. The livers of a November cod will produce twice the oil than those of a May cod will, and an expert, at sight, would quickly detect the difference in quality. I must not fail to mention that a distillery for the purpose of converting cod-livers into oil was established here last year by a New Yorker, but, through circumstances which are hard to explain, the whole business failed entirely, and the plant was finally removed to Grand Greve, Gaspé, Quebec. I am of the opinion that a distillery here, conducted under a good management, should prove highly successful and be a good paying business. Cheticamp, with adjoining stations, could supply a large demand for livers and so should be able to furnish material for a good, capacious distillery. As usual, cod-fishing was somewhat retarded in July, owing to the great heat of the season affecting the clam supply. Clams generally get into such a condition as to be almost unfit for use, having too little firmness to hold on hooks whenever

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subjected to the action of water. The refrigerators, at this juncture, could afford but little help, having received a very limited supply of herring bait. The few mackerel that were put in served for trawling purposes. Over 4,000 pounds of salmon have been placed in the Eastern Harbour freezer this season. In conclusion with the bait question, I will say that fishermen saw August without a squid on the shore. I am sure that such a late strike of that fish on this shore has seldom been recorded in the history of the Canadian fisheries. It was not before the 10th that the squid actually benefited the fishermen, although playing badly up to September 15. The influences of the weather, together with the arrival of dogfish in the earlier part of July, account, no doubt, for this vicious play of the squid. The dogfish struck this shore in greater abundance than ever and caused a wholesale destruction of herring and salmon-nets. They seemed at one time to have taken entire possession of the waters of the gulf, when the ocean was literally boiling with them. In the latter part of September, they were troublesome in the extreme, and not only terrorized and drove other fishes from their favourite haunts, but actually followed by schools in the wake of a sailing craft, only to surround her as soon as she had dropped her moorings. There and then would these hungry assailants, as it were, exhibit their frightful voracity, to the utter astonishment of the mortified crew. One thing has been worthy of notice this year respecting the dogfish: The larger kind kept close to shore, while the smaller kind kept off 5 or 6 miles. The dogfish does not deposit spawn, as other fishes, but hatches her own eggs and liberates her young one from their cozy bed as soon as actually developed in form.

I believe candidly the government would be acting upon a wise plan if its hatcheries would adopt and secure the development of a higher degree of maturity in their fishes before freeing them into unknown waters. I believe that better results would be obtained in the way of replenishing the lakes and rivers with a superior quality of stock fish were the above course pursued. The Margaree hatchery emptied a goodly portion of its stock fish in the pools of Little river, Cheticamp. Little river, as usual, offered its temptation in the way of poaching, and its banks were the scenes of many an adventurous little scheme which absolutely called for a strict vigilance on the part of the overseer and his staff of guardians. I have no account of the slightest disturbance whatever in that vicinity during the spawning season. Mr. A. C. Bertram, Inspector of Fisheries for Cape Breton, has caused a good commodious dwelling-house to be built within easy access to the pools and where a better 'surveillance' can be had by the resident overseer and guardians towards the protection of stock-salmon. I must further call attention to Cheticamp river or rather Plateau river, which is becoming largely accessible to smelts during the spawning season, the protection of which is deemed of the utmost importance. This river has had no protection yet, and on account of the wanton, useless destruction of spawn every year, the propagation of this species should be waning fast. I have strongly pictured the awful ravages entailed upon the smelt industry in some of my former reports, and I shall not henceforth refer to that subject or to the necessity of having the river under the services of a supervisor. Speaking about the mackerel industry, I may say that the waters of the gulf this season contained the greatest abundance of mackerel ever witnessed as yet. But the general catch has been very limited owing to the presence of dogfish on the grounds. Literally, mackerel were routed, as it were, from the shore, and had made an entire abandonment by the first of October. Although one of the greatest impediments to successful fishing of all kinds, the dogfish, looked upon with horror and disgust, bids fair to become, when largely introduced, one of the greatest and most remunerative industries in Canada. Foreign nations have already made a test of the dogfish, and pronounced it a favourite and substantial food fish, with very nourishing elements. On October 20, Mr. Geo. LeBrun packed a case of dogfish. I was in his kitchen on that day while he was preparing the fish, and he had some cooked on the table which he offered me. I was much surprised at the taste, and found it very excellent, and not in the least oily, as anticipated. The flesh was white and soft and very palatable. It must be

borne in mind that the flesh of the dogfish contains no oil whatever, as none can be found or even tasted whenever cooked. Hence, the oil must be attributed to the skin. I shall now proceed towards the description of a 'plaice,' of which structure and general appearance, upon close examination, I have been highly amused and interested. **First, the flesh of the plaice cannot be praised too much.** It is far better than cod, being more juicy and savoury. It is a peculiar fish, resembling halibut in form and shape, and has a white and a dark side. Seagoing people still entertain erroneous ideas about the plaice, and mistake the belly for one of its sides. Not because it moves and swims on its white side, that its dark side must necessarily be called its back. The greatest peculiarity of the fish is the location of its eyes. Contrary to other fishes, it has both eyes on the same side of the head—on the dark side, I will not say the back. The eyes are very close to each other, and very near the point of the mouth. The tail is in a horizontal line with the back and belly, tending to confirm the idea that both sides, dark and white, are neither back nor belly. On July 16, I secured a monster plaice which had been captured in deep water on cod grounds, and brought it home. Upon cleaning it, I found in the large intestines a goodly quantity of sand and small gravel, from the size of a pea to that of a pin's head, also bits of shell, &c. It was also clear to me that the dorsal, pectoral, ventral and anal fins of the plaice exactly corresponded with my description of the fish. Another variety of plaice keep about the heads of wharfs, and feed upon the offal thrown from them. There are many kinds of other fishes, small in structure, which are held by some people with disdain; but they are all edible, and the flesh of some when prepared by the adept 'cuisinier,' would honour a prince's table. Even the yellow-spotted 'plagueil,' if led to the frying-pan, would surprise the fastidious epicure.

I shall now give in tabulated form the statistical figures which I have gathered from the various fishmongers at the above-named stations:—

Cheticamp Proper.

Cod	lbs.	960,000	Herring	brls.	800
Hake	"	18,000	Mackerel	"	4
Haddock	"	42,000	Lobsters	cases.	773
Pollock	"	15,000	Cod-oil	gals.	855
Salmon	"	9,500			

Cheticamp Island.

Cod	lbs.	75,000	Cod-oil	gals.	45
Hake	"	7,500	Lobster	cases.	128
Haddock	"	12,000			

Grand Etang.

Cod	lbs.	388,000	Mackerel	brls.	7
Hake	"	8,200	Lobster	cases.	450
Haddock	"	40,600	Cod-oil	gals.	900
Pollock	"	6,400	Dogfish oil	"	500
Herring	brls.	100			

Cap-Rouge.

Cod	lbs.	15,000	Mackerel	brls.	10
Haddock	"	5,000	Lobster	cases.	311

Pleasant Bay.

Cod	lbs.	20,000	Cod oil	gals.	50
Mackerel	brls.	80	Lobster	cases.	240

CHETICAMP PROPER.

I have issued twenty-three fishing bounty licenses in the spring. For want of a substantial crew the schooner *Mizpah* had to remain ashore, and was not floated this season. The schooner *Wyvern*, which left this port early in November laden with farm produce and bound for Glace Bay, C.B., met with violent squalls of wind and

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snowstorm. From want of skilful manœuvre, the vessel when off Cape North became unmanageable, and was left to run adrift in a haphazard way till off Cheticamp point, when a glimpse of the light was seen. A turn of the wheel brought the vessel leeward, and she passed over the 'Haut Fond' near the rocky shore of the southern end of Cheticamp island, and stranded on the beach at 'L'Etang de Ferne,' where she now lies a total wreck.

In conclusion, I shall say that the fishery regulations in general were well observed. In the beginning of the season it was evident that a slight negligence as to the hoisting of flags in the case of registered boats would eventually grow; the watchful observer in this case had only to remind such masters involved of their duty and the violation was never repeated.

INGONISH, C.B.

Reported, Mr. Sidney S. Burke.

Cod, haddock and pollock were and are scarce up to the present time (November 10), but were never so high in value. The fishermen of Middle-head, Ingonish, purchased a trap and had it set at the above-named locality on June 13. On August 1 this trap landed 600 quintals of pollock, but the fishermen would not risk leaving it out any longer for fear of having it destroyed by the dogfish. The first cod taken was reported on May 22, in light quantities.

Herring struck this coast about May 1, and continued very plentiful for two weeks, thereby enabling lobster-fishermen to procure a sufficient quantity for bait for their summer's work. The large fat herring that used to frequent this coast fifteen and twenty years ago are now not available. It is hard to assign a reason for this.

Lobsters.—Light scattering ice on the coast from April 25 to May 10 prevented fishing on the outside coast, and on May 13 drift ice was noticed two miles off-shore. Few lobsters were caught in bays in May from the 3rd to the 10th, and it was not until the latter date did the fishermen get squarely under way to operate this fishery. Good lobstering was reported in May on the 13th, and fair during the remainder of the month. It is estimated that the factories on the shores made a fairly good season's work.

Mackerel.—First reported on June 1, and during the following ten days were very plentiful. Large hauls were taken, most of which were salted and shipped about August 1 to the Halifax market, where the fishermen were receiving for mackerel from \$7 to \$8 per barrel. Summer mackerel were schooling along our coast in great quantities the past season, but fishermen could not keep out their nets owing to the presence of the pests, dogfish, which were very numerous on our shores, destroying gear of all kinds. Unless something is done to exterminate this class of fish, so detrimental to our cod, herring and mackerel fisheries, it looks as if our important industry would become a thing of the past.

Salmon.—Signs of salmon were noticed on June 10, but from this date to the 15th, a few days later, none were taken. Salmon continued very scarce and uncertain to the end of the season. Most all of the salmon taken at this station this season were bought fresh by local buyers and sent to the Sydneys.

Squid appeared on the coast about July 18 in small quantities, and continued scarce and uncertain until the middle of September. From this time to the end of the fishing season the fishermen rarely were without bait to fish with.

The lobster and mackerel fishery proved a success, but cod, haddock and other branches of this industry were almost a failure as far as quantity was concerned, but as before stated all kinds of fish were at par value.

L'ARDOISE, C.B.

Reporter, Mr. J. M. Mc Isaac :

Codfish were taken this season about June 1, for the first, and on the 19th it was reported that both cod and haddock could be had when bait was obtainable. Many small crafts about this time were making preparations for the eastern ground fisheries and the catches to date were about the same as the corresponding period of the previous year. The last week in June the wind was blowing hard from the north-west, and reports received were poor, although fair signs of cod on the coast were noticed. On July 1, it was reported that cod were more plentiful this season than last when bait could be procured, and all small vessels from the eastern grounds brought fair hauls. Cod also struck in plentifully off Lingan and Port Morien during June. In July good signs on the grounds were reported when bait was going, and on the 15th all the small boats out of this port were off to the eastern grounds on a second trip, with the weather very favourable for the prosecution of the fisheries. Fair fishing was reported on the 21st, and as the weather was continuing very fine haymaking was the principal pursuit at this station to the end of August; although a few boats were engaged in line fishing. Several small hauls of cod were taken during the month of August by the few boats that followed up this fishing, and on the 21st, it was reported the line fishery was not quite up to the average. Many of the fishermen who were not haymaking were employed at the breakwater. The fishermen were reported on September 9 busily engaged in preparing their catches for shipment, as prices early in the fall were very favourable. Several buyers from various parts of the province were engaged securing all the catches along the shore, and the good prices received this season, although fish has not been very plenty, will place the fishermen in a fair position for the coming winter. Very little was done in this fishery for the balance of the season. The following is the catch of the small vessels, as reported :—

Name.	Tonnage.	No. of Quintals.
<i>Florence M.</i>	24	150
<i>Annie B.</i>	18	100
<i>Mary S.</i>	18	120
<i>Mary M.</i>	21	150
<i>Two Brothers.</i>	18	130
<i>Mary Alice.</i>	10	100
<i>St. Lidwina.</i>	11	90
		<hr/> 840

Haddock.—First signs of haddock on the coast were reported May 24, and a few fish were taken later in the month. Fair haddock fishing was reported for a couple of days in June about the 10th, and light quantities were taken to the 29th. Haddock were reported scarce during the summer months, and very few boats prosecuted this fishery as vessels generally go east about this time, excepting a few craft that make this station their headquarters.

Herring were very scarce early in the season and on May 13, it was reported that there was such a scarcity of bait at this station, fresh herring were being brought in carts from Bras d'Or lake a distance of six miles to meet local demands. A few fat herring were reported in June 8 and a very small quantity of small fish was on the shores about the 23rd of the month. Herring were very scarce on July 20, when a fair stop was made. No catches of any importance were reported during the remainder of the season. The herring fishery has been reported a total failure this season ; not enough taken for local use.

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Lobsters were the first fish taken at this station and were reported for the first on May 18, when a few were caught. A small number of traps that were set earlier in the month were seriously damaged by ice that was still in floes around the coast. Fair catches of small sized lobsters became scarce to the close of the fishing season, which was reported not up to the average. Good prices were obtained by those engaged in this industry the past season. The number of lobster fishermen this season was not as large as in former years.

Mackerel of a good quality and large in size were caught for the first on May 25. and a fair week's mackerel fishing was reported June 3. Had the weather been more favourable larger catches would have been taken, as the nets were well filled, when boats went out to attend them, but stormy weather setting in caused the crafts to return to the shore. After a gale of 24 hours duration the weather cleared and permitted the boats to make a second attempt when a fair average quantity was obtained. The mackerel run was about over June 10 and the catch was considered by the mackerel fishermen as being not quite as good as last season's. All hands however, appeared to have been satisfied with the results as the mackerel taken were large and fat and saved in good order, the merchants having on hand a good supply of salt. About 4,000 barrels, or 1,000 barrels less than last year's catch was reported as the total quantity taken.

Dogfish were reported on the coast during the summer months, but were not so troublesome as in former seasons.

MAIN À DIEU, C.B.

Reporter, Mr. George W. Dickson.

Cod.—This station was established on July 2, and the first report of the codfishery, received on the 21st of the same month, indicated fair fishing with light hauls after to August 20, 23 and 27, on which dates cod were taken in fair quantities. Dogfish being very plentiful the latter part of July, were regarded as a 'plague,' and reported a great hindrance to net and line fishing. The month of September was reported an average one, but dogfish were close in-shore and very troublesome. Fishing was reported on October 7 fairly good, with from two to five quintals of fish being taken, but the scarcity of bait was causing much concern among the fishermen, which was attributable to dogfish, which prevented the fishermen from catching squid. Boats that were successful in catching a few of this little bait fish and reached the off-shore fishing grounds did fairly well.

Herring were reported very scarce during the months of July and August, and on September 2 it was reported that bait had been very scarce, only a small quantity being taken; the boats not stopping sufficient for a half day's fishing during the whole week. It was reported that the July herring were never known to be so scarce by the oldest inhabitants as they were the past season. A few stops were made occasionally to the end of the season.

Lobsters.—This station was only established a few weeks prior to the closing of the lobster season, and as far as could be ascertained the fishing was fair to the closing of the lobster factories. The majority of the fishermen at this station attended the lobster fishing principally owing to the good weather prevailing and fairly good prices (\$3 per cwt.) were realized for their catch. Some years previous, during unfavourable weather, the lobster fishermen would only land about one-half their traps, but this season nearly all lobster traps were brought ashore in good order. After the closing of the season for lobsters the fishermen who engaged in this industry prosecuted the cod-

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fishery in larger boats. The fishing the past season has been occasionally light owing to a scarcity of bait caused by the large numbers of dogfish in-shore.

Mackerel in small quantities were reported the latter part of July and were schooling on August 11, when a few were netted. A sufficient quantity of mackerel were caught and used for bait on August 17, by hooks and nets and a few fair catches were taken toward the end of the month. Light quantities of very large mackerel were on the coast in September, but they would neither hook nor net. Mackerel were taken to the close of the season in small catches which were of great assistance to the fishermen in supplying them with fresh bait.

Pollock were first reported when in schools off this coast on July 21. Several light fares of pollock were taken in August and September; on October 13, pollock were reported plentiful with boats averaging 6 to 8 quintals per boat of two men.

Squid were on the coast in light quantities during the season which is accounted for by the swarms of dogfish on the shores which prevented squid from being 'jigged'.

Dogfish.—Exceedingly large quantities of this fish were going this season and at times almost suspended the fishing industry. Mr. Dickson reporting on dogfish, says,—‘If the government intends erecting a reduction plant for the destruction of dogfish on the southern coast of Cape Breton, I would suggest Main-à-Dieu, as a suitable site for such, as dogfish during this fishing season, are on the shores of this station and adjacent waters in inexhaustible supply’.

This station has been reported as the centre of quite an important fishing section. There is a lobster factory here that packs on an average of 1,000 cases and should favourable weather continue this season will pack considerably more. This station alone has about four small vessels, 12 large boats and about 20 to 25 small ones engaged in the fishing industry each season. Including the island of Scatterie the nearest point of which is about one and one half miles distant it is a favourite fishing ground for many fishermen of this neighbourhood. Many permanent residents are located there also a weekly mail service from this station to the island, whose only occupation is fishing as well as the south side of Mira bay, where some of our lobster-fishermen prosecute that industry. Including this station, Scatterie island and the south side of Mira bay, there are approximately 4 small vessels, 20 or 22 large boats and 40 or 50 smaller ones. The two small villages of Bauline and Little Lorraine about three and four miles from here belong to this electoral district and would have about 25 large and small boats engaged in the fisheries in that section. The Government Telegraph Office was opened at this station the past spring and cable connection to Scatterie installed where the offices are now being established.

PETIT DE GRAT, C.B.

Reporter, Mr. P. T. Fougere :

Alewives.—None or very few alewives were caught at this station the past season.

Codfish came on the coast in May in such light quantities that the fishermen were reported very much discouraged, which scarcity continued to June 23 and 24, on which days the fishing slightly improved. The sch. *New Home*, from the fishing grounds on the 6th, reported cod scarce. After a five weeks' trip to the banks, her catch only amounted to 7,000 pounds. Three arrivals on the 18th, the *Lillian Louise*, *Lady Laurier* and *Lena Jane*, also reported the off-shore cod-fishery dull. Poor fishing was reported on July 2 on account of scarcity of bait, which prevented the fishermen from going to the grounds. The schooners *Lady Laurier*, *Lillian Louise*, *Lena*

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June and Florence M., and a few other craft were in port seeking bait but could not procure sufficient for a two day's trip to the grounds. The fishermen reported dogfish very plentiful and destructive when they were operating there. Fair quantities of codfish were on the coast the 7th, 19th and 23rd, but no bait could be had. The fishery was still dull to August 13, when the schooners *Primrose*, *Minnie L.* and *Lizzie May* were forced to leave the banks on account of heavy tides and strong winds. The following week the fleet of small bankers left port for Souris, P.E.I., and Port Hood, C.B. The *Pearl* and *Lady Laurier* from the Gulf of St. Lawrence fishing grounds, were unable to obtain catches of any kind, as dogfish were in possession of the grounds. There were fair appearances of codfish in September on the 3rd and 9th, but dogfish were still troublesome and bait scarce. Several small catches were taken to the close of the season. About 2,000 quintals of dry fish were taken this season. The firm of J. & W. Jean, carrying on business at this station, sold or exported about 300 quintals, and are at present purchasing fresh fish. Another company, lately established, A. & R. Loggie, has built a pier at this port and will engage in the dry and fresh fish trade. There are fifteen vessels or large boats hailing from this port, besides other vessels from neighbouring ports that are engaged at present in the fresh fish business and vigorously prosecute the fisheries. \$1.30 per cwt., was the price paid in December for fresh fish.

Haddock.—Light quantities of haddock were taken in May, excepting the 18th and 26th, on which dates fair fishing was reported. The catches were reported light again during the month of June and several fair hauls were made by shore boats on July 7, 19 and 23. Haddock fishing the remainder of the season was light. The canneries of Henry Duff, put up this season quite a quantity of canned haddies which brought ready sale in the upper provinces. Two thousand three hundred and fifty-six boxes of smoked finnan haddies have been shipped by this firm, which is also a buyer of fresh fish. About 700 quintals of haddock were shipped from this port by the firm of J. & W. Jean. It is estimated that 2,000 quintals of haddock were taken this season.

Lobsters.—Ice was still on the coast early in the fishing season, and lobstering when reported on May 7, was in a fairly good condition, with fair fishing when the weather permitted, to the end of the month. For the remainder of the season the catches of lobsters were light, excepting June 7, 10 and 16, when fair reports were received. There were not as many lobsters caught this season as the previous years, but the good prices received for them more than made up for the deficiency in the catch. Six hundred cases of lobsters were canned by the H. E. Duff's canneries, and 700 cases was the output from the cannery of Baxter Bros., under the management of Freeman Mills.

Herring.—This finny tribe made their appearance early in May, but very few were caught, and the catches to the end of June were very light. The fishery in July was somewhat better and towards the latter part of the month fair stops were made. Herring fair was reported in August on the 1st and 2nd, and good quantities of bait were obtainable on the 6th, on which date two American bankers under license baited and left for the banks. Herrings were reported to September 10 in very light fares, when the fishery became very dull to the end of the season. It was reported in the months June, July, August and September that herring struck in plentifully in previous years, but have been very poor this season, and the total catch will not average more than 300 barrels. Many of the herring taken this season were troubled with a malady best known to the members of the 'finny tribe' as 'soft back,' and the herring fishermen all through the fishing season have done very little.

Mackerel.—Very few mackerel were seen in the waters of our bay this season. They apparently have taken another course and no reason whatever can be assigned for them leaving our shores.

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Salmon although salmon were reported fair in June from the 10th to 21st, this delicious and rare fish has been the poorest in these waters for years as informed by fishermen of many years experience. The method of curing this fish is not yet perfected and should any one desire to engage in the fresh fish business there is plenty of room for them at this station, where they would merit a share of the patronage of the port.

Squid were first reported when fair quantities were going in on September 7, and in small catches the 9th. Boats were averaging 15 and 20 squids by report of September 17. Very few were taken to October 15 when fishermen were reported trying for squid, but owing to the heavy seas running from the eastward only a small quantity was taken.

Dogfish came on the coast earlier this season than last and in very large quantities. During the season, they were very troublesome and destructive to the fishermen and seriously retarded fishing operations, causing large losses to the fishermen by driving all kinds of fish from the various fishing grounds. Dogfish were reported on September 3 very close in-shore and even in the harbour. The cannery of H. E. Duff, has put up a few cases of dogfish and shipped some foreign to ascertain whether a market can be found for them. Should the shipment prove successful, this would greatly assist in helping to rid the waters of this very troublesome and destructive kind of fish.

ST. ANN'S (ENGLISHTOWN), C.B.

Reporter, Mr. Thomas D. Morrison.

Codfish were first caught about May 25 ; the catch throughout the season being light.

Haddock were first reported May 27, in good quantities, and were very abundant on the 30th. Haddock were again reported plentiful on the coast on June 1, but not many were reported as having been taken.

Herring struck in at this station early in April ; but not very many were taken until the second week in May, owing to ice being on the coast. About May 11, nets and one fish trap here took large quantities ; the trap reporting 100 barrels, which were supplied to bankers from St. Pierre, Newfoundland, Lunenburg, and one or two American vessels, as well as supplying the lobster-factories. Eight vessels were reported as having baited on the 11th. It was reported that herring were never known to be so plentiful when they were on the coast as they were during the past season.

Lobsters were first taken about May 12 in fair numbers and were reported very plentiful during the most of the season, but small in size. There was no damage to lobster-traps this year, the weather being more favourable than for many seasons past. About 1,200 cases, or 400 cases more of lobsters were packed during this season than that of 1903.

Salmon.—Fair catches of salmon were reported in June and July, and the run of salmon was thought to have been a little better than last season's.

Mackerel.—No spring mackerel and very few summer fish were taken at this station the past season.

Pollock were reported very scarce this season.

Dogfish appeared on the coast as usual and very early in the season.

Squid.—There was no squid reported as being caught this season.

On the whole fish were never known to be so scarce, at this station as they were during the summer months.

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P. E. ISLAND.

ALBERTON, P.E.I.

Reporter, Mr. David Montgomery.

Codfish appeared on the coast very early in the season and the catches were heavy from the middle of May throughout the whole season. The fish were of a very large size and proved very remunerative to those who prosecuted this branch of fisheries; everyone having made large catches over the whole district.

Haddock were very scarce this season; the catches taken being very small.

Herring were first taken at this station on April 20, and from that date until June 1, herring were very plenty all over this district, more especially at Kildare, North Cape, and also Kildare trap. The catch taken was more than sufficient to supply the local requirements for cod and lobster bait. About August 1, the summer shoal struck in and large catches of superior herring were obtained. In September, the herring fishery was reported very good on the 1st, and fair at intervals from the 5th to the 24th. Very good herring fishing was also reported in the same month, daily, from the 26th to the 30th, inclusive. The quality of the summer run of herring was the best taken at this station for many years.

Lobsters.—This was the best season for this fishery for a number of years back. The fishing began with good results the latter part of April and continued good up to June 10. Lobster operations were greatly delayed for four days later by the traps being badly damaged by a storm which prevailed on the 14th. To the 27th, of the month the fishing was light with fair catches on the 28th, 29th and 30th. For the remainder of the season, when the weather permitted, a few smaller fares were reported. The lobsters taken this season were of much larger size than those caught formerly and the lobster fishermen over the entire district reported a good season's work.

Mackerel fishing the past season was a very poor one. The fish appeared on the coast the last ten days of the month of June and the first part of July, gradually disappearing from the shores after this to the end of the fishing season. The mackerel caught were of a fine quality for that season of the year. All the catches of mackerel this season were by netting; none were taken by the hook.

Trout fishing in this district was a failure this season. Only a few good fares early in the season were reported.

Dogfish were reported on the grounds on September 17 and 19 very troublesome to the codfishermen.

BLOOMFIELD OR MIMINEGASH, P.E.I.

Reporter, Mr. Edmund D. Kelly.

Codfishing did not commence at this station this season until about May 21, and then with poor prospects. It was reported on May 2 that some of the fishermen who had their traps set on Saturday, April 30, had them badly wrecked by a storm which prevailed during the evening of that day. Bodies of ice were also noticed on the northern shore, as well as a few fragmentary portions that skimmed along various parts of the coast. The codfishery was fair from May 27 to June 4, and the fish appeared fairly plenty to June 27, but bait being scarce, the boats averaged from 50 to 200 pounds. Good hauls were taken in July from the 4th to 10th, and fair after, with an occasional scarcity, to August 15. A scarcity of codfish followed after until the report of September 3 read:—'Cod and hake are fairly plenty, but bait very

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scarce and weather blowy: very little fishing will be done.' Codfish remained on the coast fair to the close of the season. About 300 quintals were reported as the total catch for this season for Miminegash.

Hake fishing commenced about June 27, with poor catches to the latter part of July, when fair quantities were on the coast, and the boat fishermen reported from two to three quintals. Fair fishing was reported in August from the 4th to 11th, and in September, at intervals, from the 8th to 30th. During the latter period it was reported that the weather was so stormy that it was seldom boats could reach the grounds—consequently the fares were small. Thirty-one quintals of hake were taken the past season.

Herring struck in along the coast about May 3, in light quantities and remained so until the 13th, when they appeared in very much larger quantities and some good catches were taken. The early run of herring was very slack after the first week in June. The fall herring made its appearance about August 23, with poor fishing to September 2, which improved to good and remained such to the middle of the month. Some good catches of fall fish were made during the time herring were on the shores. The total catch of herring will be about 450 barrels. It was reported that on many occasions when herring were plenty, the fishermen did not catch any quantity, as salt was very scarce, and as a consequence a larger number of barrels was not put up.

Lobster.—The lobster season began about May 6, with very small catches, and on the 14th, it was reported that the lobster fishermen were doing fairly well in that branch, which continued fair to the 27th. The lobster industry was poor after to July 10. During the lobster season some boats average 100 to 400 lbs. The lobster catch at this station is reported at 425 cases.

Mackerel were reported on the coast about June 16, when a very few were caught. They were not in any large quantity and the highest catch on the 24th, was reported at 18 mackerel per net. The largest fares of mackerel taken were reported in July 13 and 14, when the fishing was fair with nets reporting from 200 to 300 and 400 fish. 70 barrels will represent the total catch for the past season.

The following is a statement of the quantity of fish caught at Campbellton, P.E.I., during the past season:—

Cod and hake.	80 Quintals.
Spring herring.	100 Barrels.
Fall herring.	70 Barrels.
Mackerel.	15 Barrels.
Lobsters.	100 Cases.

GEORGETOWN, P.E.I.

Reporter, Mr. Charles Owen :

Codfish made their appearance about May 1 and hand lining near shore up to the end of June was reported from good to fair. The fish then moved off into deep water or to the various banks when on July 9, cod were said to have been in good quantities south-east off Souris. The latter part of July, off Murray harbour and Souris good catches of cod were taken. It was reported by the master of the schooner *Arabia* of Lunenburg, in port on August 1 that the codfishery was good off Point Miscou and Bank Orphan, with good hauls being taken of the north side of this island and on the banks in the south eastern part of the gulf. Between East point and St. Peter's bay the middle of August cod were in good numbers and many good fares were taken. There was a scarcity of fish reported August 29, at this station but off

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Miscou fairly large quantities of cod were seen. Dogfish had become so numerous about this date that vessels engaged operating there were obliged to leave the grounds. On September 3 it was said that codfish were plentiful on the banks off Souris and towards Cape George, with good fishing reported on the banks to late in the season.

Hake.—Good fares of hake were reported to have been taken off Souris and Murray harbour on July 25 and large quantities on the first of August were reported at fisherman's bank. On August 15 and 29 good hake fishing was reported between Souris and Cape George. The fall fishing both for cod and hake has been good; the fish being plentiful on the banks to the end of November.

Herring were first taken this season about April 20, fair, and the catch continued the same to the 28th, afterwards becoming scarce in shore to May 6. To May 9, herring had not been very plentiful on the coast, occasionally one barrel per net had been taken. Herring were fair off Cape Sharpe and Broughton island on May 16 with from fair to good fishing being reported off Panmure island to the 30th of month. During June the herring fishery was poor but in July large schools of small herring were said to be numerous on the banks. Fair catches of herring were taken in August off Pictou and Wood islands until dogfish made their appearance and becoming very destructive to the nets and the fish meshed the fishermen were compelled to discontinue setting their gear and returned home. The herring catch prior to the striking in of dogfish in this vicinity has been fair; medium-sized fat herring being plentiful in the bays and rivers.

Lobster fishing commenced about April 25, and from thence to May 25, the catch was reported a good one. After this date there was a decline in the catch to the end of the month, which was attributed to prevailing storms and unfavourable weather for fishing. Fair lobstering was reported the first of June with small catches after when an improvement was noticed by some of the lobster fishermen about the 20th of the month, but it was only of a short duration, and the fishery gradually declined in catches to the close of the season.

Mackerel were first reported having made their appearance when they struck in off Pictou island on June 20. Off East point on July 18, netters reported a good catch and the next day mackerel were schooling off Panmure island. In the vicinity of Cape Sharp on August 1, a few mackerel were netted, with an occasional catch being netted throughout the remainder of the season.

Squid were reported for the first when driven on shore in large quantities on September 3, and were said to have been one foot in depth for a mile along the shore. At St. Mary's and Sturgeon bay on September 8, it was reported quantities of squid had been carted off the shores by farmers to be utilized for compost purposes.

Dogfish first appeared on the coast this season off East point on July 15, and were very destructive to nets set for herring as well as to fish and trawls. In August dogfish were on the coast in such large numbers that the fishermen were obliged to relinquish their claim to the fishing grounds. Similar reports concerning the ravages of this fish were received in September, which seriously retarded the progress of the fishermen when fish were reported plentiful on the shores.

Bait.—Herring bait by fishermen's nets was reported at this station in May and June, and at Pictou and Panmure islands in August from the 18th to 23rd.

Ice was in good supply throughout the season.

MALPEQUE, P. E. I.

Reporter, Mr. Hume Hopgood.

Cod fish were first reported when taken on trawls on May 14, and handlining began about a week later when fair quantities of cod were taken on the 21st, 27th and 30th,

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with good hauls being taken on the 31st. The fishing during the months of June, July and August was reported fairly good, but on account of the large quantities of dogfish on the coast in September the catch was not as large as it would otherwise have been. The season's catch has been considered better than it has been for the past three or four years.

Herring struck in on May 2 and 3, with light catches being taken after this to the 9th, when some very good stops were made as far as reported. Herring were said to have been plentiful this season; a sufficient quantity being procured for bait purposes and local demands. A great many more could have been obtained had the demand required it.

Lobsters were first taken about May 4, and the catches were fairly good from the date until about June 26. Owing to a storm which occurred on June 15 which badly damaged considerable lobster gear, the catch was not large for the balance of the season. The total catch was about the same as last year.

Mackerel.—None were caught by handlines this season. A few barrels were taken in nets on July 1, wide off shore.

NEW BRUNSWICK.

GRAND MANAN, N.B.

Reporter, Mr. Charles Dixon.

Cod.—Very good codfishing was reported May 7, on the Gravelly Bottom and Bulkhead and vessels operating reported from three to seven quintals of large cod daily. Easterly winds prevented the craft from going to the fishing grounds the following week, but three vessels which anchored on Gravelly Bottom the 14th, reported each five quintals. Very poor fishing was reported May 28, owing to bad weather. A few boats that fished during the week on Gravelly Bottom caught from four to six quintals per day. The codfishery at Bulkhead and on Gravelly Bottom was very good in June, and on the 25th, small vessels reported averaging forty quintals. To July 2, fishing was dull as the weather was very bad all the week and bait very scarce compelling vessels to seek herring for bait at St. Andrew's, N.B., and Digby, N.S. During the month of July the catches of cod were very light as bait continued scarce and as dogfish had taken charge of the fishing grounds the latter part of July, the prospects for good fishing were not very encouraging. Cod scarce August 2, was the last report received of this fishery. Total season's catch is estimated at 1,000 quintals, or the same as the preceding year. One hundred and fifty casks, or 7,500 gallons of cod oil were also obtained during the season.

Hake and Haddock.—On May 28, it was reported that several vessels trawling off Swallowtail and in the North channel obtained about four or five quintals of hake and haddock each day in the same locality, on June 4 catches varying from ten to fifteen quintals per day were taken. Haddock were not so plentiful June 11, but good hake fishing still continued, and on the 18th hake were taken in good quantities north-east of Swallowtail light. For the remainder of the month, vessels operating off the light caught as high as twenty-five quintals per day with the small boats doing well hakeing in the North channel. In July the smaller vessels reported good catches off the light, North channel, and in Long Island bay. From four to ten quintals per day were taken by the small boats and the larger crafts reporting a daily catch of twenty-five quintals. To August 18, good catches of hake and fair of haddock were reported taken in the North channel and off Swallowtail light. The total catch of 5,600 quintal of hake shows an increase of 3,000 quintals as compared with 1903.

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The total quantity of haddock taken was the same as in 1903, 1,000 quintals. About 6,000 pounds of hake sounds have been cured and dried, for market purposes, which brought only 15 cents per pound.

Lobster fishing was reported on May 14 fair, at the south end of the island, and at Southhead the 28th, very good catches of large lobster were taken. Fair lobstering was reported in the North channel June 21, 22 and 23. Lobster smacks from the United States were reported in May securing all the catches. Seventy-five thousand live lobsters were shipped in smacks to the United States. The fishermen this season reported the lobster catch a fair average one. The majority of the Northhead fishermen seek employment in the factories at Lubec and Eastport, Maine, and as a result there was not a large number of our people home the best part of the fishing season.

Herring were reported on May 28 used as bait for the weirs at Campobello island. The first herrings at the island were reported the week of June 4, when large quantities of large herring struck in on the soundings two miles off Gannet Rock and some of the fishermen netted as high as forty barrels per vessel. Good prospects for herring fishing on the soundings was reported the following week and one boat took one barrel of large fish on the 11th. The tides were reported coming in the next week and small sized herring were working in-shore. Later in the month at Long island, the weirs were taking small herring in large numbers and on the morning of June 18, seventeen hogshead of herring were caught with bait in good supply. The cable between the mainland and island, which had been interrupted since the beginning of the fishing season, was reported repaired on June 18, and daily messages of the fisheries of the island were forwarded quite regularly. On July 1 five hundred herring of a very large size were taken in nets set on the north side of the island. Herring were very scarce all around the island on July 9, and small crafts were using salt fish for bait. Large net herrings were taken on the soundings July 16, and several vessels made catches as high as thirty barrels. Good netting of large fish were also reported at Southhead the same day. Some small herring were caught in weirs at Seal cove two nights of the week of July 23 and were disposed of to American vessels for sardine purposes at \$15 per hogshead. One vessel caught at Southhead on July 30 150 barrels of large net herring. A few were also taken on the soundings July 28 and 29. The fishermen were reported netting some herring at Southhead and on the north side of the island on August 6, and one weir at Seal cove caught \$600 worth of sardine herring one evening of the same week. Nothing has been reported since. There have not been many kippered herring packed here this season, only about 1,000 boxes dry. Very few herring were canned and about 3,000 barrels of weir herring were shipped in American bottoms to the United States in bulk for canning and smoking purposes. The weir fishermen at Seal cove have done nothing this season, while Grand Harbour has reported extra good fish in the weirs. Frank this season, while Grand harbour has reported extra good fish in the weirs. Frank Ingersoll at Long island put up during the past season 100,000 boxes of herring.

Pollock were reported on the rips May 7, and the seiners were quite prepared for this fishery. One boat seined about 1,200 pollock on June 4, and the 11th, a few were taken on the Bulk-Head. Pollock were plentiful on June 18 on Gravelly Bottom with vessels averaging forty quintals of mixed fish (cod and pollock), on the 25th. Pollock fishing in July was dull to the 23rd, when good quantities struck in. A few pollock were taken the first week in August.

Dogfish were reported plentiful on July 22 and in full possession of the grounds on July 30. Dogfish were not on the coast in such large numbers during the month of August.

About thirty tons of dulse were obtained during the season and shipped to St. John, N.B., and the American market, where it brought 5 cents per pound.

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CARAQUET, N.B.

Reporter, Mrs. E. Blanchard :

Codfish.—The first report received at the Bureau from this station reported the ice on the coast moving slowly off, but no fishing was done. The codfishery opened with light catch on May 26 and 28 but in June the fishing improved and to the 21st, cod were taken at intervals from very good to fair. Towards the end of the season the codfishing was carried on with satisfactory results. Dogfish were very abundant and troublesome this season and the catches taken were considered a little less than last year.

Herring were reported abundant during the month of May and the first catch of herring taken at this station was about the end of April. The harbour was clear of ice very late this season. Fall herring fishing was dull in this locality but the catches in general have been considered very fair for the season.

Lobster fishing has been considered fair during the past season ; the catch being a shade better than last year.

Salmon fishing was almost 'nil' in this vicinity the past season, and the mackerel fishery was also very poor.

Clams which were plentiful all the past season kept the bankers in good supply during fishing operations.

SHIPPIGAN.

Reporter, Mrs. Martin J. Robichaud.

Codfish appeared on the coast about the end of May in large quantities and continued the same until the latter part of June, when the catches slackened to August 15, owing to the scarcity of bait and the ravages of the dogfish. Some very good fishing has been reported during the month of September; craft with crews of four men operating off-shore returned with seventy quintals of fish. Although the fishery cannot be called good this year, the total catch is estimated at 12,500 quintals of cod and haddock.

Herring appeared at the end of April in large quantities and were the same up to May 25. A report received at the bureau from this station on May 3, stated that the harbour was not yet clear of ice and very little fishing had been done along the coast. Herring were the only fish going at this time and about 50 barrels were stopped in two days fishing. Light catches were taken in June and July, and in August on the 29th, herring were reported very plenty, with good fishing the following day. Several good fares of herring were taken the first week in September. During the past season about 500 barrels of herring were packed for market; 15,000 salted in bulk as bait for lobster; 10,000 barrels used as fertilizer; and 2,000 barrels were stored in the freezer to be exported in January. The fall run of herring has not been quite as good as last season's and about 1,000 barrels were taken during that period.

Lobsters appeared on our coast at the beginning of May, and the fishing was reported good the whole season round. There were about thirty factories in operation along the Shippigan and Miscon islands the past season and the total pack was the best ever seen in this locality for a good many years. It is estimated that 12,000 cases were packed the past season. A lobster hatchery was erected at this station last winter, and has been in operation from June 15, to July 15. It has been calculated that 3,000,000 lobsters were hatched and distributed along the coast.

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Mackerel have almost disappeared from our coast. The total catch this year only amounted to 6,000 mackerel, which were removed to the freezers to be shipped in January.

Salmon.—Good salmon fishing was reported in May and June, but slackened off in July. The fishery has been very good, during the past season about 2,500 salmon were taken, part of which has been shipped in ice to the United States, the remainder being stored in freezers to be exported by rail at the beginning of the cold season.

Smelts were fished by gill nets and hooks, but seem to be scarce as reported to October 20.

Clams have been plentiful this season. About 4,000 barrels of clams were canned, and about 2,000 barrels were used by the fishermen for bait purposes in the codfishery during the summer months when there was a scarcity of herring on the coast.

PROVINCE OF QUEBEC.

GRAND RIVER, GASPÉ.

Reporter, Mrs. John Carbery.

The following report of the fisheries at this station is the result of information obtained by our reporter from the agents of the large fishing establishments of Chas. part of the season, which prevented boats from going out on the grounds and also to Robin Collas & Co., Ltd., and John Sealy's.

Codfish.—The codfishery in many places on the Gaspé coast the past season has not been up to the average, attributed, more or less, to rough weather towards the latter part of the season which prevented boats from going out on the grounds, and also to the never failing visit of the dogfish in the months of July and August. This fishery in these parts is chiefly prosecuted on the banks, forty miles distant in open boats about 28 feet long. These boats with three men on board leave shore on Monday and drift with nets for herring bait in shore and on the banks. If successful, and codfish are in fair quantities the boatmen will return in three or four days with 30 and 40 cwt. of fish which is considered a good catch. In some instances when fish and bait are plentiful, as much as 80 cwt. is landed, but very often the fishermen may be out all the week obtaining very little bait with fish scarce when they will return to port the latter part of the week, Saturday as a rule, with ten to twelve quintals of fish, some of which is a very inferior quality as the fish is not now split or salted before it comes ashore and the only thing done towards preserving it is the taking out of the entrails and liver, which are thrown overboard. A few Nova Scotia and American vessels visited this station during the season, often making good catches with bait kept on ice secured at other localities. Our inshore fishery has been very poor this season owing to a scarcity of bait. The catch on the whole is considered a fair one and the prices received were higher than in former years.

Herring which were very plentiful in early spring disappeared gradually during the summer, and have now entirely departed from our waters for the season, notwithstanding the fact that in previous year, at this date (November 10), they were plentiful. The herring fishery on the banks was reported fair during the summer.

Lobsters were very fair in the early spring and commanded a big figure. The total catch was small this season and lobsters are becoming scarcer and smaller in size every year.

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Caplin.—There is also a noticeable decrease in the quantities of caplin visiting our shores. Years ago they were very plentiful and would be rolling ashore. This year very few were seen.

Salmon were very scarce at this station the past season, with a small catch reported.

Mackerel were very scarce along this coast the past season.

Squid.—A few of this valuable bait-fish were taken in the month of September.

Dogfish.—The dogfish pest which nearly destroyed the catch last year did interfere very much with the catch this season. This together with rough weather largely attributed to the scarcity of bait along our coast during the season.

Our reporter in concluding, says,—‘I am of the opinion that in most places on this coast, the fishing industry is not decreasing but increasing. In such places as Grand river, Little River East and Newport, indications are for many years to come there will be a large and profitable business in this particular industry ‘The Fisheries.’

L'ANSE AUX GASCONS, QUE.

Reporter, Mrs. A. E. Brotherton :

Caplin.—Good catches of caplin were reported in July, but the fishing on the whole was poor during the season.

Codfishing began about May 31, and to the end of June the catches varied from good to fair and from fair to poor during the month of July. Dogfish and stormy weather greatly interfered with codfishing in August, but the catch in September and to October 14 was on an average fair. It was reported that the total catch the past season will be about one-half that of the previous year, which is attributable to the scarcity of bait during the season that codfish were on the coast.

Herring appeared in fair quantities on May 3, which increased considerably the following day and to May 19, very large quantities of herring were on the coast and good stops were made. Herring bait by fishermen's nets was reported on the 9th, and to June 14, the fishing varied from good to fair. Light quantities of herring were taken the latter part of June and in July, excepting the 1st, 12th, 14th, 15th and 16th, on which days a few fair hauls were made. Dogfish were troublesome in the month of August and herring appeared from fair to poor. Fair fishing was reported in September on the 2nd and 3rd, with small quantities going to the 10th. The herring fishery varied in October from good to fair from the 4th to the 14th.

Lobster operations began fair on May 3 and continued the same to the middle of the month. On May 17 and 24, good lobster fishing was reported with fair again to the end of May. Fair reports were received daily in June excepting the 10th, when the fishery was very good, and light fares after to the close of the season, which has been considered a fair one.

Salmon were reported fair on June 13 and 14, but the fishery was considered very poor the past season.

Squid were first reported on August 12, and fair hauls were made to the 16th, with small quantities being taken to the end of the month. Squid were taken in September for bait from 2nd to 29th in catches from fair to poor.

Although the fisheries at this station the past season have been considered on an average poor, the prices realized were good, which will give the fishermen their usual profitable margin.

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NEWPORT POINT, QUE.

Reporter, Mrs. M. Meunier.

Cod appeared about May 26, fair, and on the 30th and 31st fair codfishing was reported in-shore. The in-shore fishery improved to good on June 1 and 2 and bankers reported from ten to thirty drafts on the 3rd. The fishing continued good to the 17th, increasing to very good on the 18th. From 10 to 25 drafts were reported by bankers on the 10th, and from 10 to 20 drafts on the 24th, with the fishery reported fair on the 21st and 25th. Throughout the month of July the catches were on an average fair with bankers reporting from 10 to 35 drafts on the 9th, and from 15 to 30 drafts on the 16th. Boats were all off to the banks August 1, but dogfish were in charge of the grounds and very little was done in the off-shore fishery during the month. Strong winds were also prevalent and several days 'no fishing' was reported. Fair codfishing was reported on the 3rd, 4th, 10th and 24th and good on the 16th. September 1 cod struck in plentiful and good fishing days were reported on the 6th, 7th and 8th. On the 9th, bankers came in with drafts of cod varying from 10 to 20, and fair quantities were taken on the 12th, with good on the 13th. No fishing, owing to strong winds, was reported to September 28, on which date cod were going in fair quantities. Several fair catches of codfish were made in October and good fishing was reported on the 15th of the month. Nine thousand and forty-eight drafts of fresh cod were reported this season.

Herring struck in in good quantities on May 2 and 3 with very good quantities being reported quite regularly each day to the end of the month. The fishing was on an average fair in June and very light quantities were taken in July. Fair stops of herring were taken in August on the 3rd, with good fares on the 16th and 25th. In September, from the 6th to 12th, the fishing varied from good to poor with bait fair, being reported in-shore on the 28th. The only report received in October indicated good herring fishing on the 15th. About 3,600 barrels of herring were taken during the season.

Lobsters were taken in good catches May 2, 3 and 4, after which the fares averaged up fair for the remainder of the month. To June 21 lobsters were taken in catches varying from good to fair.

Salmon were reported May 26 fair, and in June fair catches were taken on 7th, 9th and 20th.

Squid fishing was reported fair September 1, and bait fair in-shore was reported on September 28.

Caplin appeared on the coast June 7 fair, and on the following day struck in very plentiful, continuing the same to the 24th of the month.

PASPEBIAC, QUE.

Reporter, Miss Ada Beck.

Cod were first caught here on June 3, when a few were taken, but the quantity began increasing until about the 15th of the month, good in-shore fishing was reported with boat averaging three drafts daily. On the 25th, codfish were reported scarce and varied from this condition to fair up to August 15. Bait was now hard to obtain, and clams, which have proved to be very poor bait, were being used in the codfishery. After August 15 both cod and herring became fair then good; and from September 15 to the end of October, fishing in both branches were reported to have been very favourable indeed to the fishermen. A great trade is now being carried on

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at this station with the skinless and boneless cod, which is first on the market: the most part of the codfish taken in this locality is being preserved in this manner.

Herring.—The first fish which visited our shores this spring were the herring, which came along about April 27. At first they were reported scarce; but the quantity gradually increased and became very abundant to May 11. As high as sixty barrels were taken in seines: then they were reported scarce after the end of June, when the herring left our shores. A reappearance of herring in large quantities was noticed about August 15, which remained the same to the end of the season.

Lobsters.—The first report of lobsters was received on April 3, indicating fair catches, which continued throughout the season. When bait was obtainable lobster-traps were supplied to the last of June, about which time lobsters themselves became scarce and the fishermen hauled in their traps and gear for the season. For the past twelve years lobster-fishing at this station has had no part in the fishing business; but last spring the trade was attempted and the results have been sufficient to encourage the same industry next year.

Caplin appeared on the coast about May 23 in large quantities; after which fair catches were made during the week, when the fish left our shores and no more were seen during the remainder of the season.

Smelts.—About August 8, smelts were taken in good numbers. Some were used as bait for cod and a portion of the catch was retailed fresh. A good quantity of smelts was reported wasted or thrown away—there being no trade for this fish at this station.

A new industry was started in our locality this season. The oil plant for the manufacturing of cod livers into oil. By aid of a stream apparatus cod-livers are being converted into refined cod liver oil. The industry proved fair this, its first season, and promoters entertain better success next year.

PERCÉ, QUE.

Reporter, Mr. E. G. Tuzo :

Caplin were not taken at his station during the past season.

Cod were first reported when a few were taken on May 28, and it was reported codfish were fairly plenty throughout the season, but the fishing was unfortunately hampered for want of bait.

Herring.—Light quantities of herring were taken in May on the 3rd, 4th and 5th, with fair stops being made on the 13th and 14th, when herring struck in very plentifully. To the end of May the herring fishery varied from very good to poor. Herring during the early spring were fairly plentiful, and scarce the summer months. The fall herring fishery was a total failure.

Lobsters were reported on the coast very plentifully on May 3, and for the remainder of the month the catches were from good to poor. Fair lobster fishing was reported to June 14, with light catches to the 28th. The lobster catch on the whole was considered a poor one this season owing to a scarcity of both fish and bait.

Squid struck in the middle of August and were plentiful until the latter part of September, when it suddenly left the shores.

Dogfish were reported on the coast and very troublesome on August 24.

The conditions at this station the past season were in every respect favourable for a good catch and a good season for all those in the fish trade had there been bait, as storms were less frequent and the weather well suited for the curing of fish.

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PT. ST. PETER, QUE.

Reporter, Mrs. M. J. Bond.

Codfish were very late in appearing this season, and were first reported the latter part of May, when one boat made a catch of three fish. Fair fishing was reported on June 1, 2 and 3, and the highest boat fishing in-shore secured ten drafts of fish. Cod appeared very plentiful on the 6th, 7th and 8th and to the end of June were taken in catches varying from very good to fair, with one banker on the 24th reporting for nine drafts. Very good quantities of cod were on the coast the first week of July and good catches were taken to the 18th and fair to the 30th. 15 drafts was the highest bank catch reported in July, 13 drafts on the 3rd, 20 drafts on the 7th, and 14 drafts on the 20th, were the best catches in the bank fishery during the month of August, although, dogfish were on the coast in very large numbers. The in-shore fishing in September was fairly good at intervals and several boats reported in with large hauls. High winds and strong tides which prevailed during October prevented successful fishing, 4,000 drafts of cod, or 1,000 drafts better than last year is the estimated catch in the cod-fishery for the past season.

Captin were taken in very good catches on May 22, 24 and 27, and again in July on the 1st, 6th and 7th. The fish were reported July 2, used to bait along with herring.

Herring struck in early in May very plentifully and to the 14th some good stops were made. As the weather was occasionally disagreeable the fishing varied to fair for the remainder of the month. Several good catches of herring were taken in June and fair stops were reported by drifting in July. Bank herring were reported fair on August 3, and on the 7th, one boat made a catch of three barrels. Dogfish caused a suspension of the fishing during the middle of August and herring were scarce after to the end of the month, excepting the 25th when a fair stop was made by drifting. Later in the season, the weather was very unfavourable for fishing, and the total catch is estimated at 100 barrels or about the same as last year's.

Lobsters.—The first catch of lobsters reported this year was on May 3, when fair catches were made each day until the 14th, with the exception on the 13th, when very good fishing was reported. From the 16th to 22nd, lobsters were scarce and on the 23rd, 25th and 26th the fishery was reported very good, and fair on the 24th and 30th. The June catch to the 27th, varied from fair to poor and to the close of the season fair catches were reported when the weather permitted. Several stormy periods attended the lobster fishery this year with the result that about 350 cases less were packed this season than in the previous year, there having been put up in this district in 1903, 500 cases.

Salmon were taken in fair catches in June from the 3rd to 27th with good fishing on the 24th. In July, salmon were reported fair on the 6th and 7th and scarce on the 11th and 12th.

Squid were first reported when one boatman during the last week in July reported a catch of eight squid in his net. Fair quantities were taken in August on the 11th, 12th, 13th, 19th and 25th with very good catches on the 18th. Squid struck in-shore in September in very large quantities on the 6th and 7th with good fishing reported on the 23rd. Boats engaged in squid fishing during the season averaged seven barrels per ton.

Troul fishing was reported fair on August 5.

STE. ADELAIDE DE PABOS, QUE.

Reporter, Mrs. A. Lemarquand :

Caplin.—Very few caplin were reported the past season at this station.

Cod fishing commenced at this station the latter part of May and fair hauls were taken on the 30th and 31st. Cod very plentiful were reported the first week in June with boats averaging on the banks from 10 to 30 drafts and the inshore fishery from 3 to 8 drafts. There was a scarcity of fish on the off-shore grounds on the 15th, but from good to fair hauls were being made close inshore which continued to the 30th, when bankers arriving reported from 15 to 25 drafts. Cod were very scarce early in July owing to rough weather, but the off-shore fishermen reported from 30 to 33 drafts on the 9th. From July 13 to 28 scarcity of bait rendered the inshore fishery again dull while those operating off-shore had from 15 to 30 drafts. Although cod were on the coast in August, in quantities varying from good to poor, it was reported that the fishing was not very favourable owing to bait being very scarce and the inshore fleet was seriously hampered by shoals of dogfish. Notwithstanding the roughness of the weather the first part of September the few boats that were operating the fisheries for a few days did fairly well. By the weekly report of September 3, 15 boats abandoned fishing for the season. The week ending September 17 was very rough, one boat was lost on Thursday the 15th, and the crew of three men was drowned. Towards the close of the season, cod were very scarce with the weather rough and only very few vessels were operating. It was reported the cod fishery was the poorest at this station, this season, for many years past.

Herring struck in good quantities on May 2, and continued the same to the 6th, when the catches became light to the 9th. From this date to the 20th, owing to stormy weather herring were taken in catches from good to poor. Fair herring fishing was reported to June 10 with very small stops a little later on in the month of June and early in July. An occasional fair haul of herring was made during August and the first week in September. Herring were scarce after to the close of the season.

Lobsters appeared plentifully on May 2 with good catches the following day. Strong breezes were reported the 5th which caused lobsters fares to be very light. From May 9 to 31 when the weather permitted the catches varied from good to poor. The June catch opened light, but increased to good, afterwards becoming fair to poor for the balance of the season.

Salmon fishing began May 30, with good catches continuing the same to June 15. Fair fishing was next reported to June 25, after which the fishery became dull to the close of the fishing season.

Squid appeared on the coast in July on the 25th in fair quantities and were caught in August from the 16th to 20th, in catches varying from good to poor. A few catches of squid were also taken in September from the 7th to 23rd.

Smelts.—Boats were reported on October 1, doing very well in the smelt fishing, and on October 5, 7 and 12, very large quantities of smelts were going with fair fishing on the 14th.

GRINDSTONE, MAGDALEN ISLANDS, QUE.

Reporter, Mr. J. A. Lebourdais.

Cod.—The first report received from this station was by letter, dated May 4, stating that the Meat cove cable to these islands was interrupted and no daily reports could be forwarded until repairs were made to the damaged cable. Ice was

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then around the islands in many places and the only fish going was herring, which were fairly abundant. Cod appeared in light quantities about the middle of May, which increased to larger numbers to the end of June, with a scarcity of bait reported. The fish moved wide off-shore in July and the fishing was reported fair when bait was obtainable. On August 8 codfishing was very poor, owing to the severity of the weather, in fact, fishing in all branches of the fisheries had been suspended during the week. Very light fares were taken to August 29, when some fishing vessels operating for a few days on the south part of the islands reported good fishing. The weather the first week in September was very stormy, which prevented the fishermen from visiting the fishing grounds. Very little fishing was done the latter part of September and on October 10, it was reported that a few boats would venture forth when the weather was fine, but the fishing in general was gradually diminishing in catch to the end of the season.

Herring struck in plenty on April 25 and continued on the coast in large quantities to the latter part of May. A large fleet of banking vessels was successful in obtaining bait at these islands on May 17, but ice on the coast forced the fishermen to raise their traps, which were found to be full of herring. Some nets were again set after the disappearance of the ice at Amherst island and the south side of the bay with fairly good success. Herring, which were plentiful within a few days of May 31, were becoming scarce in some localities with the weather stormy and changeable. In the Pleasant bay district herring were getting scarce, while large quantities were still in traps at Grand Etang to June 22. From this period to the close of the season none were reported.

Lobster.—Fishermen got their gear out on April 28, when lobsters were on the coast in fair quantities, but ice which was still on the coast greatly damaged a large quantity of traps and prevented fishing operations in general to the middle of May. After the ice had left the shores lobstering was very good all around the islands until June 18. The report of June 6 stated that lobsters were very plentiful in some localities, principally the south-east and north-east to north part of the islands and that this fish had not been seen so abundant for many years past. In fact, the catch at times was so large that the packers did not have a sufficient quantity of cans on hand to meet their requirements. The extension of time granted to the lobster fishermen this fall was only attended with fair results.

Mackerel were first taken about these islands the past season, the first week in June by netters, who reported a few taken with good prospects. Some boatmen did fairly well in the mackerel fishery on Saturday the 11th, while other fishermen reported doing nothing at all. On July 4, the spring run of mackerel by nets was a complete failure and boats with twenty and twenty-five nets attached to them secured only one half barrel. Mackerel hooking began on the north-east section of the islands the latter part of July with poor catches and prospects not very encouraging. There was very little doing in the mackerel fishery to August 18, on which date and on the 19th and 25th, a slight improvement was noticed, with fair catches reported. A good run of mackerel was also going on the 23rd, and one or two boats stopped from 300 to 500 fish. The prospects now had the weather continued favourable, were very good. A few small fares of fish were taken late in the season, but as the weather in October was becoming rather too rough for small boat fishing, and fish were getting very scarce all around the islands a number of fishermen who considered themselves not properly prepared for the severity of the prevailing weather, decided to abandon the fisheries for the season.

I have the honour to be, sir,

Your obedient servant,

A. D. MACKERROW,
Clerk in charge, F. I. Bureau.

