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VOLUME 10

## FOURTH SESSION OF THE EIGHTH PARLIAMENT

## of the

DOMINION OF CANADA

SESSION 1899


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1. Report of the Auditor General, for the year ended 30th June, 1898. Presented (in part) 7th April, 1899, by Hon. W. S. Fielding. Presented, complete, 26th April, 1899.

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## CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1898. Presented 23rd March, 1899, by Hon. W. S. Fielding. $\qquad$ .Printed for both distribution and sessional papers.
2a. Estimates of sums required for the service of Canada, for the year ending on the 30th June, 1900. Presented 24th April, 1899, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.
2b. Supplementary Estimates for the year ending 30th June, 1899. Presented 12th June, 1899, by Hon. W. S. Fielding. ........................ Printed for both distribution and sessional papers.
2c. Supplementary Estimates for the year ending 30th June, 1900. Presented 18th July, 1899, by Hon. W. S. Fielding. ................ . . ....Printed for both distribution and sessional papers.
2c. Further Supplementary Estimates for the year ending 30th June, 1900. Presented 7th August, 1899, by Hon. W. S. Fielding. . . . . . . . . . . . . . . . Printcd for both distribution and sessional papers.
3. List of Shareholders of the Chartered Banks of the Dominion of Canada, as on 31st December, 1898. Presented 30th March, 1899, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.
3a. Report of dividends remaining unpaid, and unclaimed balances in the Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1898. Presented 12th April, 1899, by Hon. W. S. Fielding

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4. Report of the Superintendent of Insurance, for the year ended 31st December, 1898.

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4a. Preliminary Statements of the business of Life Insurance Companies in Canada, for the year ended 31st December, 1898. Presented 10th April, 1899, by Hon. W S. Fielding.

Printed for both distribution and sessional papers.
4b. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1898. Presented 25th May, 1899, by Hon. W. S. Fielding.

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5. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1898. Presented 19th April, 1899, by Sir Richard Cartwright.

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5a. Special Report on Trade between Canada and the United States; for use of the International Commission, Quebec ; Augurt, 1898.

Printed for both distribution and sessional papers.

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6. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1898. Presented 20th March, 1899, by Hon. W. Paterson..Printed for both distribution and sessional papers.

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Printed for both distribution and sessional papers.
7a. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1898. Presented 21st March, 1899, by Sir Henri Joly de Lotbinière.

Printed for both distribution and sessional papers.
7b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1898. Presented 21st March, 1899, by Sir Henri Joly de Lotbinière. . . . . . Printed for both distribution and scssional papers.
8. Report of the Minister of Agriculture, for the year ended 31st October, 1898. Presented 11th April, 1899, by Hon. S. A. Fisher.... ...... . . ..... Printed for both distribution and sessional papers.
8 $a$. Report on Canadian Archives, 1898. Presented 1st June, 1899, by Hon. S. A. Fisher.
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Printed for both distribution and sessional papers.
8c. Criminal Statistics for the year 1898
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11*. Report of the Commissioners appointed under the Order in Council of the 11th January, 1898, to inquire into the alleged grievances of the Pilots of the district of Montieal, etc.

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$11 \dagger$. First Annual Report of the Geographic Board of Canada, 1898.
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16b. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1898. Presented 10th April, 1899, by Hon. Sir Wilfrid Laurier.

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18. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1898. Presented 21st June, 1899, by Hon. C. Fitzpatrick.

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19. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1898. Presented 27th March, 1899, by Hon. F. W. Burden.

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21c. Return to an address of the House of Commons, dated 18th April, 1898, for a return giving : (a) The names of employees relieved from duty by the government by dismissal or otherwise in the Muntreal custom-house from 13th July, 1896, to 1st March, 1898. (b) The years of service of each employee so relieved of dury. (c) The amount of retiring allowance, if any. (d) The cause of dismissal in each case. (e) The amount of pay per annum of such employee at dute of dismissal. ( $f$ ) The names of new employees appointed, whether permanently or temporarily, from 13th July, 1896, to 1st March, 1898. (g) The amount to be paid to each such new temporary or permanent employee per month. Presented 2nd May, 1899.--Mr. Quinn.

Not printed.
21d. Return to an order of the House of Commons, dated 2nd May, 1898, fcr a return showing the names of all employees on the Lachine canal and St. Ann lock dismissed from the public service since the 23rd day of June, 1896, the cause of dismissal, the name of complainant in each case, the amount of salary paid to the dismissed official, the name and salary paid to his successor in oftice. Presented 17th May, 1899.--Mr. Monk.
. Vot printed.
21e. Return to an address of the House of Commons, dated 14th March, 1898, for copies of all orders in council, papers, depositions, reports, evidence, correspondence and documents in relation or reference to any charges made against Peter $S$. Archibald, lately chief engineer of the Intercolonial Railway, or to the dismissal of the said Peter S. Archibald from his position or office as such chief engineer, or the grounds or reasons for such dismissal, or in relation or reference to any claim of the said Peter $S$. Archibald for superannuation allowance or otherwise in relation or reference to the retirement or dismissal of the said Peter S. Archibald from the service of the Intercolonial Railway. Presented 25th May, 1899.-Mr. Borden (Halifax).

Not printed.
21f. Return to an order of the House of Commons, dated 7th June, 1897, for a return of all correspondence, reports and papers in connection with the dismissal of Mr. Wm. Bateman of Port Perry from, and the appointment of Mr. Williams to, the position of agent to the Scugog Island Indians. Presented 29th May, 1899.-Mr. Hughcs.
.. Not printed.
21 g . Return to an order of the House of Commons, dated 26th April, 1899, for a statement of all persons or commissions of inquiry appointed to inquire into the conduct of employees of the government since August 1st, 1896, giving the names of commissioners, their rate of pay and allowances, the aggregate total amount paid to each as pay and allowance, and the total expenses of each commission outside of pay and allowance; also the names and post office addresses of all persons dismissed on the reports of the commissioners (Inland Revenue). Presented 31st May, 1899.-Mr. Foster.

Not printed.
21h. Keturn to an order of the House of Commons, dated 1st May, 1899, for copies of all papers, documents and correspondence in connection with the dismissal of I). W. Ball from being postmaster at the village of Bath, Ontario. Presented 2nd June, 1899.-Mr. Wilson.......... Not printed.
21i. Return to an order of the House of Commons, dated 10th May, 1899, for copies of the report of Mr. Hawkins, post office inspector, in reference to the inquiry or investigation held on the conduct of J. R, Leake, postmaster of Morton, in the county of Leeds, together with copies of all correspondence, complaints, affidavits or declarations and evidence taken at the investigation relating to said postmaster ; together with a copy of the notice of his dismissal. Presented 2nd June, 1899.Mr. Taylor.

Not printed.
$21 j$. Return to an order of the House of Commons, dated 5th June, 1899, for copy of correspondence, etc., relating to the dismissal of Mr. Alfred Lenoir, as fishery overseer at Isle Madame, in the county of Richmond, Nova Scotia. Presented 5th June, 1899.-Sir Louis Davies.. ... . ...Not printed.
21k. Return to an address of the House of Commons, dated 17th May, 1899, for copies of all orders in council respecting the appointment and dismissal of Mr. Kussell, inspector of steamboats ; copies of all reports and evidence touching an inquiry into his conduct ; also of all reports, papers and correspondence respecting his last appointment or reinstatement to the public service; also all communications from, to or concerning this officer since he has been discharging duties in the Yukon district. Presented 6th June, 1899.-Sir C. Hibbert Tupper.
.Not printed.

## CONTENTS OF VOLUME 14-Continued.

211. Return to an order of the House of Commons, dated 1st May, 1899, for copies of all petitions, correspondence, letters or documents in relation to the following dismissals: Job Bilodeau, postmaster of Chambord; Louis Desbiens, postmaster of St. Jérôme; William Larouche, postnaster of Lake Bouchette; Ferdinand Larouche, postmaster of Delisle; F. X. Letourneau, postmaster of St. Bruno, all in the county of Chicoutimi ; together with all petitions, correspondence, letters or documents in relation to the appointment of their successors. Presented 13th June, 1899.-Mr. Casgrain. Not printed.
21 m . Return to an order of the House of Commons, dated 29th May, 1899, for copies of all papers and correspondence in reference to the dismissal of Christopher Walker, postmaster of Ailsa Craig, Ontario, with copies of charges, if any, made against such officer and report of any in vestigation held. Presented 13th June, 1899.-Mr. Haggart.
.Not printed.
21n. Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence, inspector's reports, and all documents respecting the dismissal of the postmaster at Agnes and the removal of the office. Presented 13th June, 1899. - Mr. Pope.................Not printed.
212. Return to an order of the House of Commons, dated 14th. June, 1899, for copies of correspondence and other papers in regard to the dismissal of Mr. Joseph McNeil, light-keeper, Jerome Point, St. Peter's, Cape Breton. Presented 14th June, 1899.-Sir Louis Davies...................Not printed.
21p. Return to an address of the Senate, dated 12th April, 1899, for copies of the complaints and all correspondence relating thereto, which led to the dismissal of Mr. Freeman Ketcheson from the position of post office mail clerk, including the statement or statements of the said Freemian Ketcheson in reply to said complaints. Presented 15th June, 1899.-Hon. Sir Mackenzie Bowell.

Not printed.
21q. Return to an address of the House of Commons, dated 30th Macrh, 1898, for copies of all orders in council, papers, depositions, reports, documents, etc., in relation to the dismissal of Napoiéon Alain as postmaster of L'Ancienne Lorette, and also copies of all instructions given by the department of the postmaster general or any officers thereof, to the post office inspector in Quebec, or to any other officer thereof in relation to the giving of evidence in an action by the said Napoleon Alain versus one Frederic Belleau for damages. Presented 19th June, 1899.-Mr. Casgrain.

Not printed.
21 r . Return to an order of the House of Commons, dated 24th April, 1899, for copies of all papers connected with the disuissal of Boaz Gross, late harbour master of Hillsboro', N.B., and with the appointment of his successor, including copies of all charges and complaints, the evidence taken by Commissioner McAlpine, the commissioner's report, and all correspondence, recommendations and other papers in any way relating to the said dismissal and the subsequent appointment. Presented 26th June, 1899.-Mr. McInerncy.

Not printed.
218. Return to an order of the House of Commons, dated 8th May, 1899, for copies of all reports, correspondence and other papers connected with the dismissal of Mr. Fairlie, principal of the Rupert's Land industrial school, in the province of Manitoba. Presented 28th June, 1899.-Mr. Bourassa.

Not printed.
21t. Return to an order of the House of Commons, dated 19th June, 1899, for copies of all papers, documents and correspondence in connection with the dismissal of John Herns, caretaker of the puklic building in the town of Napanee. Presented 4th July, 1899.-Mr. H ilson.... Not printed.
$21 u$. Return to an address of the House of Commons, dated 8th May, 1899, for a copy of the commission issued to investigate into the charges made against W. A. Hogg, landing-waiter at the port of Collingwood, the evidence taken by the said commission, the report made by the commission, the order in council made thereon, and all correspondence and papers in connection therewith. Presented 25th July, 1899.-Mr. McCarthy.

Not printed.
$21 v$. Return to an order of the House of Commons, dated 26th July, 1899, for copy of the report of Thomas Woodyatt, commissioner, relative to certain charges made against John (ialna, of Her Majesty's customs at Parry Sound, Ontario. Presented 26th July, 1899.-Mr. Paterson.

Not printed.
$21 w$. Return to an order of the House of Commons, dated 26th .July, 1899, for copy of report, etc., in connection with the suspension of Wm. Caldwell, preventive officer of customs at Anderdon, Ontario. Presented 26th July, 1899.-Mr. Patcrson.......... .. . .. ........ . .... Not printed.
$21 x$. Return to an order of the House of Commons, dated 29th July, 1899, for copy of the report of M. B. Colcock, assistant inspector of ports, relative to the preventive station at Anderdon, and to William Caldwell, late preventive officer thereat. Presented 29th July, 1899.-Hon. W. Paterson.

Not printed.

## CONTENTS OF VOLUME 14-Continued.

$\mathbf{2 1 y}$. Return to an order of the House of Commons, dated 26th June, 1899, for copies of all correspondence had with the department of railways and canals, or with any member of the government, in connection with the cases of Pierre Michaud and Fred. Belanger, porter and track foreman, respectively, on the Intercolonial Railway at Trois Pistoles, and dismissed therefrom in 1898, and for all petitions and papers in regard thereto. Presented 8th August, 1899.-Mr. Foster.

Not printed.
21z. Return to an order of the House of Commons, dated 12th June. 1899, for copies of all correspondence, telegrams, petitions, reports and all other papers in connection with the dismissal of Mr. William D. McMillan as light-keeper at Wood Islands, in the province of Prince Edward Island, and the appointment of his successor. Presented 10th August, 1899.-Mr. Martin

Not printed.
22. Return to an order of the House of Commons, dat $\pm$ d 10th May, 1897, for copies of all petitions, letters, notices, correspondence, bonds and papers in relation to the establishment of a post office in the county of Annapolis called "Virginia," and the appointment of Mr. Ezekiel Banks as postmaster for such office. Presented 21st March, 1899.-Mr Mills .

Not printed.
$\mathbf{2 2} u$. Return to an order of the House of Conmons, dated 10th May, 1897, for copies of all petitions, letters, notices, bonds, papers and documents in relation to the establishment of a post office in the county of Annapolis called "North Perott," and the appointment of Mr. Alfred Spurr to the postmastership of said office. Presented 21st March, 1899.-Mr. Mills...............Not printed.
22b. Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all correspondence in connection with the appointinent and installation of George G. King to the postmastership of Marsh Hill, Ontario, had with any member of the government, or any officer of the post office department. Presented 21st March, 1899.-Mr. Foster.

Not printed.
23. Return of Treasury Board Over-Kulings of Auditor General's decisions between the beginning of the session of 1898 and the session of 1899 . Presented 21st March, 1899, by Hon. W. s. Fielding.

Not printed.
24. Statement of Governor General's Warrants issued since last session of parliament, on account of the fiscal year 1898-99. Presented 21st March, 1899, by Hcn. W. S. Fielding........ . . Not printed.
25. Statement of expenditure on account of miscellaneous unfureseen expenses from 1st July, 1898, to 16th March, 1899. Presented 23rd March, 1899, by Hon. W. S. Fielding............ Not printed.
26. Report of the ('ommissi mer, Dominion Police Force, for the year 1898. Presented 27th March, 1899, by Sir Wilfrid Laurier.................... . .... .............................. Not printed.
27. Copy of an order in council relative to the issue of licenses to United States fishing vessels. Presented 30th March, 1899, by Sir Louis Davies

Not printed.
28. Return showing reductions and remissions made under section 141 as added to the Indian Act by section 8, chał ter 35, $58-59$ Victoria. Presented 30th March, 1899, by Hon. C. Sifton.

Not printed.
29. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1898. Presented 30th March, 1899, by Hon. W. S. Fielding. . Printed for sessional papers.
30. Statement of all superannuation and retiring allowancts in the civil service during year ended 31st December, 1898, showing name, rank, salary, service and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 30 th March, 1899, by Hon. W. S. Fielding.

Printrd for sessionel papers.
30a. Return to an address of the House of Commons, dated 14th February, 1898, for a revurn giving: (a) The names of all civil servants who have been superannuated between the 13th of July, 1896, and the 1st of February, 1898. (b) The age of each servant so superannuated. (c) The years of service of each person so superannuated. (d) The an.ount per annum each person had been in receipt of. (e) The anount of superannuation each person is to receive per annum. ( $f$ ) The name of the new appointees in the civil service since said 13th of July. (g) The age of each such new appointee. (h) The amount to be paid to each such new appointee. Presented 14th June, 1899.-Mr. T'aylor

Not printed.
30b. Return to an order of the House of Commons, dated 29th May, 1899, showing : (a) The superannuations made in the department of agriculture from 30th June, 1896, to 30th April, 1899, in both the inside and outside services. (b) The retiring allowances in each case. (c) The manner in which the vacancies thus created have been filled, with names of persons appointed to such vacancies and amonnts of salary in each case. Presented 30th June, 1899.-Mr. Montague.

Not printed.

## CONTENTS OF VOLCME 14--Continued.

31. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since the last return, 16 th February, 1898, subinitted to parliament in accordance with section 23 of chapter 19 of the Revised Statutes of Canada. Presented 30th March, 1899, by Sir Wilftid Laurier

Not printed.
32. Statement in reference to fishing bounty expenditure for 1897-98. Presented 4th April, 1899, by Sir Louis Davies.

Not printcd.
33. Keturn to an order of the House of Commons, dated 5th April, 1899, for copies of papers in connection with the case of Nelson rs. Donelly, being an appeal from the decision of the gold commissioner at Dawson city. Presented 5th April, 1899.- Hon. C. Sifton.

Not printcd.
34. Keturn to an order of the House of Commons, dated 18th April, 1898, for copies of all reports and recommendations from the inspectors of cavalry, artillery and infantry on their inspections up to April 18th, for the financial year 1897-98. Presented 10th April, 1899.-Mr. Hughes. Not printed.
35. Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1898. Presented (Senate) 21st March, 1899, by the Hon. The Speaker.... Not printed.
36. Return of orders in council relating to Dominion lands in the provinces of Manitoba and British Columbia, and in the North-west Territories. Presented (Senate) 11th April, 1899, by Hon. R. W. Scott.

Not printed.
37. Commission appointing William Ogilvie, Esq., a commissioner under chapter 114, Revised Statutes of Canada, to inquire into and report upon charges preferred against many government officials in the Yukon territory. Presented 17 th April, 1899, by Hon. C. Sifton.

Not printed.
38. Return prepared by the clerk of the crown in chancery in obedience to an order of the House of Commons, dated 10th May, 1899, for copies of the poll-books and voters' lists for the counties of Beauce, Lévis, Montmagny and Kamouraska, used at the plebiscite vote. Presented 13th July, 1899, by The Deputy Speaker

Not printed.
39. Return to an address of the House of Commons, dated 14th March, 1898, for a return showing in detail the extent of all gold dredging leases applied for and granted in the North-west Territories and the Yukon, where situated, the names and post office addresses of the applicants, and amount paid tierefor; also all correspondence and orders in council in connection therewith. Presented 19th April, 1899.--Mr. Foster.

Not printed.
10. Supplementary return to an address of the House of Commons, dated 14th February, 1898, for copies of all correspondence, advertisements for tenders and answers thereto, reports and orders in council, and a list of all permits, licenses or leases granted, containing names of the grantees and extent of territory given and conditions attached to each, the amount paid and to be paid therefor in respect of gold placer mining or gold dredging areas in the North-west Territories and the Yukon district. Presented 19th April, 1899.-Mr. Foster.............. .. ............... Not printed.
41. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1897, to the 1st October, 1898. Presented 19th April, 1899, by Hon. C. Sifton................Not printcd.
42. Return of correspondence, etc., respecting the affairs of the Canadian Pacific Railway Company, which the department of the interior has had since the previous return was presented to parliament under the resolution of the 20th February, 1882. Presented 19th April, 1899, by Hon. C. Sifton.

Not printed.
43. Return of orders in council which have been published in the Canada Gazette and in the British Columbia Gazette, in accordance with the provisions of sub section ( $d$ ) 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 Columlia. Presented 19th April, 1899, by Hon. C. Sifton

Not printed.
44. Return of orders in council which have been published in the Canalla Gaztte, in accordance with the provisions of section 46, the North-west Irrigation Act, being $57-58$ Victoria, chapter 30, etc. Presented 19th April, 1899, by Hon. C. Sifton.......... ................................ Not printed.
45. Return of orders in council which have been published in the Canada Gazette, 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 19th April, 1899, by Hon. C. Sifton . ...... Not printed.
46. Return to an order of the House of Commons, dated 21st April, 1899, for a copy of representations of the high commissioner for Canada and the agents general of the British colonies, respecting the application of estate duty to personal property situate in the colonies in 1894. Presented 21st April, 1899.-Sir Wilfrid Laurier.
.Printed for sessional papers.

## CONTENTS OF VOLUME 14--Continued.

47. Return to an order of the House of Commons, dated 21st April, 1899, for a copy of the correspondence between the colonial office and the government of Canada on the subject of the island of Anticosti. Presented 21st April, 1899.-Sir Wilfrid Jaurier . . . . . . . Printed for sessional papers.
48. Return to an address of the House of Commons, dated 18th April, 1898, for copies of all orders in council, memorials, correspondence and every other document in connection with the granting $\mathbf{1 5 0 , 0 0 0}$ acres of public lands in favour of the university of Manitoba, and the transfer and patenting of the same to the university. Presented 24th April, 1899.-Mr. LaRivière.

Printed (in part) for distribution and sessional papers.
$48 a$. Supplementary return to an address of the Senate, dated 31st March, 1898, for a statement of the quantity of lands allotted for school purposes in Manitoba; the quantity of said lands sold, and the prices at which they have been sold; the amount received on that account ; the amounts still due to the government; the manner in which this fund is invested and administered; the amount already paid to the province of Manitoba, how much on the capital, if any, and how much on the interest; the amount still at the credit of the province, whether on the capital or on the interest ; the dates of payment in each case and the amount of each payment; and also all the correspondence, papers, memoranda and orders in council relating thereto, up to date. Presented 25th April, 1899.-Hon. Mr. Bernicr. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Not printed.
49. Return to an order of the House of Commons, dated 19th April, 1899 , for a copy of the report of the commissioners appointed in 1897 to inquire into the state of the public records and of the public buildings. Presented 1st May, 1899.-Mr. Belcourt

Not printed.
50. Order of the House of Commons, dated 19 th April, 1899, for a statement of the number of sheets of notes of $\$ 1$ and $\$ 2$ delivered to the government from the 1st of August, 1897, by the new contractors, together with the number of back, tint and face flates of the above denominations, delivered to the government to date, as per the contract. Presented 1st May, 1899.-Mr. Foster.

Not printed.
51. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all correspondence with the imperial and colonial governments, and other parties, relative to the proposed Pacific cable, since the return brought down last session ; also of the report of the imperial commission on this subject, if leave has been obtained to publish it. Presented 8th May, 1899.-Mr. Casey.

Printed for both distribution and sessional papers.
51 a. Supplementary return to No. 51. Yresented 12th May, 1899.
Printed for both distribution and sessional papers.
51b. Return to an address of the House of Commons, dated 29th May, 1899, for copies of all orders in council and correspondence connected with and relating to the offer of the government of British Columbia, made in 1899, respecting the Pacific cable. Presented 12th June, 1899.-Sir C. Hibbert Tupper.
. Printed for both distribution and sessional papers.
52. Return to an address of the House of Commons, dated 30th March, 1898, for copies of all papers and correspondence respecting the enforcement of coasting laws of Canada on the Pacific or Atlantic coasts, in so far as it relates to the department of customs. Presented 8th May, 1899.-Sir C. Hibbert Tupper... . . . . . . . ...................... . . . . . . . . . . . . . . . . . Printed for sessional papers.
52a. Supplementary return to No. 52 (Department of the Interior). Presented 5th June, 1899.
Not printed.
53. Return to an address of the House of Commons, dated 24th April, 1899, for a copy of lease of the property in Quebec known as the "Plains of Abrahain," or of any other title under which the government of Canada holds said property ; also of all memorials, correspondence, etc., addressed to the government on the subject of renewing said lease or otherwise acquiring the same. Presented 8th May, 1899.-Mr. Casgrain

Not printed.
54. Return to an order of the House of Commons, dated 24th April, 1899, for a return showing the expenditure for each year from 1867 to 1889 , inclusive, of the militia department ; also the amount in each of the above years expended for the staff of the militia; also the amount in each of the above years expended for the royal military college, Kingston. Presented 8th May, 1899.-Mr. Domville.

Not printed.
55. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all correspondence, minutes of council, commission of appointment relating to the appointment of the hon. the chief justice of the province of British Columbia from the date of the decease of the Hon. Chief Justice Davie to the appointment of the present incumbent; also relating to the appointment of the Hon. Mr. Justice Irving and the Hon. Mr. Justice Martin of the supreme court of British Columbia. Presented 15th May, 1899.-Sir Charles Tupper

Not printcd.

## CONTENTS OF VOLUME 14--Continued.

56. Return to an address of the House of Commons, dated 26th April, 1899, for copy of lease or agreement and of all correspondence relating to the occupation of the Champ de Mars in the city of Montreal by the Montreal authorities and the condition of said occupation. Presented 9th May, 1899.-Mr. Monk.

Not printed.
57. Return to an order of the House of Commons, dated 24th April, 1899, for a return showing the gross working expenses and earnings, respectively, of the Intercolonial Railway for each month from 1st July, 1898, to date. Also the gross working expenses and earnings, respectively, of the same road for the similar months of the preceding year. Presented 9th May, 1899.-Mr. Foster.

Printed for sessional papers.
$57 a$. Return to an order of the House of Commons, dated 24th April, 1899, for a return showing the total amount of revenue collected by the government (a) from passenger traffic; (b) from freight traffic at the stations, freight agencies and passenger agencies along the extension of the Intercolonial Railway from Chaudière to Montreal, both included, (1) from the 30th day of June, 1898, exclusive, to the 1st day of March, 1899, exclusive ; (2) from the 1st day of March, 1899, inclusive, to the 1st day of April, 1899, exclusive. Presented 16th May, 1899.-Mr. Povell.

Printed for sessional papers.
57b. Return to an order of the House of Commons, dated 18th April, 1898, for a return containing a statement of expenditure out of income made for permanent improvements, extensions, additions and betterments, exclusive of works for ordinary maintenance and renewals, on account of the Intercolonial Railway from 30th June, 1891, to 1st July, 1897. Presented 17th May, 1899.—Mr. Powell.

Printed for sessional papers.
57 c. Return to an order of the House of Commons, dated 18th April, 1898, for copies of all tenders for ties for the use of the Intercolonial Railway from 1st January, 1896, to date, giving names, quantities, prices, and which tenders were accepted. Presented 17th May, 1899.-Mr. Foster.

Not printed.
57 d. Return to an order of the House of Commons, dated 30th March, 1898, for copies of all tenders received by the government, or by the department of railways and canals, or by any officials thereof, for railway ties and lumber of all kinds supplied to the Intercolonial Railway between Tuly, 1896, and January, 1898, on the division of the railway in the province of Quebec. Presented 17th May, 1899.-Mr. Casgrain.

Not printed.
57 e. Return to an address of the Senate, dated 24th March, 1899, for a statement showing the quantity of rolling stock purchased in connection with the extension of the Intercolonial Railway froms Lévis to Montreal, from whom purchased, and the price paid therefor. Presented 19th May, 1899. - Hon. Sir Mackenzic Bowell

Not printed.
57f. Return to an address of the Senate, dated 25th April, 1899, for a return showing quantity of freight carried over the Intercolonial Railway from Montreal to Halifax for shipment to Europe, during the winter 1898 and 1899. Presented 29th May, 1899.-Hon. Mr. Pcrley.

Printed for sessional papers.
57 g . Return to an order of the House of Commons, dated 8th May, 1899, for a return showing: 1. The total amount of expenditure on capital account in connection with the Intercolonial Railway and the extension thereof to Montreal from 30th June, 1898, exclusive, to the 1st day of May, 1899, exclusive. 2. The total revenue of the Intercolonial Railway and the Montreal extension thereof from 30 th June, 1898, exclusive, to the 1st day of May, 1899, exclusive. 3. The total expenditure charged to revenue account in connection with the Intercolonial Railway and the Montreal extension thereof from 30th June, 1898, exclusive, to the 1st day of May, 1899, exclusive. Presented 13th June, 1899.-Mr. Powell.

Not printed.
57h. Return to an order of the House of Commons, dated 15th May, 1899, for a return showing the names of persons to whom payments were made of allowance or drawhack on freight charges on the New Brunswick portion of the Intercolonial Railway during the months of January and Fetruary, 1899, the amount and date of payment in each case, and the date at which the overcharge was made. Presented 13th June, 1899.-Mr. Fostcr....................Not printed.
57 i. Return to an order of the House of Commons, dated 15th May, 1899, for a copy of lease or contract under which the Intercolonial Railway management permitted or authorized the building of a restaurant on the tailway right of way at Grand Narrows. Also copies of all correspondence in reference to the granting of the privilege of erecting such building on the railway property. and also in reference to running the same. Presented 23rd June, 1899.-Mr. McDougall. .Not printed.

## CONTENTS UF VOLUME 14--Continued.

57j. Return to an order of the House of Commons, dated 19 th April, $\mathbf{1 8 9 9}$, for copies of advertiseunents issued during 1898, inviting tenders for steel rails and fastenings tor the Intercolonial and Prince Edward Island Railways, copies of tenders received therefor, of all correspondence in connection therewith, and of any contract or contracts entered into. Presented 27th June, 1899. -Sir Charles Tupper...... ......... .. ... .... ............. .................................. . Not printed.
57k. Supplementary return to 57e. Presented 28th June, 1899
Not printed.
$57 l$. Return to an order of the House of Commons, dated 26 th June, 1899, whowing the names of persons to whom payments were made of allowances or drawbacks on freight charges on the Nova Scotia portion of the Intercolonial Railway from 1st July, 1898, to 31st March, 1899, giving amount and date of payment and date at which overcharge was made. Presented 13th July, 1899. - Mr. Bell (Pictou)

Not printed.
57 m . Return to an order of the House of Commons, dated 19 th June, 1899, showing: 1. The combined engine and car mileage-total, and that of the Intercolonial Railway-for each month from March 1, 1898, for the terminais, bridge, and the other leased portions of the Grand Trunk Railway, as contemplated in the third and thirty-third sections of the schedule to Bill No. 138. 2. The amounts for (a) maintenance and repairs, and (b) for all other operating expenses separately, incurred by tiae Grand Trunk Railway Company and the Intercolonial Railway earh month since March 1, 1898. 3. Copy of returns and information made under section 33 of said schedule for each month from March 1, 1898. Presented 18th July, 1899.-Mr. Foster........ Not printed.
$57 n$. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all petitions, memorials, letters and correspondence addressed to the government, or to any of the members thereof, since the last session, by the board of trade of the city of Quebec, the council thereof, the city council of the city of Quebec, or any other public bodies or citizens of the said city, in relation to a better service between the Intercolonial Railway and the city of Quebec. Presented 29th July, 1899.-Mr. Casgrain

Not printed.
58. Return to an address of the House of Commons, dated 1st May, 1899, for copies of all orders in council and all reports and correspondence made by or had between W. J. Christie, late of the inland revenue department, Winnipeg, and other officers of department in Manitoba, and the department at Ottawa or the minister of inland revenue relating th the removal, the suspension and final dismissal of W. J. Christie, lately one of the chief officers in department at Winnipeg. Presented 15̃th May, 1899.-Mr. Roche.

Not printed.
58a. Supplementary return to No. 58. Presented 30th May, 1899.
Not printed.
59. Return to an order of the House of Commons, dated 24th April, 1899, for copy of all reports to the minister of the interior, or to the department of the interior, or to any officer of that department from William Ogilvie, or from the council of the Yukon district, or from any member of auch council relating to the administration of the said Yukon district or relating to any matter connected with the administration of the said district. Presented 15th May, 1899.-Mr. Borden (Halifax)

Not printed.
60. Return to an order of the House of Commons, dated 19th April, 1899, for copies of all correspondence connected with the department of the interior at Ottawa authorizing the agent at Yorkton, North-west-Territories, to grant entry for the S. E. $\frac{1}{4}$ of section 14 , township 24, range 3 west of the 2nd meridian, to Mr. W. C. Middleton. Presented 15th May, 1899.-Mr. Davin........ . Not printed.
61. Return to an address of the House of Commons, dated 1st May, 1899, for copies of all letters and telegrams that have passed between the government and the Ashcroft Water and Electric Company, or Mr. Peter Ryan, or Mr. John Shi lds, or any other person on their behalf in regard to the purchase of some 4,000 acres of land near Ashcrift, B.C., within the railway belt. Presented 15th May, 1899.-Mr. Prior.

Not printed.
62. Return to an address of the House of Commons, dated 19th April, 1899, for copies of any orders in council passed up to date respecting any officers of the department of the interior taking up mining claims ; respecting any government officers taking up mining claims; respecting officers of the department of the interior making honestead entries or buying lands. Presented 15 th May, 1899.-Mr. Davin.

Not printed.

## CONTEN IS OF VOLUME 14-Continued.

63. Return to an order of the House of Commons, dated 24th April, 1899, for copies of all letters, telegrams and communications from Archer Martin, of Victoria, B.C., barrister-at-law, to the minister of interior or to the deputy minister, or to any officers of the department of the interior, relating to the granting or recognition of any permit or authority to take or import liquor into the Yukon district or relating to the importation of liquor into the Yukon district, and all replies to such letters, telegrams and communications. Presented 15th May, 1899.-Mr. Borden (Halifax).

Printed for sessiunal papers.
63a. Return to an order of the House of Commons, dated 24th April, 1899, for copies of all letters, telegrams and communications from Frederick Peters, Q.C., of Victoria, B.C., to the minister of the interior, or to any minister of the crown, or to any deputy minister, applying for or relating to the granting of any permit to take or import liquor into the Yukon district, and all replies to such letters, telegrams and communications. Presented 15th May, 1899.-Mr. Borden (Halifaic)

Printed for sessional papers.
63l. Correspondence relating to the impurtation of liquor into the Yukon territory. Presented 16th May, 1899, by Hon. C. Sifton............................ Printed for sessional papers.
63c. Heturn to an order of the House of Commons, dated 8th May, 1899, for copies of all liquor permits issued by Major Walsh, and all reports and correspondence respecting his action in this respect. Presented 18th May, 1899.--Sir C. Hiblert Tupper

Printed for scssional papers.
63d. Return to an order of the House of Commons, dated 15th May, 1899, for enpies of correspondence, telegrams, etc., in connection with the management of the Yukon territory, alluded to in the speech of the honourable the minister of the interior, during the debate on the address in answer to His Excellency's speech at the opening of the session. Presented 25th May, 1899.-Sir C. Hiblert Tupper.
63e. Keturn to an address of the Huuse of Commons, dated 19th April, 1899, for copies of all printed. dence which has taken place between the hon. the minister of the interior, or any correspondepartment, and the government of the North-west Territories respecting the issue, ger of his withholding of permits for the conveyance of liquor into the Yukon territory. Presented 30th May, 1899.-Mr. Clarke
.Not printed.
63f. Return to an order of the House of Commons, dated 19th April, 1899, for a return of all liquors taken into the Yukon since July 1, 1896, giving the names of the persons or companies taking them in, the quantity in each case, the date of issue of permit and the authority granting the permit ; also all correspondence had with any parties in connection with the demand for, or granting of, permits for taking liquors into the Yukon. Presented 6th June, 1899.-Mr. Fostcr.

Not printed.
63g. Return to an cirder of the House of Commons, dated 19th April, 1899, for an itemized statement of the number of gallons of intoxicating liquors taken into the Klondike district since July, 1896, the number of permits granted therefor, with the names and post office addresses of those to whom said permits were granted and the amount paid therefor. Presented 6th June 1899.-Mr. Foster.

Not printed.
63y*. Supplementary return to No. 63f. Presented 13th July, 1899.
Not printed.
64. Copy of agreement dated 1st July, 1890, between the Department of Railways and Canals and the Canadian Pacific Railway Company. Presented 16th May, 1899, by Hon. A. G. Blair.

Not printed.
65. Return to an order of the House of Commons, dated 8th May, 1899, for copies of all letters, documents, memorandi, agreements and correspondence containing, emborlying, relating to or referring to the terms and conditions upon which tenders were asked for the Magdalen Island mail contract, and upon which the contract was subsequently let to R. J. Leslie, of Leslie, Hart \& Co., Halifax, N.S. Presented 17th May, 1899.-Mr. Pope................................... Not printed.
66. Return to an address of the Senate, dated 24 th March, 1899 , for copies of all correspondence with and instructions given to Louis Coste, late engineer in the public works department, with reference to the Yukon-Teslin route, and the navigation of the rivers and lakes connected therewith, and all reports thereon, made by the said Louis Coste. Presented 17th May, 1899.-Hon. Sir Mackenzie Bowell
.Not printed.
86a. Return to an order of the House of Commons, dated 24th April, 1899, for a copy of the report or reports of Mr. Coste, late engineer of the public works department, on the Yukon, more especially on the Teslin Lake route for a railway into the Yukon; also a copy of the report of Mr. Lafontaine, or a copy of their joint report, if they made such a report. Presented 18th May, 1899.Mr. Davin

## CONTENTS OF VOLUME 14-Continued.

66. (1898.) Report of commissioners appointed to investigate, inquire into and report upon the state and management of the business of the St. Vincent de Paul penitentiary. Presented 26th April, 1898. Printed for distribution and sessional papers this ycar (1899). See Sessional Paper No. 18, pagc 221.
67. Return to an address of the Senate, dated 11th April, 1899, for: 1. Copy of the last governmen: return made by La Banque du Peuple before that bank suspended payment, as well as the name of the bank official and a copy of the declaration made by him. 2. Copy of the different statements of the affairs of said bank submitted by the directors at each of the public meetings of the stockholders and depositors which were held since the date of suspension. 3. List of the names of the directors of the bank at the date of its suspension, and the number of shares held by each cf such directors on that date. 4. List of sales or transfers, if any, that may have been made of the stock of any one or more of the directors since ths date of the suspension, and to whom made. 5. List of any vacancy or vacancies that may have occurred since the said date and the cause or causes thereof, as well as the names of those who have boen appointed to fill any such vacancy. 6. The price as near as can be ascertained from the quotations of the stock of any sales or transfers that were made within the last month immediately before such suspension, and the prices paid for any such transfer of stock that may have been made since the date of suspension up to 1st April, 1899. 7. List of the names of the stockholders of the bank on the 1st day of April, 1899, and the number of shares held by each on that date. 8. Statement in detail of the assets and liabilities of the bank, excepting therefrom the liabilities to the depositors and stockholders which may be given in the aggregate. Presented 17th May, 1899.-Hon. Mr. McMillan............Not printed.
68. Return to an address of the House of Commons, dated 8th May, 1899, for copies of all correspondence between the government and B. Haigh \& Son, of British Columbia, or any person or persons acting on their behalf in the year 1880, or thereabouts, in regard to an application for the use of Deadman's Island. Also between the Dominion government and the attorney general of the province of British Columbia or other member of the provincial government in regard to the said application, or to the subject thereof. Presented 18th May, 1899.-Mr. Prior.......Not printed.
68a. Return to an address of the House of Commons, dated 1st May, 1899، for copies of all orders in council respecting Stanley Park and Deadman's Island, Vancouver, B.C., and all correspondence between the different departments of the Canadian government and the imperial military and naval authorities respecting the park or island or both. Also for copies of all correspondence respecting the same with the government of British Columbia, the city of Vancouver and the park authorities. Also for all correspondence between the member for Burrard, the hon. minister of militia and defence and the department of militia, the hon. minister of the interior and other members of the government respecting the same. Also for all correspondence between Mr. Ludgate and his representative and any department of government respecting Deadman's Island. Also a copy of all applications and correspondence respecting a lease or grant of Deadman's Island. Also a copy of all departmental reports, memoranda or letters on file in the departments of justice, interior, militia and defence respecting the park, Deadman's Island, or the title and disposal of the same. Also a copy of all grants or leases of the park or Deadman's Island. Also all reports or information obtained by the different departments before any lease or grant of Deadman's Island was enacted. Also all memorials or correspondence respecting the granting of any lease of Deadman's Island. Presented 31st May, 1899.-Mr. Prior.

Printed for both distribution and sessional papers.
69. Return to an order of the House of Commons, dated 19th April, 1899, for a return of all papers, documents and correspondence between the Winnipeg grain exchange and the department of public works in reference to keeping the harbour at Fort William free of ice to the latest possible date. Presented 18th May, 1899.-Mr. Roche

Not printed.
70. Return to an address of the House of Commons, dated 19th April, 1899, for copies of letters, instructions, correspondence and report of the commissioner appointed to inquire into the grievances of the workmen on the Crow's Nest Pass Railway, and into the circumstances attending the death of two of said employees, named McDonald and Fraser, at or near Pincher Creek, with report of the commissioner in reinvestigation with respect to all the facts connected with the death of Charles P. McDonald and E. McC. Fraser, who were employed in connection with the construction of the Crow's Nest Pass Railway. Presented 18th May, 1899.-Mr. Bell (Pictou).

Summary Report printed for both distribution and sessional papers.

## CONTENTS OF VOLUME 14-Continued.

71. Return to an order of the House of Commons, dated 19th April, 1899, for copies of instructions given to Mr. F. C. Wade, whether before he left for Dawson to act in several official capacities or subsequently, more particularly a copy of the permission given him, if the permission was in writing, to stake claims in the Klondike. Presented 18th May, 1899.-Mr. Davin...Not printed.
72. Return to an address of the House of Commons, dated 1st May, 1899, for copies of all correspondence between the government of British Columbia and the government of Canada since July, 1898, to the present date respecting the supreme courts, county courts or any of the judges for the province aforessid, the appointinents of said judges or of any of them, or other matters relating to the administration of justice in the said province. Presented 25th May, 1899.-Sir C. Hibbert Tupper.
.Not printed.
73. Return to an order of the House of Commons, dated 24th April, 1899, for copies of any correspondence in relation to the construction of sheds on the wharfs at St. Méthode and Mistassini, and to the awarding of the contraet for the said buildings to L. P. Bilodeau, of Roberval. Presented 25th May, 1899.-Mr. Casgrain.

Not printed.
74. Return to an order of the House of Commons, dated 24th April, 1899, for copies of all papers, correspondence, etc., in connection with the award of the contract to Mr. Thomas Gauthier, of Montreal, by the department of public works for the dredging at Coteau Landing ; the call for tenders, if any ; the amount expended out of the $\$ 21,000$ voted, and to whom paid. Also correspondence between Mr. Gauthier and Mr. McDonald, who did the work; the amount of work done in cubic feet, and how paid. Presenteci 25th May, 1899.-Mr. Bergeron.

Printed for sessional papers.
75. Return to an order of the House of Commons, dated 24th April, 1899, for copies of correspondence between the government, or the department of public works, and Mr. W. Donaghue, or any other person, in relation to the building of scows at Roberval to accompany the dredge at that place, and to the awarding of the contract for the building of the said dredges to the said W . Donaghue. Presented 25th May, 1899.—Mr. Casgrain

Not printed.
76. Return to an order of the House of Commons, dated 10th May, 1899, for copies of all leases, papers and documents of and concerning the lease of certain property on Isle aux Noix, in the province of Quebec, held by the government and under the control of the department of militia and defence, showing the names of lessees since 1st January, 1895, to present time, and the amount of rental paid by such lessees. Presented 25th May, 1899.-Mr. Quinn.

Not printed.
77. Return to an order of the House of Commons, dated 19th April, 1899, for a return showing when and for what period the steamer "Alaska" was engaged on the survey of the channel in Lake St. Francis, and the service the steamer "Alert" was engaged on during the same period. Presented 25th May, 1899.-Mr. Taylor.

Not printed.
78. Return to an order of the House of Commons, dated 19th April, 1899, for a return showing the amounts paid to Tom S. Rubidge, superintending engineer of the Cornwall canal, for salary and expenses from 1st January, 1897, to 1st January, 1899. A detailed statement of the amount paid for cab or hack hire in the same period. A statement of the total expense incurred in connection with the steamer "Alert"; also a statement showing how many days the steamer "Alert" was engaged in actual survey work, from 1st January, 1897, to 1st January, 1899, and how many days in any other service and the nature of the same. Presented 25th May, 1899.-Mr. Taylor.

Not printed.
79. Return to an address of the House of Commons, dated 30th March, 1898, for copies of all reports to his excellency the governor general, minutes of council, reports, papers and correspondence in any way relating to the navigation of the Yukon or Stikine rivers, or to customs regulations in connection therewith, including the transhipment of cargoes; also all reports to his excellency the governor general, minutes of council, correspondence and papers touching the customs regulations. and fees imposed in connection with Canadian goods passing through St. Michael's, Dyea, Skagway and Wrangel. Presented 25th May, 1899.-Sir Charles Tupper.

Printed for sessional papers.
80. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all correspondence and papers connected with the removal of Mr. Fawcett from the position of Yukon gold commissioner. Presented 25th ay, 1899.-Mr. Davin.
.Not printed. 2

## CONTENTS OF VOLUME 14-C'ontinued.

81. Return to an address of the House of Commons, dated 15th May, 1899, for copies of all orders in council, ordinances, commissions, appointments, bond certificates and oaths, relating to the appointment of the sheriff for Yukon territory; also copies of the same papers respecting the appointment of the clerk of the court for the Yukon territory. Presented 25th May, 1899.-Sir C. Hibbert Tupper
.Not printed.
82. Return to an address of the House of Commons, dated 14th March, 1898, for copies of all correspondence between the government of Canada, or any member thereof, and the United States government, either directly or through the British government or its representative at Washington, in reference to bonding or transit arrangements on the Pacific coast, and to the relief of destitute persons in the Yukon or Alaska districts. Also any reports of ministers to the government on these matters. Presented 25th May, 1899.- Mr. Foster
. Not printed.
83. Return to an order of the House of Commons, dated 8th May, 1899, for a return showing the number and names of all United States fishing vessels not possessing modus vivendi licenses to which concessions were granted in the Atlantic ports of Canada during the months of November and December, 1898, and January and February, 1899 ; together with all correspondence between the government or any member thereof and officers of the government, showing under what circumstances privileges were granted to any of said American vessels. Presented 26th May, 1899. Mr. McAlister............................................................................... pot printed.
84. Return to an order of the House of Commons, dated 30th March, 1898, for a return of copies of all correspondence, instructions, reports, bills of costs and accounts, together with a statement of all moneys paid by the Dominion government in connection with the prosecutions arising out of the Dominion general elections of 1896 in the province of Manitoba. Presented 29th May, 1899.Mr. Roche.
.Not printed.
84a. Supplementary return to No. 84. Presented 2nd June, 1899..............................Not printed.
85. Return to an order of the House of Commons, dated 7th June, 1897, for copies of all correspondence between the government and any parties in the county of Brant relating to the appointment of Dr. Levi Secord, of Brantford, Dr. McKee, of the same place, and Dr. Beer, formerly of Plattsville, in the county of Oxford, to the positions of head physician and assistants to the Indians on the reservation in the township of Tuscarora, county of Brant. Presented 29th May, 1899.— Mr. Clancy

Not printed.
86. Return to an order of the House of Commons, dated 19th April, 1899, for copies of all correspondence, from July 1, 1896, to the present date, between the Canadian government and the imperial authorities and between the Canadian government and the office of the high commissioner for Canada in London, relating to the cattle embargo. Presented 27 th May, 1899. - Mr. Montague.

Printed for sessional papers.
87. Copy of the order in council of the 7th October, 1898, providing for appointment of Mr. William Ogilvie as a commissioner, under the provisions of chapter 114, R.S.C., to investigate the charges and complaints referred to in such order in council ; copy of the commission issued under the great seal of Canada, appointing Mr. Ogilvie such commissioner ; copy of his report of the 27th April, 1899, and copies of the three public notices referred to in such report and attached thereto. Presented 30th May, 1899, by Hon. C. Sifton. . Printed for both distribution and sessional papers.
87a. Copy of commission which issued in favour of William Ogilvie, Esq., under the provisions of chapter 114 R.S.C., to hold an investigation and take evidence under oath with regard to certain charges made against officials of the Dominion government in the Yukon territory ; and copy of the evidence taken under such commission. Presented 9th June, 1899, by Hon. C. Sifton.

Printed for both distribution and sessional papers.
87b. Copy of further report, dated the 27th May, 1899, of William Ogilvie, Esq., commissioner appointed under the provisions of chapter 114, R.S.C., and by commission issued thereunder, under the great seal of Canada, to hold an investigation and take evidence under oath with regard to certain charges made against officials of the Dominion government in the Yukon territory. Presented Tth July, 1899, by Hon. C. Sifton

Printed for both distribution and sessional papers.
87 c . Copy of the evidence which accompanied the further report of the 27th May, 1899, of William Ogilvie, Esq., commissioner appointed under the provisions of chapter 114, R.S.C., and by commission issued thereunder, under the great seal of Canada, to hold an investigation and take evidence under oath with regard to certain charges made against officials of the Dominion government in the Yukon territory ; of which further report a copy was laid before the House of Commons upon the 7th July, 1899. Presented 12th July, 1899, by Hon. C. Sifton.

Printed for both distribution and sessional papers.

## CONTENTS OF VOLUME 14-C'ontinued.

87d. Return to an order of the House of Commons, dated 27th July, 1899, for copy of a report of William Ogilvie, commissioner, relative to the values placed upon the steamers "Pingree" and "Low" for customs entry. Presented 27th July, 1899.-Mr. Paterson. ......................... Not printed.
88. Return to an address of the Senate, dated 22 nd May, 1899, for: 1. The original contract entered into between the government and the proprietors of the Drummond County Railway and the Grand Trunk Railway Company. 2. The present contract or agreement entered into between the same persons or companies. 3. A statement of all moneys paid to the proprietors of said railways from the date of the non-ratification of the first contract to the 31st March, 1899. 4. An account of the earnings and working expenses of the Drummond County Railway from the time of its being first worked in connection with the Intercolonial Railway to the 31st March, 1899. 5. And also an account of the total amount of money paid the Grand Trunk Railway Company for station accommodation, running powers over its line, for bridge extension, or for any purpose whatever in connection with the extension of the Intercolonial Railway system to Montreal. Presented 29th May, 1899.-Hon. Sir Mackenzie Bowell. . ......................... Printed for sessional papers.
88 a. Return to an address of the Senate, dated 22 nd June, 1899 , calling for copies of any or all supplemental agreements and traffic arrangements entered into between the railway department of Canada and the Grand Trunk Railway Company, in connection with the contract entered into between the aforesaid parties for the extension of the Intercolonial Railway to the city of Montreal. Presented 26th June, 1899.-Hon. Sir Mackenzie Bowcll. . . . . . . Printed for sessional papers.
89. Return to an address of the House of Commons, dated 1st May, 1899, for copies of all petitions addressed to his excellency the governor general by members of the Turner administration in the province of British Columbia respecting the conduct of his honour the lieutenant governor of that province, and praying for the appointment of a commission to inquire isto the same, together with all papers and correspondence connected with said petition ; and also copies of all papers and correspondence in any way relating to the action of his honour the lieutenant governor of British Columbia in dismissing the Turner administration in the said province. Presented 31st May, 1899.-Mr. Prior.............. Printed for both distribution and sessional papers.
90. Return to an address of the House of Commons, dated 19th April, 1899, for: 1. Copies of all correspondence had with the departmens of inland revenue, during the last ten years, in relation to the compulsory inspection of potash at the port of Montreal. . 2. Copies of all petitions presented on the same subject to the honourable the minister of inland revenue. Also copies of resolutions adopted by the Montreal board of trade and others, urging the government to adopt some measure to protect the Canadian trade in potash. Presented 31st May, 1899.-Mr. Préfontaine.

Not printed.
81. Return to an order of the House of Commons, dated 24th April, 1899, for: 1. Statement showing the quantity of Canadian tobacco grown and manufactured during each year since 1890. 2. The number of factories established since 1890 -with the date in each instance-for the manufacture of Canadian tobacco, or of Canadian and foreign tobacco mixed. 3. Copies of all petitions, applications and memorials presented to the government since 1896 in relation to the duties on tobacco. Presented 31st May, 1899.-Mr. Gauthier....................................................... Not printed.
82. Copy of the prospectus of the Britisb Canadian Gold Fields of the Klondike Company, Limited, and copies of correspondence and other papers on file in the department of the interior, respecting the alleged connection of Mr. William Ogilvie with that company. Presented 31st May, 1899,

83. Return to an order of the House of Commons, dated 19th April, 1899, for statement showing the amounts voted and the amounts expended, under their proper headings, by the Dominion government on the harbour of Montreal during the last twenty-eight years; also the amounts voted and the amounts expended, under their proper headings, by the Dominion government on the harbour of Victoria, B.C., during the last twenty-eight years. Presented 31st May, 1899.-Mr. Prior. Not printed.
94. Return to an order of the House of Commons, dated 15th May, 1899, for a return showing the actual expenditure on reconstruction of the pier at China Point, in the province of Prince Edward Island, the date of such payments, to whom the payments were made and the amount paid to each person ; the amount paid for actual labour performed; the amount paid for material not used, and when; the quantity and kind of material purchased, and the price; the present actual condition of the pier ; the progress made towards reconstruction; and all papers, correspondence and documents relating to or giving any information or particulars respecting the matters aforesaid. Presented 31st May, 1899.-Mr Martin.

Not printed.

## CONTENTS OF VOLUME 14-Continued.

95. Return to an order of the House of Commons, dated 10th May, 1899, for a return showing all sums expended to date upon the new wharf at Pointe Claire, P.Q. Also how far the works have progressed; a copy of the estimate of the cost of said wharf and statement showing how much it will cost to finish said wharf. Copies of all advertisements calling for tenders, as well as of all tenders and correspondence upon the subject. Presented 31st May, 1899.-Mr. Monk. $\qquad$ .Not printed.
96. Return to an order of the House cf Commons, dated 8th May, 1899, for copies of all correspondence, telegrams, papers, etc., in connection with the seizure of traps and ropes belonging to Messrs. Benjamin Compton \& Co., of Belle River, in the province of Prince Edward Island, on 30th July, 1898, by the Dominion cruiser "Acadia." Presented 1st June, 1899.—Mr. Martin...Not printed.
97. Return to an address of the House of Commons, dated 17th May, 1899, for copies of all letters, telegrams, cablegrams, memorials and other papers received by the right hon. the prime minister of Canada, the Hon. J. I. Tarte, the minister of public works, or the Hon. A. G. Blair, the minister of railways and canals, frnm the Northern Commercial Telegraph Company, Limited, the Commercial Telegraph Construction Syndicate, Limited, or the W. T. Henley Telegraph Works, Limited, or from any director or directors, person or persons on behalf of or as representing any of these companies, or from the high commissioner for Canada in London, or from any other person or company respecting the construction by or for the Northern Commercial Telegraph Company, Limited, of a telegraph line between Skagway and Dawson, or of a submarine cable telegraph between some point in British Columbia and Skagway or Wrangel, or in any way relating to either of their objects. Also copies of all letters from the right hon. the prime minister of Canada, or from either of said other ministers to any of said companies or to any director or direstors or other person or persons acting or purporting to act on behalf of any of said companies in any way relating to the construction of said telegraph line or cable line by, for or under the charter of the Northern Commercial Telegraph Company, Limited. Also copies of all correspondence between the Dominion government or any member or department thereof and the United States government at Washington or any department thereof bearing upon the laying and landing of a submarine cable between some point in British Columbia and Skagway or Wrangel or any point between these places. Presented 1st June, 1899.-Mr. Prior............ .... Not printed.
97a. Supplementary return to 97. Presented 26th June, 1899................................Not printed.
98. Return to an address of the Senate, dated 6th June, 1898, for a statement of the cost of the voyages undertaken in 1897 by the honourable the prime minister and by the honourable the solicitor general, to Europe, to the United States or elsewhere, together with the travelling expenses of their private secretaries or of any other persons composing their following. Presented 29th May, 1899.-Hon. Mr. Landry. .......................................................... Not printed.
99. Protocol No. Ixiii of the Joint High Commission, Washington, respecting the boundary between Alaska and Canada. Presented 5th June, 1899, by Sir Wilfrid Laurier. Printed for both distribution and sessional papers. 100. Return to an order of the House of Commons, dated 17th May, 1899, for copies of all papers, plans, maps, reports of fishery officers, correspondence and other documents relating to the existence of a dam across river Jésus, near the town of Terrebonne, and the construction of a fishway therein according to the requirements of the law. Presented 5th June, 1899.-Mr. Fortin... .Not printed.
100. Return to an order of the House of Commons, dated 19th April, 1899, for a list of all persons employed since 1st August, 1896, by the minister of interior outside of the civil service employees in Ottawa, for purposes of immigration, detailing the names and post office addresses of the appointees, their rate of wages and allowances, the date and reason for dismissal where dismissals have taken place, and the country or districts in which their work has been performed. Presented 5th June, 1899.-Mr. Foster.

Not printed.
102. Return to an order of the House of Commons, dated 19th April, 1899, for a statement of all persons appointed to office or assigned to duties of any kind in the Yukon district since 1st August, 1896, giving the names, post office addresses, rate of salary and allowances or expenses of each person, the duties assigned, the date of his appointment, the date of resigaation or dismissal, and the reason therefor in the case of each resignation or dismissal. The above statement not to include mounted police or Canadian militiamen, but to include paymasters in each branch. Presented 5th June, 1899.-Mr. Foster.
.Not printed.
102a. Supplementary return to No. 102. Presented 9th June, 1899............................Not printed.
102b. Copies of orders in council relating to the Yukon. Presented 21st June, 1899, by Hon. C. Sifton.

## CONTENTS OF VOLUME 14-Continued.

103. Return (in part) to an order of the House of Commons, dated 26th April, 1899, for a statement of all persons or commissions of inquiry appointed to inquire into the conduct of employees of the government since 1st August, 1896, giving the names of commissioners, their rate of pay and allowances, the aggregate total amount paid to each as pay and allowance, and the total expenses of each commission outside of pay and allowance ; also the names and post office addresses of all persons dismissed on the reports of the commissioners (Marine and Fisheries). Presented 6th June, 1899.-Mr. Foster

Not printed.
103a. Supplementary return to No. 103. (Customs Department.) Presented 6th June, 1899.
Not printed.
103b. Return to an address of the House of Commons, dated 14th February, 1898, for a return showing names of commissioners appointed by the government to inquire into the conduct of all employees of the civil service in the province of Quebec since the 23rd of June, 1896, and the amount paid to each commissioner as salary or travelling expenses. Presented 14th June, 1899.-Mr. Monk.

Not printed.
103c. Return (in part) to an address of the Senate, dated 28th April, 1899, of the names of all commissioners appointed by order in council or otherwise since the 9th April, 1897, to inquire into and report upon charges preferred against any employee of the government, whether permanent or temporary, of offensive partisanship, or of any misconduct whatever. 2. The reports of said commissioners, or of commissioners previously appointed, not already brought down, and a statement showing the action taken by the government thereon. 3. The amounts paid each commissioner since the 9 th April, 1897, in fees, per diem allowance, travelling expenses and incidentals of all kinds. 4. The names, ages, effices and salaries of all employees in the inside or outside service of the government, whether temporary or permanent, who since the 9 th April, 1897, have been removed from office by dismissal, superannuation, or otherwise, whether on a report of a commission or otherwise, specifying in each case the grounds of dismissal, and the amount of superannuation or gratuity granted, if any ; also the age, office, salary or remuneration of any and every person appointed in the place of, or as a consequence of every sach removal. Presented 28th June, 1899.-Hon. Sir Mackenzic Bowell.
.Printed in abstract form.
103d. Supplementary return to No. 103. (Post Office Department.) Presented 5th July, 1899.
Not printed.
return to No. 103c. Presented 4th July, 1809. ............................ 103c.
103. Supplementary return to No. 103c. Presented 5th July, 1899..........................................

103g. Supplementary return to No. 103. (Railways and Canals.) Presented 29th July, 1899.
Not printed.
103h. Supplementary return to No. 103c. Presented 28th July, 1899
.See 103c.
104. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all statements, claims, memoranda, correspondence, telegrams, etc., with the government of Prince Edward Island and a delegation from that province, in March last, consisting of the Honourable Hector C. Macdonald, Jas. W. Richards, and Benjamin Rogers, in regard to questions at issue between the government of Prince Edward Island and the dominion of Canada. Presented 6th June, 1899.-Mr. Martin.
.Printed for sessional papers.
105. Return to an address of the House of Commons, dated 19th April, 1899, for all papers and correspondence, including orders in council, tenders and contracts in connection with the engraving, printing and supply of paper for the denominational postal notes, with a sample of the notes printed. Presented 6th June, 1899.-Mr. Foster
.Not printed.
$105 a$. Return to an order of the House of Commons, dated 19th April, 1899, for a statement of all separate issues of postal stamps, cards, or notes since 1st January, 1897, noting those that have gone out of use, the quantity and date of each issue, and a sample of each issue, and giving in the case of the jubilee stamps, the cost, and arrount of cash returned to the treasury for each denomination. Presented 12th June, 1899.-Mr. Foster.

Not printed.
105b. Return to an order of the House of Commons, dated 24th April, 1899, for a copy of contract for the production of postal notes, and the cost of such per 1,000 of each denomination, exclusive of paper, and for all correspondence between the contractor, the government and the queen's printer. Also for a statement of the number of reams of paper made for each denomination, by whom ordered to be made, where made, and name of manufacturer, and who has now possession of the Dandy rolls from which the paper was made. And also the following statements: Who furnished the electrotypes, and where they were made, the date of first delivery of postal notes, and amount of

## CONTENTS OF VOLUME 14-Continued.

security given by the contractor, and whether the contractor has supplied the necessary accommodation for government clerks for superintendence and storage for an ample supply of paper, Presented 12th June. 1899.-Mr. Foster.
. Not printed.
105c. Return (in part) to an order of the House of Commons, dated 29th May, 1899, showing in detail all dies, plates or other parts, wholly or partially engraved, entered or imported by or for the use of the American Bank Note Company and the British American Bank Note Company, to be used in the making of bank notes, postage stamps, postal notes and inland revenue stamps for the government, with the valuation and amount of duty charged and collected. Presented 12th June, 1899. -Mr. Foster

Not printed.
105d. Return to an order of the House of Commons, dated 19th April, 1899, for all correspondence had with the post office department, or any member of the government, in reference to the quality of the post cards issued by the post office department since 1st July, 1896. Presented 19th June, 1899.-Mr. Foster. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . ..... Not printed.
106. Return to an order of the House of Commons, dated 24th April, 1899, for number of jubilee stamp plates engraved and their denominations, and cost of such plates. Cost of jubilee stamps per 1,000 complete. Also the number of plates engraved for the greater empire stamp, and the cost per plate, with the cost per 1,000 stamps complete. Presented 6th June, 1899.-Mr. Foster.

Printed for sessional papers.
107. Return to an address of the House of Commons, dated 8th May, 1899, for copies of all papers, including affidavits, and of all correspondence between the government and the government or public officials of the United States or other parties, concerning the case of Thomas Meagher, who was arrested by United States customs officers in Canadian waters, in the river St. Clair, on 19th August, 1898; was held in custody and grossly ill-treated by said officials tor some time and afterwards imprisoned, and who was finally discharged without trial by order of the United States government. Presented 6th June, 1899.-Mr. Cowan.

Not printed.
10S. Return of the names and salaries of all persons appointed to or promoted in the civil service during the calendar year 1898. Presented 6th June, 1899, by Sir Wilfrid Laurier.

Printed for sessional papers.
109. Return to an address of the House of Commons, dated 14th March, 1898, for copies of all correspondence, reports, orders in council and instructions in reference to the admission of foreign countries to commercial privileges under the so-called preferential clause of the tariff of 1897. Presented 6th June, 1899.-Mr. Foster. ..... ............................. Printed for sessional papers.
110. Documents relating to the recent disallowance of certain statutes passed by the legislature of British Columbia. Presented 7th June, 1899, by Sir Wilfrid Laurier.

Printed for both distribution and scssional papers.
110a. Further documents relating to the recent disallowance of certain statutes passed by the legislature of British Columbia. Presented 21st June, 1899, by Sir Wilfrid Laurier .............Not printed.
111. Return to an order of the House of Commons, dated 18th April, 1898, for a return showing by departments, the expenditure in each year, beginning 1st July, 1890, for salaries in the outside service of the post office, customs and inland revenue departments, detailed by posts and sub-posts in the case of the inland revenue and customs, and by post offices in case of employees in the postal service, of all employees, whether temporary or permanent. Presented 7th June, 1899.Mr. McMullen.

Not printed.
112. Return to an address of the House of Commons, dated 15th May, 1899, for copies of all complaints, referred to on page 3 of the report of the deputy minister of interior (Annual Report of the Department of the Interior for the year 1897), minutes of council, commission instructions and report of Mr. Archer Martin, the commissioner, respecting the New Westminster crown timber office. Presented 9th June, 1899.-Sir Charles Hibbert Tupper.

Not printed.
113. Return to an address of the House of Commons, dated 30th March, 1898, for copies of all instructions given by the government of Canada, or any department thereof, to Charles Russell, Esq., solicitor, London, England, or to the firm to which he belongs, or to any member thereof, in relation to any case or business in which the said government or any department thereof was or is concerned; also copies in detail of all bills of costs or accounts rendered by the said persons to the government or any department since 1st July, 1896. Presented 9th June, 1899.-Mr. Bergeron.

> Printed for sessional papers.
114. Return to an order of the House of Commons, dated 29th May, 1899 , for copies of all correspondence between the Northern Commercial Telegraph Company and the department of public works during the last six months. Presented 12th June, 1899.-Mr. Maxwell.

Not printed.

## CONTENTS OF VOLUME 14--Continued.

115. Return to an order of the House of Commons, dated 15th May, 1899, for copies of all correspondence, telegrams, reports, contracts, tenders and all other papers and documents in connection with the change in carrying the mails for Prince Edward Island between the Intercolonial Railway and Cape Tormentine during the past winter. Presented 12th June, 1899.-Mr. Martin. . Not printed.
116. Return to an address of the House of Commons, dated 10th May, 1899, for copies of all petitions, correspondence, telegrams and instructions in reference to the granting of a bonded warehouse to John Gow Scrimgeour at Cardigan Bridge, Prince Edward Island. Presented 12th June, 1899.— Mr. Macdonald (King's).

Not printed.
117. Return to an order of the House of Commons, dated 29th May, 1899, for copies of all correspondence between the government or any member thereof, or any person or official in behalf of the same, and the Canada Eastern Railway Company, or any person in behalf thereof, and of any reports and papers in connection with any proposal to purchase for the government the said railway. Presented 12th June, 1899.-Mr. Foster

Not printed.
118. Return to an address of the House of Commons, dated 3th May, 1899, for copies of all orders in council, and all papers and correspondence had with the department of railways and canals or the minister of railways by the officers of the Central Railway Company of New Brunswick, or by any contractors or persons concerned in the construction of the said Central Railway Company of New Brunswick, or any one in their behalf, in connection with the payment of subsidy or grants made to the said company. Presented 13th June, 1899.-Mr. Foster
.Not printed.
119. Return to an address of the House of Commons, dated 29th May, 1899, for copies of all correspondence, telegrams and reports that have passed between the Dominion government and the provincial government of British Columbia, or any person or persons acting on their behalf, in regard to the Songhees Indian reserve at Victoria, B.C., since 1st June, 1897. Presented 13th June, 1899.-Mr. Prior.
. Not printed.
120. Return to an order of the House of Commons, dated 15th May, 1899, for copies of all correspondence between the minister or any officials of the department of interior and Mr. A. Soper, of Port Perry, or other persons in reference to the suppression of the sale of liquor to the Scugog Indians. Presented 13th June, 1899.-Mr. Foster.
.Not printed.
121. Return to an order of the House of Commons, dated 8th May, 1899, for copies of all contracts or agreements entered into by or with the postmaster general or the post office department or her majesty or the government of Canada for the carriage of the mails into or out of the Yukon territory or district or any part thereof; and also copies of all advertisements for tenders for the carriage as aforesaid of such mails, and all tenders received by the postmaster general, the post office department or the government of Canada or her majesty the queen, for the carriage of mails into or out of the Yukon territory or district, also copies of all reports, letters and communications in writing from the post office inspector at Victoria, or any other post office inspector, or any other officer of the post office department with respect to such tenders or advertisements or with respect to the acceptance or rejection of any of the said tenders. Presented 13th June, 1899.-Sir C. Hibbert Tupper.

Not printed.
122. Return to an order of the House of Commons, dated 29th May, 1899, for copies of all correspondence, papers, petitions, etc., in connection with the resignation of Dr. Morris as postmaster at Dundas, Prince Edward Island, and the appointment of his successor and persons applying for the position. Presented 13th June, 1899.—Mr. Macdonald (King's).

Not printed.
123. Return to an order of the House of Commons, dated 8th May, 1899, for: 1. A return showing the number of letter carriers who were employed in the post office in Victoria, B.C., in the year 1895.6, 1896-7 and $1897-8$ respectively and the number employed at the present time. 2. The salary paid to each letter carrier employed in $1895-6$ and salaries paid in the present year. 3. The provisional allowance granted to said letter-carrier in 1895-6 and in 1896-7 and 1897-8. Presented 13th June, 1899.-Mr Prior.
. Not printed.
124. Return to an order of the House of Commons, dated 8th May, 1899, for a statement showing the weight of every issue of the daily and weekly publications issued in Toronto and Montreal since the introduction of the law requiring that all publications must be weighed and stamped before the acceptance of same at the post office of issue of paper. Presented 13th June, 1899.-Mr. Quinn.

Not printed

## CONTENTS OF VOLUME 14--Continued.

125. Return to an order of the House of Commons, dated 26th April, 1899, for a statement in detail of all sums expended on account of the joint high commission between Great Britain and the United States since its inception to date, with the names of all persons connected therewith as commissioners, secretaries, clerks and attendants and the rate and total amounts of compensation of each as salary, allowances and expenses itemized. Presented 14th June, 1899.-Mr. Foster.

Not printed.
126. Return to an address of the House of Commons, dated 18th April, 1898, for copy of all instructions, correspondence by letter or telegram between the government or any department or officer thereof and the representative of the crown, or any other person in relation to the postponement of the hearing of the appeal before the court of queen's bench, in the case of the Queen vs. Coulombe and others during the last term of the said court at Quebec, and of all documents in relation thereto. Presented 14th June, 1899.-Mr. Casgrain.

Not printed.
127. Return to an address of the House of Commons, dated 1st May, 1899, for copies of all correspondence, petitions, resolutions and other papers in possession of the government, relating to the proposed branch railway from Southport to Murray Harbour and other proposed railway branches in the province of Prince Edward Island. Presented 14th June, 1899.-Mr. Martin.....Not printed.
128. Return to an order of the House of Commons, dated 8th May, 1899, showing: 1. Settlements (if any) that have been made by the department of railways and canals since and during the last session, with those parties who suffered from the construction of the Roche-Fendue and Calumet dams in 1883. 2. The names of the valuators who adjusted the said claims, and by whom their appointment was recommended. Presented 14th May, 1899.-Mr. Poıpore........... Not printed.
129. Keturn to an order of the House of Commons, dated 26th April, 1899, for all papers and correspondence in connection with the claim of the British American Bank Note Company for the balance alleged to be due to the company for contract work done for the post office department. Presented 15th June, 1899.-Mr. Foster. .

Not printed .
130. Return to an order of the House of Commons, dated 10 th May, 1899 , showing the names of persons appointed to positions in the Toronto post office since 13 th July, 1896, the date of each such appointinent, the salary paid to each such person and the office to which each such person was appointed. Presented 15th June, 1899.-Mr. Clarke

Not printed.
131. Return to an address of the Senate, dated 21 st March, 1898, for copies of all reports and surveys made by officers of the department of railways and canals, regarding the straightening of certain curves on the Prince Edward Island Railway at or near North Wiltshire, and also a statement showing: 1. The amount expended on straightening the said curves, and to whom paid. 2. How was the expenditure made, by tender or by day's work. 3. The nature and extent of the changes made. 4. What further changes, if any, are contemplated. Presented 13th June, 1899.-Hon. Mr. Ferguson.
132. Return to an address of the Senate, dated the 25th May, 1899 , for certified verbatim copies of all letters or other documents written to the minister or any official connected with the department of the interior, or to any member of the government, by H. H. Norwood, the person appointed by the government to the position of gold inspector in the Yukon district. Presented 13th June, 1899.-Hon. Mr. Primrose. . . . . . . .

Not printed.
133. Return (in part) to an address of the Senate, dated the 23 rd March, 1899 , showing the amounts of customs and excise duties collected on goods imported into that part of the Dominion known as the
, Yukon and Klondike country, from the first day of September, 1898, to the first day of March, 1899, specifying the character of the goods so imported and the countries from whence imported; together with a statement showing the quantity athd character, as far as practicable, of Canadian goods sent to the said Yukon district during the same period. Presented 13th June, 1899.-Hon. Sir Mackenzie Bowell
.Not printed.
184. Return to an address of the House of Commons, dated 8th May, 1899, for copy of a memorial signed by the late Honourable John Norquay, president of the executive council of the province of Manitoba, on behalf of said council, praying to be heard before her majesty in council on the interference of the governor general in council in the practice of disallowing acts clearly within the power of local legislature and asking that the same be discontinued; which memorial was addressed to the honourable the secretary of state of Canada with request that the same be transmitted to her majesty in council ; also copies of all correspondence, reports to or from, and orders in council in connection therewith. Presented 16th June, 1899.-Mr. LaRivière.

Printed for sessional papers.

## CONTENTS OF VOLUME 14--Continued.

135. Return to an order of the House of Commons, dated 18th April, 1898, for a return showing the amount spent by the government in the financial years 1896-7, 1897-8, and the proposed expenditure for the year 1898-9 on private piers and wharfs, and piers and wharfs not under government control and not the property of Canada, together with the names of such piers and wharfs and the owners thereof, as well as the sums spent on each for years mentioned. Presented 16th June, 1899.-Mr. Martin
.Not printed.
136. Return (in part) to an order of the House of Commons, dated 15th May, 1899, for a return of all reports and recommendations of the commission appointed to investigate and settle claims for losses arising out of the Saskatchewan rebellion of 1885 ; also a statement of all claims presented, the amount paid in each case, also all claims presented and not entertained. Presented 20th June, 1899.-Mr. Davis
.Not printed.
137. Return to an order of the House of Commons, dated 17th May, 1899, for copies of all instructions, correspondence and reports, accounts and vouchers, for expenses connected with the expedition of Chief Engineer Coste, of the department of public works, referred to in the annual report of the minister of marine and fisheries, 1898, page 7, and also connected with the visit subsequently paid to England by Mr. Coste in the same year. Presented 20th June, 1899. - Sir C. Hibbert Tupper.

Not printed.
138. Return (in part) to an order of the House of Commons, dated 29th May, 1899, for copies of all correspondence, telegrams and reports between the departments of militia and defence and justice or their agents, and the following claimants for compensation and damages in respect of the erection of fortifications at Macaulay Point, British Columbia, viz. : Fred. Bell, J. Jardine, W. F. Bullen, R. W. Reford, Henry Moss, William Moss, J. G. Tiarks, Charles Kent, Thornton Fell, Andreas Keating (B. L. Ker), Hans Ogilvy Price, H. F. Bishop, S. J. Pitts, and any others that may have presented claims in regard to same. Presented 21st June, 1899.-Mr. Prior.

138a. Supplementary return to No. 138. Presented 29th June, 1899.
Not printed.
of the House of Commons, dated 19th April, 1899, for copies of the repor Walter Shanly, C.E., and T. C. Keefer, C.E., in connection fwith the proposed large locks at Iroquois and Farran's Point. Presented 23rd June, 1899.-Mr. Taylor.................Not printed.
140. Return to an order of the House of Commons, dated 19th April, 1899, for: 1. Statement of the expenditure connected with the royal military college, Kingston, every year since its foundation. 2. Of the number of graduates in each year, and of their present place of residence and occupation, as far as known to the college authorities. 3. Of all general orders or regulations relating to the employment of theee graduates in the permanent corps, volunteers or other branches of the public service. Presented 23rd June, 1899.-Mr. Casey.

Not printed.
141. Return to an order of the House of Commons, dated 18th April, 1898, for copies of all instructions, correspondence, etc., in relation to the construction of wharfa at Mistassini and St. Méthode (Tékouabé) ; a detailed statement showing the quantity of timber, iron and stone used in the said works; by whom the said articles were furnished ; the prices paid therefor to each person ; the names of the carpenters and framers employed and the prices paid them per day and how much was received in cash by them, as also by the day labourers who worked with them; all other expenditure in relation to the said works; copies of all correspondence in relation to the contracts awarded to Messrs. Têtu \& Savard, of St. Félicien, for making timber for the St. Méthode wharf; copies of the said contracts and of all further correspondence as to presenting payment of their accounts; a statement of the quantity of timber prepared by them, and of the amount paid to them personally. Copies of instructions issued to J. B. Carbonneau, chief carpenter at the Mistassini and St. Méthode wharfs ; correspondence as to cancelling of his instructions at St. Méthode and the appointment of $\varepsilon$ chief carpenter in his place. Presented 26 th June, 1899.-Mr. Casgrain.

Not printed.
142. TReturn to an order of the House of Commons, dated 30th March, 1898, showing the amounts paid to each and all persons who worked at the Roberval pier in 1896; the number of days worked; the prices paid; the quantity of timber and iron furnished, and the prices paid therefor; the place where the same was obtained ; copies of all instructions, correspondence, etc., in relation to the said work. Presented 26th June, 1899.—Mr. Casgrain
. Not printed.

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143. Return to an order of the House of Commons, dated 27 th April, 1899, for a statement of sums paid as travelling expenses to the judges of the superior court for the province of Quebec coming from outside districts to sit in the city of Montreal. 1. From the 1st of January, 1898, up to the coming into force of the statute 61 Victoria (Canada), chap. 52. 2. Since the coming into force of said statute down to the 1st of March, 1899. Presented 26 th June, 1899.-Mr. Monk. Not printed.
144. Return to an order of the House of Commons, dated 29th May, 1899, for copies of all tenders opened the 14th day of May, 1897, for works on the Farran's Point canal, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 27th June, 1899.-Mr. Clancy Not printed.
145. Return to an order of the House of Commons, dated 14th February, 1898, for correspondence and reports respecting increased wharf accommodation at Pictou, Nova Scotia, in 1892 and since. Presented 28th June, 1899.-Sir C. Hibbert Tupper.

Not printed.
146. Return to an order of the House of Commons, dated 29th May, 1899, for copies of all reports of any survey held during 1897 or 1898 of Neufrage Pond, King's county, Prince Edward Island. Presented 28th June, 1899.-Mr. Macdonald (King's).

Not printed.
147. Return to an order of the House of Commons, dated 10th May, 1899, for copies of all unexpired leases and unexpired renewals and modifications of leases, and of all papers and plans relating thereto of all water lots, water power and hydraulic privileges in and along that portion of the river Ottawa and its various channels within the city of Ottawa, from the westerly boundary of the said city to the line of Kent street, produced into the Ottawa river, and commonly known as the Chaudière, issued by the government to any person, persons or company, and for plans showing the position of such water lots, water power and hydraulic privileges. Also for a statement of the amount of power each lessee is entitled to use, and the date of the termination of the lease under which he is entitled to use it. Presented 28th June, 1899.-Mr. Copp.......... Not printed.
148. Certain correspondence relating to the franchise of the different provinces as the franchise for the elections to the House of Commons. Presented (Senate) 27th June, 1899, by Hon. Mr. Mills.

Not printed.
149. Return to an order of the House of Commons, dated 10th May, 1899, giving the names of all the weirs now under license in the county of Charlotte, in the province of New Brunswick, with location of each, with date said licenses were issued, and with the name or names of the licensees of said weirs ; also the names of all weirs licensed during 1898 that were not built and the names of licensees of said weirs, and the number of years said licenses have been granted without weire having been built by such licensees. Presented 29th June, 1899.-Mr. Ganong..... Not printed.
150. Return to an order of the House of Commons, dated 8th May, 1899, showing: 1. The canals and river works therewith forming the connection between the great lakes and deep water navigation at Miontreal which were completed on 1st July, 1896, the depth of water in each, and the cost of each to that date. 2. The canals and connected river improvements which at that date were in course of construction or enlargement, showing the work which had been done on each, the cost to 1st July of such construction or enlargement, and the estimated cost to complete the contracts then existing and amount of each; the new contracts made since 1st July, 1896, covering work other than that completed or under contract at that date and the amount of each. 3. The estimated cost of completing these works to the proposed depth over and above the amounts involved in contracts existing on 1st July, 1896. Presented 29th June, 1899.-Mr Foster...... Not printed.
151. Return to an order of the House of Commons, dated 10th May, 1899, showing the number of contracts entered into by the government since the 30th June, 1897, in which there is a clause prohibiting "sweating"; the total amount involved in such contracts; the name of the respective department in which these contracts have been awarded ; the names of the companies, or firms, or individuals to which such contracts have been given. Presented 29th June, 1899. - Mr. Clarke.

Printed for sessional papers.
152. Return to an address of the Senate, dated 23rd March, 1899, showing: 1 . The number of persons in the employment of the post office department on the 30th of June, 1896, and the total amount paid to said employees for the year ending said 30th.June, 1896. 2. A similar return giving the same information for the year ending 30th June, 1898. 3. The number of employees in the said service on the 12th day of July, 1896, and on the 16th February, 1899. Presented 20th June, 1899.-Hon. Sir Mackenzie Bowell. .

Not printed.

## CONTENTS OF VOLUME 14-Continued.

153. Return to an address of the House of Commons, dated 29th May, 1899, for copies of all orders in council, applications, correspondence, papers, plans, etc., in the departments of interior and marine and fisheries, respecting 37-29 acres or thereabouts of foreshore and tidal lands about two miles below Steveston, British Columbia, situate west and immediately adjoining section 9, range 7 west, block 3 north, N.W.D. Presented 30th June, 1899.-Sir Charles Hibbert Tupper.

Not printed.
154. Return to an order of the House of Commons, dated 19th June, 1899, showing: 1. The amount paid in the province of Prince Edward Island since 1896 as fines for the infraction of the lobster fishery regulations, the names of persons so fined, and the amount of the fine in each case. 2. A detailed statement of the fines collected. 3. The disposition of those fines. 4. The cost of prosecution in each case. 5. The names of fishery officers receiving a share of such fines, and the amount received in each by any officer. 6. The magistrate or other officer who tried such cases. Presented 30th June, 1899.-Mr. Martin............ ....................................Not printed.
155. Return to an order of the House of Commons, dated 19th June, 1899, for copies of all correspondence, petitions, reports, telegrams, etc., in connection with the proposed change of mail arrangements for Grand View, in Prince Edward Island. Presented 4th July, 1899.-Mr. Martin.

Not printed.
156. Return to an address of the Senate, dated 19th April, 1899, for a statement showing: 1. Wbat was the total average amount paid to the Ottawa Gas Co., per annum, for lighting the various government buildings during the two years ending 1898? 2. What is the total cost per annum, by the present system of lighting? 3. Were tenders called for lighting the various buildings by either gas or electricity? To what company was the contract for lighting awarded? 4. What is the total number and power of inoandescent electric lights now installed in all the public buildings in Ottawa, and cost of installation, including wiring and all other apparatus? 5. What was the number and power of electric lights operated by the government electric light plant, and annual cost of the same, during the two years ending 1898? 6. What is the original cost and present value of all governmant electrical plant and boilers in the public buildings in Ottawa? How many men are employed to operate them? 7. Were tenders called for the wiring of any or all the government buildings in Ottawa and the supply of all electrical appliances necessary for the same? From whom were offers received and what were the respective amounts of such offers? 8. How was the parliamentary appropriation of $\$ 75,000$ for extending the government lighting plant, and the purchase of certain pumps for fire purposes, expended? What are the items of such expenditure, and to whom paid? Presented 4th July, 1899.-Hon. Sir Mackenzie Bowell.

Not printed.
157. Return to an order of the House of Commons, dated 19th June, 1899, for copies of all correspondence, petitions, etc., in reference to the recent appointment of a postmaster at Clifton, New London, in the province of Prince Edward Island. Presented 10th July, 1899.-Mr. Martin.... Not printed.
158. Return to an order of the House of Commons, dated 19th April, 1899, for copies of specifications and plans for the construction of deep water terminal facilities at St. John, N.B., including wharfs, warehouses, elevators, tracks, etc., together with copies of tenders for the said works and of any contracts entered into therefor. Presented 18th July, 1899. - Sir Charles Tupper.

Not printed.
159. Return to an address of the House of Commons, dated 19th April, 1899, for copies of the contract and specification in connection with the North Channel improvement, below Prescott, with copies of any supplementary agreement or agreements entered into with the contractor; also plans showing the location on which the contract was let and the present location. Presented 18th July, 1899.-Mr. Taylor

Not printed.
160. Return to an address of the Senate, dated 20th April, 1899, for all correspondence with the government, or any member thereof, relating to the subject of the introduction of a prohibitory liquor law by the government, together with all affidavits and other documents having relation to the vote cast upon the question of prohibition on the 29th day of September, 1898, and the alleged frauds in connection therewith. Presented 18th July, 1899.-Hon. Sir Mackenzie Bowell.

Not printed.
161. Return to an address of the Senate, dated the 21 st June, 1899 , for copies of all correspondence between the department of agriculture, the Prince Edward Island Fruit Growers' Association and the provincial premier, Hon. Mr. Farquharson, with reference to experiments in fruit culture now being carried on in Prince Edward Island; said correspondence to include all instructions to Mr. Kinsman with reference to the nature of the work to be undertaken and the selection of orchards for the purpose of carrying on said experiments. Presented 18th July, 1899.-Hon. Mr. Ferguson

Not printed.

## CONTENTS OF VOLUME 14-Continued.

162. Return to an order of the House of Commons, dated 26 th June, 1899, for : 1. Copies of all papers, documents, correspondence, letters, etc., in connection with the appointment of Dr. Hall, veterinary surgeon, of Quebec, for the purpose of inspecting cattle for the discovery of tuberculosis at Hébertville or elsewhere in the county of Chicoutimi. 2. In connection with any part of said work done by his brother. 3. Statement of the number of herds which he or his brother examined. 4. Statement of sums of money paid for such inspection, travelling expenses, carters, aids or assistants. 5. Statement of any sum or sums paid to David Ouellet, of Hébertville, in connection with said inspection. Presented 19th July, 1899.-Mr. Gasgrain.......... Not printed.
162a. Supplementary return to No. 162. Presented 26th July, 1899............................. Not printed.
163. Return to an address of the House of Commons, dated 26th June, 1899, for a copy of the final estimate or settlement of section number three (3) of the Lachine canal enlargement of 1875-1880 in detail. Presented 20th July, 1899.-Mr. McInerney

Not printed.
163a. Return to an order of the House of Commons, dated 26th June, 1899, for copies of the plans and profiles of the substructures of the highway and railrosd bridges across the Lachine canal at Wellington street, Montreal, the dimensions to be in figures, also esometrical projections of the pivot and rest piers (abutments), showing the figured dimensions and elevations of the several parts, including turntable, circular girder, wheels and machinery. Presented 20th July, 1899.—Mr MoInerney .Not printed.
163b. Return to an address of the House of Commons, dated 26th June, 1899, for a copy of the report of the royal commission appointed to inquire into the construction of the Wellington street and Grand Trunk bridges across the Lachine canal at Montreal. Presented 29th July, 1899.-Mr. McInerney.....

Not printed.
164. Return to an order of the House of Commons, dated 30th March, 1898, showing: 1. How many were employed on the dredge "Prince Edward" as caretakers or otherwise since she went into winter quarters at the end of last season. 2. How many were employed during the winter 1896-97. 3. How many cubic yards were removed by dredge "Prince Edward" during the seasons of 1896 and 1897 respectively, and the cost per cubic yard each season. 4. The number of days the dredge "Prince Edward" was doing actual work in each month during the seasons of 1896 and 1897 respectively. 5. The cost of repairs for the dredge "Prince Edward" for the years ending 31st December, 1896 and 1897 respectively. Also all correspondence in connection with the dismissal of John N. Macdonald from dredge "Prince Edward," and the appointment of his successor. Presented 22nd July, 1899.-Mr. Macdonald (King's). .... ...... . . . . . . . . Not printed.
165. Return to an address of the Senate, dated 25 th April, 1899, for: 1 . The number of acres of land set apart for the purpose of education in the province of Manitoba and in the North-west Territories, respectively, under the authority of chapter 54, Revised Statutes of Canada, section 23. 2. The number of acres sold in Manitoha and the North-west Territories, the amount received in payment therefor, and the amount now due thereon. 3. The total sum now at the credit of said fund held by the dominion of Canada, how invested, and the rate of interest paid thereon. 4. The amount advanced out of said principal sum in aid of education in the province of Manitoba and the North-west Territories. 5. The sum recouped to the said principal out of the proceeds of the sale of lands set appear for the purpose of education, and the amount now due to the said principal sum. 6. And all correspondence relating to any further advances out of said school fund, either to Manitobs or the North-west Territories. Presented 26th July, 1899.-Hon. Sir Mackenzee Bowell.

Not printed.
166. Return to an address of the House of Commons, dated 19th June, 1899, for a copy of all correspondence between the government and the boards of trade of the Dominion in regard to the passage of an insolvency law. Presented 31st July, 1899.-Mr. Monk............... Not printed.
167. Return to an order of the House of Commons, dated 31st July, 1899, for a statement of the amounts paid for medical attendarce and medicines for Indians in the electoral district of Yale and Cariboo during the years 1896-7, 1897-8 and 1898-9, showing to whom payments were made and amounts paid to each. Presented 31st July, 1899.-Hon. C. Sifton ................ . . ....... . Not printed.
168. Return to an order of the House of Commons, dated 25th April, 1898, for: 1 . Copies of all tenders in 1897 for the supply of drugs to the North-west mounted police at Prince Albert and Battleford, and the name of the successful tenderer and a copy of the contract. 2. Copies of all tenders for the supply of drugs to the mounted police at Prince Albert and Battleford, for the year 1898; the name of the successful tenderer, and a copy of the contract. Presented 7th August, 1899.-Mr. Davin

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## CONTENTS OF VOLUME 14-C'oncluded.

169. Return to an order of the House of Cominons, dated 8th August, 1899, for copy of correspondence in relation to the suit Esquimalt and Nanaino Railway Company, versus the New Vancouver Coal Company, as to the ownership of the coal underlying Nanaimo harbour. Presented 8th August, 1899.-Hon. C. Sifton

Not printed.
170. Return to an order of the House of Commons, dated 25th July, 1899, for a copy of the report of the hon. the minister of justice, on which the order in council was passed for the discharge from prison of J. K. Skelton and T. Dewan, tried and convicted of perjury before Mr. Justice Wetmore, at Battleford, October, 1897, and subsequently sentenced to a term of imprisonment ; also copy of affidavits supporting the application for the discharge of the aforesaid Skelton and Dewan. Presented 8th August, 1899.-Mr. Davin

Not printed.
171. Return to an address of the House of Commons, dated 24th April, 1899, for : (a) Copy of all correspondence or orders in council relating to the entering into an agreement by the government, or department of railways and canals, for the operating by the same of the Baie des Chaleurs Railway during the fiscal year 1896, and a copy of the contract governing the same. (b) A statement containing the period during which the road was so operated, also the total expenses directly or indirectly connected with such operation, and the total revenue derived from the same. Presented 8th August, 1899.-Mr. Bergeron.

Not printed.
172. Return to an address of the House of Commons, dated 24th April, 1899, for: (a) Copy of tenders for the letting of sections four, five, six and seven of the Soulanges canal ; also a copy of advertisement for the same, and a statement of tenders moneyed out. (b) Copy of tenders for the reletting of sections four, five, six and seven of the Soulanges canal ; also a copy of advertisement for same, and a statement of tenders moneyed out. (c) Copy of all correspondence or orders in council directly or indirectly relating to the letting or the reletting of the above sections. Presented 8th August, 1899.-Mr. Bergeron
.Not printed.
173. Return to an order of the House of Commons, dated 8th August, 1899, for copy of correspondence relative to the question of reducing the dock charges at Esquimalt dry dock. Presented 8th August. 1899.-Hon. W. S. Fielding.

Not printed.
174. Return to an address of the House of Commons, dated 10th July, 1899, for copy of all papers in conngction with the applications made for, and the consideration of the commutation of the sentence of death on Marion Brown for murder. Presented 9th August, 1899.-Mr. Wallace.

Not printed.
175. Return to an address of the House of Commons, dated 8th May, 1899, for copies of all cablegrams, papers, correspondence and despatches or other writing upon which the right honourable the prime minister of Canada based the statement in the house of commons on 10th June, 1898, as follows: "I have the authority of the secretary of state for the colonies to state that he approves of the principles on which the governor general acted, as based on the facts set forth in the letter of his excellency to Sir Charles Tupper." Presented 11th August, 1899.-Sir Charles Tupper.

Not printcd.

Marine and Fisheries-List of Shipping.

## LIST OF VESSELS

## LISTE DES NAVIRES

## LIST OF SHIPPING

ISSUED BY THE

# DEPARTNETT OP NIARINE AND FISHERIIES 

BEING A

## LIST OF VEsSELS

ON THE

# REGISTRY B00KS OF THE 1JOMINION OF CANADA 

ON THE

31st DAY OF DECEMBER

1898


OTTAWA
printed by s. E. DAWSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY

# Marine and Fisheries-List of Shipping. 

## LISTE DES NAVIRES

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## LIS'「E DES NAVIRES

NSCRITS SER LES

# LIVRES D'ENREGISTREMENT DU CANADA 

LE

31e JOUR DE DÉCEMBRE

$$
1898
$$



OTTAWA
IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRES EXCELLENTE majesté la reine

## REPORT ON SHIPPING.

To the Honourable<br>Sir Louis H. Davies, K.C.M.G., Minister of Marine and Fisheries.

Sir,-I have the honour to submit herewith the Tenth 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, 1898, giving the name of each ship, her otficial 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 only is given.

The total number of vessels remaining on the register books of the Dominion on the 3 1st December, 1898, including old and new vessels, sailing vessels, steamers and barges, was 6,643 , measuring 693,782 tons register tonnage, being a decrease of 41 vessels and a decrease of 37,972 tons register, as compared with 1897 . The number of steamers on the registry books on the same date was 1,909 with a gross tonnage of 267,237 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 $\$ 20, \$ 13,460$.

The number of new vessels built and registered in the Dominion of Canada during the last year was 278 , measuring 24,522 tons register tonnage. Estimating the value of the new tonnage at $\$ 45$ per ton, it gives a total value of $\$ 1,103,490$ 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 1873 to 1898 . 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 1898 , both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

## Marine and Fisheries-List of Shipping.

# RaPPORT SUR LA MARINE MARCHANDE. 

A l'Honorable sir Louis H. Davies, Ministre de la Marine et des Pêcheries.

- Monsievr,-J'ai l'honneur de présenter la dixième liste de la marine publiée par ce département, étant une liste des vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1898, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son gréement, l'année qu'il fût bâti, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, montre le tonnage brut ainsi que le tonnage enregistre 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 propriétairegérant sont seuls donnés. J'ai aussi, autant qu'il a été possible, donné le nom de l'établissement où chaque vaisseau a été classé.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1898, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 6,643 d'un tonnage de 693,782 tonneaux enregistrés, ce qui forme une diminution de 41 vaisseaux et une diminution de 37,972 tonneaux enregistrés pour l'année 1898 comparée à 1897 .

Le nombre de steamers portés sur les registres à la même date était de 1,969 , d'un tonnage brut de 267,237 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 $\$ 20,813,460$.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 278 de 24,522 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à $\$ 45$ le tonneau, on a une valeur totale de $\$ 1,103,490$ 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 1873 à 1898 . 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 1898 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

Statembnt showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1898.

## PROVINCE OF NEW BRUNSWICK.

Etat indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre, 1898.

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 <br> Tonnage of Steamers. <br> Tonnage brut des vapeurs. | Total <br> NetTonnage of Sailing Ships and Steamers. <br> Total de tonnage net. |
| :---: | :---: | :---: | :---: | :---: |
| Chatham. | 326 | 41 | 1,895 | 7,219 |
| Dorchester | 4 |  |  | 1,514 |
| Moncton. | 16 | 1 | 20 | 2,591 |
| Richibucto...... | 16 | 2 | 79 | 2,737 |
| Sackville. | 14 | 3 | 65 | 1,130 |
| St. Andrews. | 130 | 7 | 273 | 2,839 |
| St. John | 391 | 63 | 7,526 | 71,227 |
| Total | 903 | 117 | 9,858 | 89,257 |

PROVINCE OF NOVA SCOTIA-PROVINCE DE LA NOUVELLE-ECOSSE.


PROVINCE OF QUEBEC-PROVINCE DE QUÉBEC.

| Amherst (Magdalen Islands).. | 16 | Nil. | Nil. | 619 |
| :---: | :---: | :---: | :---: | :---: |
| Gaspé. | 32 | 1 | 709 | 1.858 |
| Montreal. | 539 | 186 | 55,556 | 87,593 |
| New Carlisle | 11 | 2 | 45 | 249 |
| Percé.. | Nil. | Nil. | Nil. | Nil. |
| Quebec. | 780 | 133 | 19,039 | 54,128 |
| Total. | 1,378 | 322 | 75,349 | 144,447 |

## Marine and Fisheries-List of Shipping.

Statementshowing 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 regis tres 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. | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { Steamers. } \\ \text { Nombre } \\ \text { de } \\ \text { vapeurs. } \end{gathered}$ | $\begin{array}{\|c\|} \text { Gross } \\ \text { Tonnage of } \\ \text { Steamers. } \\ \text { Tonnage } \\ \text { brut } \\ \text { des vapeurs. } \end{array}$ | Total Net Tonnage of SailingShips and Steamers. <br> Total de tonnage net. |
| :---: | :---: | :---: | :---: | :---: |
| Amherstburg | 5 | 2 | 28 | 160 |
| Belleville ... | 24 | 17 | 622 | 935 |
| Bowmanville.. | 3 |  |  | 607 |
| Brockville. | 22 | 21 | 475 | 299 |
| Chatham. | 29 | 18 | 883 | 1,518 |
| Chippewa. | 3 | 2 | , 263 | 153 |
| Cobourg | 4 | 1 | 23 | 311 |
| Collingwood. | 72 | 70 | 7,005 | 5,205 |
| Cornwall.. | 5 | 4 | 1221 | 244 |
| Deseronto. | 19 | 13 | 1,383 | 1,412 |
| Goderich. | 44 | 27 | 762 | ${ }^{57}$ |
| Hamilton. | 45 | 37 | 6,371 | 5,097 |
| Kingston. | 159 | 69 | 10,982 | 23,484 |
| Napanee. | 1 |  |  | ${ }_{122}$ |
| Oakville.. | 2 |  |  | 126 |
| Ottawa. | 340 | 186 | 14,790 | 26,002 |
| Owen Sound. | 35 | 33 | 4,991 | 3,672 |
| Picton. | 17 | 8 | 1,655 | 2,054 |
| Port Arthur | 11 | 11 | 3,116 | 2,016 |
| Port Burwell. | 8 | 4 | 44 | 158 |
| Port Colborne | 3 | 2 | 92 | 321 |
| Port Dover. | 13 | 6 | 170 | 692 |
| Port Hope. . | 56 | 32 | 2,706 | 5,500 |
| Port Rowan. | 6 | 2 | 180 | 513 |
| Port Stanley | 7 | 7 | 1,164 | 739 |
| Prescott..... | 37 | 16 | 1,141 | 6,606 |
| Sarnia.. | 29 | 21 | 8,405 | 7,100 |
| Saugeen.. | 12 | 12 | ${ }^{547}$ | 374 |
| Sault Ste. Marie. | 24 | 24 | 1,273 | 977 |
| St. Catharines. | 93 | 53 | 7,506 | 13,228 |
| Toronto. | 236 | 180 | 15,336 | 14,763 |
| Wallaceburg | 31 | 18 | 1,058 | 1,945 |
| Whitby ... | 3 |  |  | 514 |
| Windsor. | 53 | 27 | 6,140 | 5,309 |
| Total. | 1,452 | 924 | 99,419 | 134,180 |

PROVINCE OF PRINCE EDWARD ISLAND--PROVINCE DE L'ILE DU PRINCE-EDOUARD.

| Charlottetown $\ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots . \ldots \ldots \ldots \ldots$ |
| :--- |

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, incrits sur les registres, etc.-Fin.

PROVINCE OF BRITISH COLUMBIA-PROVINCE DE LA COLOMBIE-BRITANNIQUE.

| Name of Port. <br> Nom of Port. | Total Number of Sailing Ships and Steamers. Voiliers et vapeurs. | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { Steamers. } \\ \text { Nombre } \\ \text { de } \\ \text { vapeurs. } \end{gathered}$ | Gross Tonnage of Steaners. <br> Tonnage brut des vapeurs. | Total NetTonnage of SailingShips and Steamers. Total de tonnage net. |
| :---: | :---: | :---: | :---: | :---: |
| New Westminster. <br> Vancouver <br> Victoria | $\begin{array}{r} 108 \\ 95 \\ 241 \end{array}$ | $\begin{array}{r} 85 \\ 85 \\ 129 \end{array}$ | $\begin{aligned} & 10,203 \\ & 15,796 \\ & 26,130 \end{aligned}$ | $\begin{array}{r} 7,502 \\ 11,250 \\ 21,552 \end{array}$ |
| Total........ . . . . . . . . . . . . . . . . . | 444 | 299 | 52,129 | 40,304 |

PROVINCE OF MANITOBA-PROVINCE DU MANITOBA.

| Winnipeg $\ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots$ |
| :--- |

## SUMMARY.

| New Brunswick | 903 | 117 | 9,858 | 89,257 |
| :---: | :---: | :---: | :---: | :---: |
| Nova Scotia | 2,167 | 146 | 19,747 | 262,176 |
| Quebec. | 1,378 | 322 | 75,349 | 144,447 |
| Ontario | 1,452 | 924 | 99,419 | 134,180 |
| P. E. Island. | 178 | 21 | 4,043 | 15,979 |
| British Columbia | 444 | 299 | 52,129 | 40,30t |
| Manitoba. | 121 | 80 | 6,692 | 7,439 |
| Grand Total | 6.643 | 1,909 | 267,237 | 693,782 |

## Marine and Fisheries-List of Shipping.

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 1898, both inclusive.
Etat comparatif moutrant le nombre de navires et le tonnage net inscrits dans les livres de registre du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1898 , les deux comprises.

| Provinces. | 1874. |  | 1875. |  | 1876. |  | 1877. |  | 1878. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\stackrel{\text { n }}{\text { セ }}$ | 录 | - |  | 5 |  | $\stackrel{\text { E }}{5}$ | - | - |
| New Brunswick | 1,144 | 294,741 | 1,133 | 307,926 | 1,154 | 324,513 | 1,133 | 329,45\% | 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 | 1,958 | 135,440 |
| P. E. Island | 312 | 48,388 | 335 | 50,67: | 338 | 50,692 | 342 | 55,547 | 322 | 54,250 |
| B. Columbia | 35 | 3,611 | 40 | 3,685 | 40 | 3,809 | 43 | 3,479 | 51 | +,482 |
| Manitoba |  |  | 2 | 178 | 2 | 178 | 6 | 246 | 17 | 1,161 |
| Tota | 6,930 | 1,158,363 | 6,952 | 1,205,565 | 7,192 | 1,260,893 | 7,362 | 1,310,468 | 7,469 | 1,333,015 |
|  | 1879. |  | 1880. |  | 1881. |  | 1882. |  | 1883. |  |
| New BrunswickNova Scotia... | 1,135 | 340,491 | 1,097 336,976 |  | 1,087 333,215 |  | 1,065 308,980 |  | 1,107 315,906 |  |
|  | 2,975 | 552,159 | 2,977 | 550,448 | 3,025 | 558,911 | 3,026 | 546,778 | 3,037 | $\begin{aligned} & 315,906 \\ & 541,715 \end{aligned}$ |
| Quebec | 1,975 | 246,025 | 1,889 | 233,341 | 1,830 | 224,936 | 1,754 | 215,804 | 1,739 | 216,577 |
| Ontario. | 1,006 | 136,987 | 1,042 | 137,481 | 1,081 | 139,998 | 1,112 | 137,061 | 1,133 | 140,972 |
| P. E. Island | 298 | 49,807 | 288 | 45,931 | 273 | 45,410 | 248 | 41,684 | 241 | 49,446 |
| B. Colunıbia | 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 | 7,374 | 1,276,440 |


|  | 1884. |  |  | 55. | 188 | 86. |  | 887. | 1888. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 526,421 | 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 | 139,502 |
| P. E. Island | - 234 | 39,213 | 227 | 36,040 | 220 | 30,658 | 225 | 29,031 | 218 | 26,586 |
| B. Columbia | $\begin{array}{r} 116 \\ 55 \end{array}$ | $\begin{array}{r} 11,403 \\ 5,722 \end{array}$ | 123 | 11,834 | 134 | 11,900 | 149 | 12,789 | 167 | 14249 |
| Manitoba. |  |  | 63 | 5,439 | 65 | 5,578 | 71 | 5,871 | 69 | 5,744 |
| Total | 7,254 | 1,253,747 | 7,315 | 1,231,856 | 7,294 | 1,217,766 | 7,178 | 1,130,247 | 7,142 | 1,089,642 |
|  | 1889. |  | 1890. |  | 1891. |  | 1892. |  | 1893. |  |
| New Brunswick | 1,013 218,873 |  | 981 209,460 |  | $\begin{array}{r\|r\|} 969 & 193,193 \\ 2,778 & 461,758 \end{array}$ |  | 946181,779 |  | 1,010 156,086 |  |
| Nova Scotia.... | 2,855 464,431 |  | 2,793 ${ }^{\text {t64,194 }}$ |  |  |  | 2,731 42i,690 |  |  |  |
| Quebee | 1,455 168,500 |  | 1,3991,312 | 164,003 | $\begin{array}{l\|l} 2,778 & 461,758 \\ 1,404 & 162,330 \end{array}$ |  | 1,408 | 162,638 | $\begin{aligned} & 2,426 \\ & 1,426 \end{aligned}$ | 396,263 |
| Ontario | 1,352 | 141,839 |  | 138,738 | 1,345 | 138,914 | 1,347 | 141,750 | 1,370 |  |
| P. E. Island | - 224 | 25,506 | 231 | 26,080 | 195 | 23,316 | 196 | 22,706 | 188 | 146,665 20,970 |
| B. Columbia | 17677 | 15,241 | $\begin{array}{r} 196 \\ 79 \end{array}$ | 16,024 | $\begin{array}{r} 246 \\ 78 \end{array}$ | 19,767 | 298 | 23,448 | 315 | $\begin{array}{r} 24,900 \\ 6,534 \end{array}$ |
| Manitoba . . |  | 6,091 |  | 6,475 |  | 6,197 | 81 | 6,118 |  |  |
| Total | 7,153 | 1,040,481 | 6,991 | 1,024,974 | 7,015 | 1,005,475 | 7,007 | 964,129 | 7,113 | 912,539 |
|  | 1894. |  | 1895. |  | 1896. |  | 1897. |  | 1898. |  |
| New Brunswick | 1,003 136,257 |  | 975 122,417 |  | 964 115,506 |  | 923 103,584 |  | 903 89,257 |  |
| Nova Scotia . | 2,710 371,432 |  | 2,683 343,356 |  | 2,669 317,526 |  | 2,204 | 283,056 | 2,167 | 262,176 |
| Quebec | 1,427 | 160,590 | 1,454 | 158,776 | 1,469 | 158,649 | 1,480 | 158,077 | 1,378 | 144,447 |
| Ontario .... | 1,480191 | 148,525 | 1,508190 | 148,609 | 1,525 | 146,522 | 1,424 | 135,349 | 1,452 | 134,180 |
| P. E. Island |  | 19,650 |  | 19,323 | 174 | 16,540 | 174 | 15,812 | 178 | 15,979 |
| B. Columbia | 191 336 | $\begin{array}{r} 26,455 \\ 6,715 \end{array}$ | 190 346 | $\begin{array}{r} 25,988 \\ 7,307 \end{array}$ | $\begin{aligned} & 363 \\ & 115 \end{aligned}$ | $26,622$ | $\begin{aligned} & 364 \\ & 115 \end{aligned}$ | $\begin{array}{r} 28,604 \\ 7,272 \end{array}$ | 174121 | $\begin{array}{r} 40,304 \\ 7,439 \end{array}$ |
| Manitoba | 388 48 |  | $\begin{aligned} & 346 \\ & 106 \end{aligned}$ |  |  | $7,934$ |  |  |  |  |
| Total | 7,245 | 869,624 | 7,262 | 825,836 | 7,279 | 789,299 | 6,684 | 731,754 | 6,643 | 693,782 |

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 31st December, 1898.

## PROVINCE OF NEW BRUNSWICK.

Liste des ports auxquels les navires peuvent être euregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1898.

PROVINCE DU NOUVEAU-BRUNSWICK.


## Marine and Fisheries-List of Shipping.

List of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, \&c.-Continued.

PROVINCE OF BRITISH COLUMBIA.
Liste des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.-Suite.

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

| Name of Port. <br> Nom du Port. | Total <br> Number of Sailing <br> Ships and Steamers. <br> Voiliers et vapeurs. | Total <br> Net T'onnage of Sailing Ships and Steamers. Total de tonnage net. | Name of Port. Nom du Port. | Total Number of Sailing Ships and Steamers. <br> Voiliers et vapeurs. | Total Net'Tonnage of Sailing Ships and Steamers. <br> Total de tonnage net. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New Westminster <br> Vancouver...... <br> Victoria. | 17 26 29 | $\begin{array}{r} 532 \\ 6,567 \\ 5,129 \end{array}$ | SUMMARY-SOMMAIRE. |  |  |
| Total | 72 | 12,228 | New Brunswick. . . . . . Nova Scotia......... | 31 67 | 790 4,982 |
| Province of Manitoba-ProvinceDU MANITOBA. |  |  | Ontario. | 46 | 1,872 |
|  |  |  | Prince Edward British Columbia. | 72 | 372 12,228 |
| Winnipeg | 6 | 159 |  |  |  |
|  |  |  | Total. | 278 | 24,522 |

Comparative Statement of New Vessels Built and Registered in the Dominion 1898, both

Etat comparatif des nouveaux navires construits et enregistrés au Canada, les deux


Marine and Fisheries-List of Shipping.
of Canada during the Year ended 31st December, in each year, from 1874 to inclusive.
pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1898 , comprises.


Statement showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1898-99.
Tableau du tonnage des navires de chacun des Etats maritimes du globe, extrait du Répertoire Général pour 1898-99.

| Nationality. |  | (fross <br> Tonnage of Steamers. Tonnage brut des vapeurs. | Net <br> Tonnage of Steamers. Tonnage net des vapeurs. |  | Net Tonnage of Sailing Vessels. <br> Tonnage net des voiliers. | Total Net Tonnage. <br> Tonneaux. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| British, including Canada and the |  |  |  |  |  |  |
| Colonies. . . . . . . . . . . . . . . . . . | 7,654 | 11,310,419 | 6,845,245 | 8,220 | 2,914,798 | 9,760,043 |
| American | 534 | 815,634 | 54゙, 894 | 3,762 | 1,288,835 | 1,837,729 |
| German | 1,095 | 1,658,148 | 1,029,132 | 1,208 | 543,533 | 1,572,665 |
| Norwegian | 734 | 640,347 | 399,747 | 2,617 | 1,146,025 | 1,545,822 |
| Erench. | 754 | 984,376 | 511,917 | 1,614 | 289,247 | 801,164 |
| Italian. | 275 | 423,592 | 266,644 | 1,609 | 464,309 | 730,953 |
| Canadian (693,782). |  |  |  |  |  |  |
| Russian. | 453 | 367,710 | 217,487 | 2,415 | 459,053 | (676,540 |
| Spanish... .... .... ....... .. | 436 | 532,083 | 341,951 | 1,145 | 164,504 | 506,455 |
| Swedish . | 589 | 328,624 | 226,715 | 1,568 | 275,842 | 502,5\%7 |
| Dutch.. | 251 | 366,279 | 252,395 | 546 | 121,316 | 373,711 |
| Danish | 338 | 346,669 | 219,154 | 899 | 144,829 | 363,983 |
| Grecian | 118 | 141,934 | 87,845 | 1,152 | 238,196 | 326,041 |
| Japanese. | 464 | 450,198 | 293,597 | 255 | 31,192 | 324,789 |
| Turkish. | 87 | 73,565 | 46,498 | 1,349 | 252,947 | 299,445 |
| Austrian . | 192 | 302,745 | 185,236 | 161 | 45,196 | 230,432 |
| Brazilian | 229 | 146,290 | 94,262 | 344 | 68,000 | 162,262 |
| Chilian. | 48 | 51,6:7 | 32,2:8 | 153 | 68,416 | 100,674 |
| Belgian | 127 | 135,709 | 94,449 | 13 | 2,906 | 97,35\% |
| Portuguese. | 47 | 56,783 | 35,383 | 239 | 42,452 | 77,835 |
| Argentine. | 86 | 51,315 | 31,976 | 157 | 39,695 | 71,671 |
| Hawaiian. | 24 | 23,729 | 15,640 | 28 | 19,508 | 35,148 |
| Peruvian. | 4 | 5,128 | 3,443 | 63 | 26,752 | 30,190 |
| Chinese... | 44 | 57,194 | 25,940 | 12 | 1,618 | 27,598 |
| Uruguay. | 23 | 11,727 | 7,654 | 56 | 13,697 | 21,351 |
| Roumanian. | 22 | 20,591 | 12,752 | 24 | 4,628 | 17,380 |
| Egyptian. | 20 | 22,454 | 13,595 |  |  | 13,595 |
| Mexican | 17 | 7,048 | 4,091 | 51 | 9,317 | 13,408 |
| Nicarágua | 1 | 175 | 112 | 20 | 10,528 | 10,640 |
| Guatemala |  |  |  | 14 | 5,912 | 5,912 |
| Siamese | 4 | 1,143 | 658 | 14 | 4,580 | 5,238 |
| Venezuelan. | 11 | 4,065 | 2,185 | 17 | 2,760 | 4,945 |
| Arabian.. |  |  |  | 5 | 4,074 | 4,074 |
| Haytian..... | ${ }^{6}$ | 2,132 | 884 | 14 | $\stackrel{2}{2} 41$ | 3,355 |
| Montenegrian. | 1 | 50 | 26 | 16 | 3,194 | 3,220 |
| Colombian | 1 | 881 | 457 | 7 | 1,770 | 2,2ı7 |
| Zanzibar.. | 3 | 3,860 | 1,879 |  |  | 1,879 |
| Persian | 1 | 838 | 579 | 2 | 1,232 | 1,811 |
| Bolivian.. |  |  |  | 2 | 1,527 | 1,527 |
| Bulgarian. | 2 | 1,977 | 1,293 |  |  | 1,295 |
| San Domingo |  |  |  | 8 | 1,235 | 1,235 |
| Corean. |  | 1,640 | 1,168 |  |  | 1,168 |
| Costa Rica. | 3 | 1,120 | 600 | 2 | 551 | 1,151 |
| Sarawak | 2 | 966 | 595 | 1 | 347 | 942 |
| Liberian |  |  |  | 3 | 916 | 916 |
| Ecuador.. |  |  |  | 2 | 643 | 643 |
| Tunisian.. | 1 | 75 | 11 | 3 | 575 | 586 |
| San Salvador |  |  |  | 3 | 454 | 454 |
| Borneo. . | 1 | 263 | 235 |  |  | 235 |
| Paraguay | 1 | 282 | 232 |  |  | 232 |
| Servian.. | 1 | 264 | 112 |  |  | 112 |
| Honduras. | 17 | $\begin{array}{r}155 \\ \hline 18.486\end{array}$ | ${ }^{95}$ |  |  | 95 |
| Unknown | 17 | 18,486 | 11,403 | 49 | 12,033 | 23,436 |
| Total | 14,725 | 19,379,361 | 11,866,476 | 29,844 | 8,731,613 | 20,598,089 |

Department of Marink and Fisheries, F. GOURDeaU, Ottawa, 1899.

Deputy Minister of Marine and Fisheries. xiv

Marine and Fisheries-List of Shipping.

## PART I

## STEAM VESSELLS

PARTIE I

## VAPEURS

Alphabetical List of Canadian Registered Steam Vessels on


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books，\＆c．－Continued．

| 这范 | Name of Ship． | Port of Registry． |  | here Built． | How Propelled． |  | Kegiste mensio mensio |  | Tonnage | Owner， <br> or Managing Owner，if more than one，and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | 年 | Lieu de construction． | Mode de propulsion． |  |  |  |  | Armateur ou armateur－ gérant，s＇il y en a plus d＇un，et adresse． | Où classé． |
|  |  |  |  |  |  | Ft． 10 ths | Ft． 10 th | ． 10 ths |  |  |  |
| 71，236 | Admiral | Port Stanley．． | 1880 | Petersville，Ont． | Wheels－A roues．． | 456 | 103 | 33 | 9 | M．M．Rodgers，London， |  |
| 88，306 | Admiral | Quebec． | 1880 | Wilmington，U．S．．． | ＂．．．． | 1760 | 290 | 176 | 682408 | N A．Transportation Co．， |  |
| 72，247 | Admiral | St．John，N．B ．． | 1876 | Portland，N．B． | ＂．．．． | 1196 | 220 | 57 | 158100 | Parker Glasier，Lincoln， |  |
| 103，566 | Adonis． | Montreal．． | 1890 | Kingaton，Ont | Screw－A hélic | 614 | 111 | 44 | $\begin{array}{l\|l} 14 & 1 \end{array}$ | J．Sunbury Co．，Tressidder，Mont－ |  |
| 90，702 |  | St．Catharines ． |  | Port Robinson， | A | 460 | 102 | 44 36 | 14 | real． |  |
|  |  | Kingston |  |  |  |  |  |  |  | Ont． |  |
|  |  |  |  |  | ＂ | 663 | 106 |  |  | ．Smith，Toronto，Ont． |  |
| 90，775 | Advance | Windsor，Ont．．． | 1886 | Windsor，Ont．． | ＂ | 488 | 151 | 40 | 72 | Wm．H．Kennedy，Man－ |  |
| 103，903 | Advance | Victoria． | 1889 | Whatcom，U．S．．． | ＂ | 540 | 140 | 41 | 36 | $\begin{array}{ll} \text { Carrouling, Ont. Canning } & \text { Co., } \\ \text { RC } \end{array}$ |  |
| 85，305 | Agnes．． | Montreal． | 1883 | Buckingham，Que．． | ＂ | 568 | 124 | 44 |  | G．Bothwell，Bucking－ ham Que． |  |
| 95，325 | Agnes | Owen Sound | 1884 | Meaford，Ont． | ＂ | 500 | 137 | 60 | $231$ | J． C O．Crawford，Wiarton， |  |
| 94，895 | Agnes | Vancouver | 1889 | Vancouver，B．C．．． |  | 674 | 120 | 40 | $23$ | s．K．Champion，Van－ couver B．C |  |
| 107，362 | Agnes | Toronto | 1898 | Toronto，Ont | ＂ | 550 |  | 39 |  | Thos．Entis，Roch＇s Pt．， |  |
| 103，697 | Agnes C | Sault Ste．Marie | 1887 | Green Bay，U．S．．．．． | ＂ | 470 | 90 | 50 | 20 | W．H．Plummer，Sault |  |
| $\begin{aligned} & 77,999 \end{aligned}$ | Agnes McMahon． | Ottawa．．．．．．．．． |  | St．Catharines，Ont ． | ．$\cdot$ | 960 | 150 | 64 |  | Iste. Marie. |  |

## Marine and Fisheries-List of Shipping.


Alpeabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| ن |  |  | * |  |  |  | Registe mensio <br> mensio |  | Tonn | nage. | Owner <br> or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. |  | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateurgérant, sill y en a plus d'un, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 107,515 | Alert............ | Victoria. . ..... |  | Linderman, B.C.... | Screw-A hélice... |  |  |  |  |  | John J. McKenna, Bennett, B.C. |  |
| 72,671 | Alexander |  | 1876 | Essington, B.C. | Wheels-A roues. . . | 1700 | 272 | 125 | 332 |  | Joan O. Dunsmuir, Victoria, B.C. |  |
| 96,898 | Alex. Fraser | Ottawa. | 1891 | Pembroke, Ont. . . . | Screw--A hélice .... | $1400$ | 410 | 75 | 320 |  | Upper Ottawa Inprovement Co.,Ottawa, Ont. |  |
| 85,768 |  | Montreal. |  | Montreal, Que ... | Wheels-A roues. .. . | $1737$ | 306 | 84 | 863 |  | ment Co, Wtawa, Heporn, Picton, Ont. |  |
| 103,964 | Alcyone . |  |  | Chicago, U.S..... | Screw-A hélice ... | 762 | 110 | 64 | 38 |  | H. M. Molson, Montreal |  |
| 88,528 | Alfie ${ }^{\prime} . .$. . .. .. | Hamilton | 1887 | Hamilton, Ont .... |  | 280 | 62 | 31 | 3 |  | M. B. Thomas, Dundas, Ont. |  |
| 95,328 | Alfred Morrell.... | Owen Sound.. | 1885 | Meaford, Ont. . . . |  | 710 | 150 | 60 | 40 | 27 | E. S. Pratt, Parry Sound, |  |
| 80,771 | Alfred Wilson | Sarnia......... | 1879 | Sarnia, Ont. ........ |  | 450 | 127 | 35 | 33 |  | D. Sutherland, Chatham Ont. |  |
| 71,609 | Algerian. | Montreal. | 1874 | Kingston, Ont. .. | Wheels-A rones. . . | 1753 | 271 | 99 | 914 |  | Montreal Safe Deposit Co., Montreal. |  |
| 95,051 | Algonquin | Port Arthur.... | 1888 | Yokers, Scotland | Screw--A hélice... | 2450 | 401 | 207 | 1806 |  | The St. Lawrence and Chicago Steam Nav. Co., Ltd., 'ioronto. |  |
| 85,673 | Alice.............. | New Westminster. | $1883$ | $\begin{aligned} & \text { N ew Westminster, } \\ & \text { B.C. } \end{aligned}$ | Wheels-A roues.... | 500 | 105 | 30 | 54 | 34 | Wm. F. Stewart, North Arm, Fraser River, B.C |  |
| 103,883 | Alice. | Ottawa | 1896 | Aylmer, Que.... .. | Screw-A hélice.... | 310 | 83 | 30 | 3 |  | A. Whelan, Alymer, Que. |  |
| 92,674 | Alice. | Pictou, N.S. .... | 1888 | Pictou, N.S. . . . . . . | $" \quad \cdots$ | 428 | 117 | 44 | 16 |  | W. H. Irving, Buctouche, N.B. |  |
| 103,236 | Alice............ | Montreal. ...... | 1894 | Sorel, Que .... .... | " $\quad .$. | 707 | 175 | 76 | 67 |  | Sincennes McNaughton Line, Montreal. |  |

Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| .i.e. | Name of Ship. | Port of Registry | 䓓 | Where Built. | How Propelled. |  | Registe - - . |  | Tonn |  | Owner <br> or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. |  | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateurgérant, s'il y en a plus d'un, et adresse. | Ou clasgé. |
|  |  |  |  |  |  | Mt. 10ths | Pt. 10ths | Ph 10ths |  |  |  |  |
| 103,054 | Anita | Halifax. | 1894 | Tusket Wedge, N.S. | Screw-A hélice.. | 559 | 129 | 64 | 27 | 12 | Andrew Grey, Sambro, |  |
| 78,026 | Ann Long | Collingwood. | 1882 | Collingwood, Ont. | " .... | 720 | 160 | 68 | 45 |  | Samuel Main, Wellwood, |  |
| 85,718 | Anna | Prescott. | 83 | Cardinal, Ont. | " .... | 440 | 80 | 50 | 8 |  | E. Algoma, Ont. E Gilbert, Cardinal, |  |
| 75,748 | Anna McGee | Quebec | 1879 | Pubnico, N.S. |  | 650 | 210 | 70 | 60 |  | Ont. ${ }_{\text {George }}^{\text {O. Tanguay, }}$ |  |
| 92,345 | Anne Marie. |  | 1886 | Lake St. Joseph. . . |  | 378 | 96 | 34 | 8 |  | D. Quebec. ${ }^{\text {a }}$ (lies, Carleton Place, |  |
|  | Annie. |  |  |  |  |  | 96 |  |  |  | Ont. |  |
| 103,431 | Annie. | Ottawa | 1886 | Carleton Place, Ont. | " |  | 64 | 20 | 1 |  | Thomas H. Moffatt, |  |
| 100,222 | Annie | Halifax. | 1892 | Dartmouth, N.S.. | " .... |  | 140 | 68 | 42 |  | Peter Judge, Halifax, |  |
| 100,592 | Annie C. | Montreal | 1894 | Georgeville, Que.. | " |  | 80 | 32 | 6 |  | N. A. Beach, George- |  |
| 107,366 | Annie C. Hill. | Toronto | $890$ | Owen Sound. | " .... |  | 86 | 36 | 14 |  | Juo. Forsyth, Barrie, Ont |  |
| 85,493 | Annie Clark | Collingwood. |  | Collingwood, Ont... |  |  | 159 | 71 | 51 |  | Jos. Ganley, Sault St. Marie, Ont. |  |
| 71,140 | Annie Craig | Port Dover.... |  | Port Dover, Ont. |  |  | 166 | 53 | 80 |  | Eugene O'Keefe, Toron- |  |
| 103,270 | Annie Currier | St. John, N.B... | $\|1898\|$ | Oromocto, N.B. ... |  | 424 | 88 | 37 | 11 |  | John W. Currier, Oro- |  |
| 71,095 | Annie Gilbert. | Belleville. |  | Trenton, Ont....... | " .... | 510 | 90 | 30 |  |  | John C. Lake, Belleville, |  |
| 103,054 | Anita | Yarnouth...... |  | Tusket Wedge, N.S. |  |  | 129 | 64 |  |  | H. O. T. LeBlanc, Tusket |  |

Marine and Fisheries-List of Shipping.


Marine and Fisheries-List of Shipping.

Alphabetioal List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| تٍِّ |  | Port of Registry. | 官 | Where Built. |  |  | Registe mensio |  | Tonn | age | Owner, or Managing Owner, if more than one, and | Where Classed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | 年 | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateurgérant, s'il y en a plus d'un, et addresse. | Oin classé, |
|  |  |  |  |  |  | Ft. 10ths | Ft. 10ths | Ft. 10ths |  |  |  |  |
| 73,045 | Bee | Quebec. |  | Sorel, Que.... .... | Wheels-A roues. . | 687 | 160 | 38 | 61 |  | Wm. Gerrard Ross, St. Nicholas, Que. |  |
| 94,802 | Bella. | Victoria | 1888 | Victoria, B.C. | Screw-A hélice | 345 | 81 | 38 | 8 |  | John Clayton, Bella Bella, B. C. |  |
| 83,415 | Bella Fair. | Port Hope..... | 1881 | Bubcageon, Ont. ... | " $\quad$... | 500 | 70 | 40 | 7 |  | w. D. Kelly, Bridgenorth, Ont. |  |
| 103,631 | Bella Ritchie | Ottawa | 1895 | Quyon, Que. | Wheels-A roues. | 877 | 240 | 64 | 82 | 50 | A. C. Davis, Quyon, Que. |  |
|  | Bella Taylor | Chatham, Ont.. | 1868 | Chatham, Ont | Screw-A hélice | 610 | 120 | 68 | 38 |  | Richard Power, Barrie, Ont. |  |
| 85,674 | Belle | New Westminster. |  | New Westminister, B.C. | " $\cdots$ | 750 | 154 | 67 | 67 |  | B. C, Timber \& Trading Co., Vancouver, B.C. |  |
| 71,184 | Belle. . | Owen Sound.... | 1875 | Meaford, Ont. ..... | " | 370 | 95 | 40 | 7 |  | John R. Bell, Hobart, Ont. |  |
| 97,103 | Belle. | Port Burwell.... | 1896 | Port Burwell . ... | " $\quad .$. | 440 | 115 | 50 | 15 |  | G. A. Brown, Port Burwell, Ont. |  |
| 85,746 | Belle. | Quebec . . . . . . . | 1883 | Quebec..... ........ | " | 683 | 160 | 66 | 51 |  | Evan John Price, Quebec. |  |
| 90,817 | Belle Amelia | Port Hope. . ... | 1883 | Cobourg, Ont. | " | 390 | 80 | 32 | 4 |  | G. W. Dench, Trenton, Ont. |  |
| 103,237 | Belle Drummond. . | Montreal | 1894 | Montreal ..... ... |  | 560 | 120 | 54 | 30 |  | A. D. Drummond, Radnor Forges, Que. |  |
| 88,700 | Bellisle. | St. John, N.B.. | 1881 | Calais, Maine. | Stern wheel-A roues | 865 | 188 | 48 | 155 |  | The Bellisle Steamboat Co., Springfield, N.B. |  |
| 68,919 | Bermuda.. | Halifax. |  | Sunderland, G.B. | Screw-A hélice... | 2230 | 292 | 229 | 1284 |  | G. Musgrave, Halifax, N.S. |  |
| 96,913 | Bertha | Kingston...... | 1891 | Kingston, Ont...... |  | 514 | 100 | 34 | 18 |  | F. Montgomery, Parry Sound, Ont. |  |

## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.


Alphabetioal List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| ¢ |  |  |  |  |  |  |  |  | Tonn | nage | Owner, <br> or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. |  | Lieu de construction. | Mode de propulsion. |  |  |  | 曾号 |  | Armateur ou armateurgérant, s'il y en a plus d'un, et adresse. | Où classé. |
|  |  |  |  |  |  | Ft. 10ths |  |  |  |  |  |  |
|  |  | Ottawa | 1895 | Ottawa, Ont | Screw-A hélice .. | 431 | 71 | 36 | 5 |  | R. Arnoldi, Ottawa, |  |
|  | Charlemagn | Montreal. |  |  |  | 873 | 186 | 76 | 76 |  | The Charlemagne and |  |
| 100,180 | Charlemagn | Montreal. |  | Montreal, Que .... |  |  |  |  |  |  | Lake O. Lumber Co., |  |
|  |  |  |  |  |  |  |  |  |  |  | E. Armstrong, Port Con |  |
| 97,008 | Charles E. Arm- | St. Catharines .. |  | St. Catharines, Ont. | " ... |  |  |  |  |  | borne, Ont. |  |
|  | Strong | Toronto | 1897 | Gravenhurst, Ont. . | " | 545 | 110 | 50 | 50 |  | Chas. Mickle, Gravenhurst, Ont. |  |
| 103,676 |  |  |  | Quebec, Que. |  | 370 | 103 | 36 | 14 |  | hurst, Ont. <br> P. Kelly, Kippewa, Que. |  |
| 80,746 | Charlotte | Ottawa. |  |  |  | $681$ |  | 61 | 59 |  | E. Monarque, Sorel, Que. |  |
|  | Charlotte | Montreal. |  | Montreal, Que..... |  | 681 | 144 | 6 |  |  |  |  |
| 103,909 | Charlotte. | Victoria | 1897 | Quesnelle, B.C. | Wheels-A roues. | 1114 | 206 | 46 |  |  | John Irving, Victoria, |  |
| 88,622 | Charlto | Windsor, Ont... | 1862 | Chicago, U.S. | Screw-A hélice | $1350$ | $194$ | 104 | 389 |  | B outelle Towing and Wrecking Co., Sarnia, |  |
|  |  |  |  |  |  | $2000$ | $420$ | $129$ |  |  | Ont. <br> Canadian Pacific Nav |  |
| 100,793 | Charmer | Victoria........ |  | San Francisco, U.S.. |  |  | 20 | 12 | 222 |  | Co. (Ltd) Victoria, B.C. |  |
| 103,099 | Chateauguay | Montreal. | 1894 | Montreal, Que...... | Wheels-A roues. | 1338 | 202 | 71 | 222 |  | guay, Que. <br> R. Lang, et al, Chateau- |  |
| 75,843 | Chebucto. | Halifax | 1865 | Dartmouth, N.S |  | 867 |  | 90 |  |  | Wm . E. Sproull, Pictou Landing, N.S. |  |
| 103,165 | Chehalis | Vancouver . .... | 1897 | Vancouver, B.C. | Screw-A hélice .. |  |  | 65 |  |  | G. T. Legg, Vancouver, |  |
|  | Chester. |  |  | Hantsport, N.S.... |  | +805 | 170 | 90 |  |  | The Chester Tow Boat \& Ferry Co., Ltd., Hantsport, N.S. |  |

## Marine and Fisheries-List of Shipping


Alphabertioal List of Canadian Registe：ed Steam Vessels on Registry Books，\＆c．－Continued．

| . |  |  |  |  |  |  | Registe mensio mensio |  | Tonn | age | Owner， <br> or Managing Owner，if more than one，and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Name of Ship． <br> Nom du navire． | Port of Registry． <br> Port d＇enregis－ trement． |  | Where Built． <br> Lieu de construction． | How Propelled． <br> Mode de propulsion． |  |  |  | 営号品 |  | Armateur ou armateur－ gérant，s＇il y en a plus d＇en，et adresse． | Ou classé． |
|  |  | New Westmin ster． <br> Collingwood | 1891 | Vancouver，B．C． | Screw－A：héliç．．．． | Ftiot |  | t．10ths |  |  |  |  |
| 96，995 | City of Namaimo．． |  |  |  |  | 1590 | 320 | 94 | 761 |  | Esquimalt and Nanaimo R．R．Co．，Victoria， B．C． |  |
| 94，762 | City of ParrySound |  | 1889 | Meaford，Ont．．．．．．． | ＂．．． | 1300 | 250 | 100 | 491 |  | The N．S．Nav．Co．，M． Burton Collingw＇dont |  |
| 59，286 | City of Saint John． | Gaspé <br> Winnipeg．．．．．． | 1870 | Carleton，N．B ．．． | Wheels－A rones．．． | 1599 | 271 | 98 | 709 | 447 | Yarmouth S．S．Co．，Yar mouth，N．S． |  |
| 100，134 | City of Selkirk．．．． |  | 1892 | Selkirk，Man ．．．．． | Screw－A helice．．．． | 1437 | 239 | 91 | 458 | 311 | Co．，Selkirk，Man． |  |
| 100，020 | City of Stratford．． | ．Toronto ．．．．．． | 1874 | Port Dalhousie，Ont． |  | $\begin{aligned} & 324 \\ & 436 \end{aligned}$ | $88$ | $\begin{array}{r} 27 \\ 3 . \end{array}$ |  |  | 3 Andrew．J．Jeffrey，Strat ford，Ont． |  |
| 103，896 | City of Tipella ．．．． | New Westmin ster，B．C． | 0 | Seattle，U．S．．．．．．． |  |  | 96 | 33 | 19 |  | The Mountain Gold Min－ ing Co．，Vancouver， B．C． |  |
| 94，769 | City of Toronto．．． | Owen Sound ．．． | 1895 | Owen Sound，Ont．．． | Wheels－A roues． | $\begin{aligned} & 150 \\ & 1170 \end{aligned}$ | $\begin{array}{\|l\|} \hline 240 \\ 248 \end{array}$ | 92 | $\left[\left.\begin{array}{l} 782 \\ 511 \end{array} \right\rvert\,\right.$ | 492 | Martin Burton，Colling－ wosd，Ont． |  |
| 94，843 | City of Windsor ．． | Windsor，Ont．． | 1883 | Detroit，U．S．．．．．．． |  |  |  | 110 |  |  | D．S．McKinnon，Sud－ bury，Ont． |  |
| 96，962 | Clansma | Port Hawkesb＇ry | 1890 | Port Hawkesbury， <br> N．S． | ＂ | 590 | 100 | 66 | 23 |  | Kobert Stevenson，Wal－ lace，N．S． |  |
| 74，382 | Clara | Toronto ．．．．．． | 1877 | Barrie，Ont．．．．．．．． | ＂ | 440 | 80 | 65 | 12 |  | William Barrie，Onn Ont． |  |
| 96，813 | Clara Hickler | Sault Ste．Marie． | 1882 | Buffalo，U | ＂ | 412 | 117 | 63 | 42 |  | Neil McDonald，Sault |  |
| 90，789 | Clara W．Young．． | Vancouver |  | New Westminster， B．C． | ＂ |  |  |  |  |  | A．Ewen，New Westmin－ ster，B．C． |  |
| 94，984 | Clark Bros | Toronto ．．．．．．．． | 1 | Toronto，Ont ． | ＂ | 505 | 106 | 40 | 33 |  | $\underset{\text { Ont．}}{\text { Mary Clark，Toronto，}}$ |  |

## Marine and Fisheries-List of Shipping.


Alpiabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des vapeurs canadiens inscrits sur les registres, etc.-Suite.

|  |  | Yort of Registry. |  |  |  |  | Registe mensio mensio |  | Tonn | nage | Owner <br> or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | d'enregistrement. |  | Lieu de construction. | Mode de propulsion. | $\square$ | 家褭 |  |  |  | Armateur ou armateurgérant, s'il y en a plus d'un, et adresse. | Où clas |
| 97,067 C | Commodore..... | Halifax ........ |  | Charlottetown, P.E.I | Screw-A hélice.... | $\begin{array}{\|l} \mathrm{Ft}, 10 \mathrm{th} \\ 482 \end{array}$ | Pt. 10:hs |  | 13 | 8. William E. Wickwire, Halifax, N.S. |  |  |
|  |  |  |  |  |  |  |  | $50$ |  |  |  |  |
| 103,450 | Commodore. |  |  |  |  | 362 | 82 |  | 3 | Halifax, N.S. <br> 3.John Moore, Carleton Place, Ont. |  |  |
|  |  |  |  |  |  | 314 | 93 | 42 | 10 |  | 3 Thomas Fitzgerald, Quebec. |  |
| 75,699 | Commodore Holiwell. | Quebec | 1878 | Quebec, Que....... | " ${ }^{\text {" }}$. | 950 | 172 | 42 |  |  |  |  |
| 71,614 | Comi. | Mon |  | Sorel, Que | Wheels-A roues.... | 950 |  |  | 101 | ${ }^{47} \mid \mathbf{I}$ | H. Hamelin, Champlain, Que. |  |
| 100,202 | Comex | Va | 1891 | noouver, | Screw-A hélice. | 1010 | 181 | 52 |  | 1 60 G. T. Legg, Vanconver, |  |  |
| 63,816 | Conqueror | Montreal | 1871 | Renfrew, G.B. | W | 66 | 217 | 118 | 233 | 24 Sincennes - MeNaughton <br> Line, Montreal. |  |  |
| 52,630 | Conquer | Queb | 1 |  |  | 1365 | 202 | 116 | 199 | $99 \quad 15 \mid$ | Frank Ross, Quebec. |  |
| 90,570 | Conqueror | Toronto | 1886 | Toronto, Ont | Screw-A hélice | 600 | 138 | 55 |  | $5$ | Mary McConnell, Toron- <br> to, Ont. |  |
| 88,540 | Con | Hamilton |  | Greenock, G.B |  |  | 50 | 22 |  |  | Jas. Turnbull, Hamilton, Ont. |  |
|  |  | Ottawa | 1891 | Owen Sound, Ont |  | 1156 | 196 | 112 | 185 |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { The Minister of Customs, } \\ & \text { Ottawa, Ont. } \\ & \text { Alex. Ewen, New West- } \\ & \text { minster, B.C. W. } \end{aligned}$ |  |
| 94,899 | Con | $\underset{\substack{\text { New. } \\ \text { eter. }}}{\text { Westmin }}$ |  | Victoria, B.C. |  |  |  | 50 |  |  |  |  |
| 103,686 | Constanc |  |  |  |  |  |  |  |  |  | G. Gravenhurst, Ont. |  |
| 64,996 | Con | Qu |  | Quebec, Que | Wheels-A roues | 1323 | 230 | 105 |  |  | Julien Chabot, Lévis, |  |
| 100,205 | Coquitlam | Vancouver |  |  | Screw-A hélice.... |  |  | 96 |  |  | G. T. Legg, Vancouver, B.C. |  |

## Marine and Fisheries-List of Shipping.

| 92,445 97,165 | Cora Cora | $\left\lvert\, \begin{aligned} & \text { Toronto . . . . . . . . } \\ & \text { Victoria..... . . }\end{aligned}\right.$ | $\left\|\begin{array}{l}1887 \\ 1891\end{array}\right\|$ | $\left\lvert\, \begin{aligned} & \text { Toronto, Ont . . . . . } \\ & \text { Cowichan, B.C., ... }\end{aligned}\right.$ | $\left\lvert\, \begin{array}{cc}n & \cdots . . \\ " & \ldots . .\end{array}\right.$ | 320 | 75 148 | 32 50 | 4 25 | 3 | Oliver B. Sheppard, Torento, Ont. Wm. Sutton, Victoria. B.C. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 103,673 | Corona. | Toronto . . . . . . . 1 | 1896 | Toronto, Ont . . . . . . | Wheels-A roues | 2703 | 324 | 135 | 1274 | 649 | Niagara Nav. Co., Ltd., Toronto, Ont. |
| 88,240 | Corrella | Brock vill | 1889 | Brockville, On | Screw-A hélice | 308 | 72 | 34 | 4 |  | M. Kenville, Brockville, Ont. |
|  | Corsican | Montreal. | 1870 | Montreal, Que | Wheels-A roue | 1792 | 270 | 113 | 946 | 502 | Montreal Safe Deposit Co. Montreal, Que. |
| 96,997 | Courser | $\begin{aligned} & \text { New Westmin- } 1 \\ & \text { ster. } \end{aligned}$ | 1892 | N ew Westminster, B.C. | Stern wheel-A roues | 1200 |  | 35 | 161 | 101 | G. H. Cooper, New Westminster, B.C. |
| 94,935 | Crandella | Port Hope. . . . | 1891 | Lindsay, Ont.. . . . . . | Wheels-A roues | 1220 | 200 | 65 | 266 |  | G. Crandle, Lindsay, Ont. |
| 103,675 | Creole | Toronto | 1897 | Midiand, Ont | Screw-A hélice. | 500 | 110 | 50 | 21 |  | as. Playfair, Midland, Ont. |
| 75,434 | Cruise | Ottaw | 1887 | Portsmouth, O | " | 832 | 146 | 65 | 55 |  | Worthington et al, Toronto, Ont. |
| 78,014 | Cruiser | Winnipeg. | 1880 | Keewatin, Ont | " | 380 | 95 66 | 36 39 | 12 |  | $\begin{array}{\|c} \text { Keewatin Manumbering } \\ \text { and Macturing } \\ \text { Co., Hamilton, Ont. } \end{array}$ |
| 75,791 | Crusader | Ottawa | 1874 | Ottawa, Ont | " | 286 | 66 | 32 | 3 |  | Robert Neil, Hull, Que. |
| 71,153 | Cuba | Hamilton | 1875 | Kingston, Ont | " | 770 | 260 | 115 | 031 | 599 | Montreal and Chicago Merchants Shipping Co., Toronto, Ont. |
| 77,889 | Cuckoo | Queb | 1878 | Chicoutimi, | " • | 315 | 90 | 28 | 6 |  | Ainsworth Sturton, Chicoutimi, Que. |
| 75,538 | Cultivateur | Montreal | 1874 | Sore | Wheeld-A roues. | 1700 | 265 | 80 | 362 | 228 | Montreal' Safe Deposit Co. Montreal, Que. |
| 100,413 | Curlew | Ottawa | 1892 | Owen Sound | Screw-A hélice | 1163 | 198 | 113 | 158 | 96 | The Minister of Marine and Fisheries, Ottawa, Ont. |
| 100,663 | Curlew ..... . | Belleville | 1895 | Kingston, |  |  | 70 | 29 | 9 |  | . A. Cartwright, Belleville, Ont. |
| 100,770 | Curlew | Toront | 1891 |  | ls-A rones | 290 | 66 | 34 | 3 |  | F. H. Gooch, Toronto, |
| 88,178 | Cutch | Vancouv | 1884 | Hull | Screw-A hélice | 1800 | 232 | 117 | 324 |  | G. T. Legg, Vancouver, B.C. |
| 105,683 | Cyclone | Toronto. | 1896 | Ahinic Harbou |  | 604 | 120 | 58 | 44 | 30 | Muskoka \& Georgian Bay Nav. Co., Gravenhurst, Ont. |
| 103,579 | Cynthi | Colhngwood..... | 1897 | Collingwood, On | " |  | 116 | 64 | 35 |  | Jno. J. Long, Colling- wood, Ont. |
| . 102,235 | Cygne. | Montrea | 1892 | Orleans Island, Que. | " | 484 | 76 | 28 | 12 |  | M. T. Lefebre, Montreal, |
| 103,907 | Czar | Victoria | 1897 | Victoria, B.C....... | " $\quad$... | 1010 | 215 | 110 | 152 |  | James Dunsmuir, Victoria, B.C. |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam


## Marine and Fisheries-List of Shipping.


Listr alphabétique des vapeurs canadiens inscrits sur les registres，etc．－Suite．

| 守荷 |  | Port of Registry． | \％ |  |  |  | Registe mensio mensio |  | Tonn |  | Owner <br> or Managing Owner，if more than one，and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇Anregis－ trement． | $\begin{aligned} & \text { 㝃 } \\ & 0 \\ & 1 \\ & \text { 学 } \end{aligned}$ | Lieu de construction． | Mode de propulsion． |  |  |  |  |  | Armateur ou armateur gérant，s＇il y en a plus d＇un，et adresse． | Où classé． |
|  |  |  |  |  |  | Pt．10ths | Pt．10ths | 10ths |  |  |  |  |
| $83,068$ | E．B．Eddy |  |  | Hull，Que ．．．．．． | rew－A hélice |  |  |  |  |  | Ottawa Transportation Co．，Ltd．，Ottawa，Ont． |  |
| $96,705$ | E．G．Laverdure． | ＂．．．．．．．．． |  | Ottawa，Ont．．．．．． | ． | 666 | 137 | 50 | 53 |  | J．Morrison，Ottawa． |  |
| 103，445 | E．H．Bronson． |  |  | Pembroke，Ont | Wheels－A roues． | 1407 | 437 | 77 | 285 |  | The Upper Ottawa Imp． |  |
| 100，883 | E．Ross | St．John，N．B． |  | John, N.B | Screw－A hélice ．．．． | 419 | 153 | 51 | 30 |  | J．Leonard，St．John， |  |
| 100，121 | E．Wilson． | Wallaceburg． | $371 \mid \$$ | Sor | ＂．．．． | 850 | 220 | 50 | 86 |  | G．W．Scott，Wallace－ |  |
| 80，778 | Eagle |  | 1875 | Buffalo，U．S | ＂ | 438 | 123 | 50 | 14 |  | A．Murg Miller，Port Elgin， |  |
| 92，304 | Eagle | Collingwood． | $1887$ | Collingwood，Ont ．．． | ＂$\ldots$ | 440 | 90 | 46 | 12 |  | W．R．Jowett，Bayfield， |  |
| 94，906 | Earl | N．Westminster． | 1890 | Vancouver，B．C．．． |  | 720 | 160 | 70 | 75 |  | The Dominion Govern－ |  |
| 90，527 | Earl． | Chatham，Ont．． | $1893$ | Mitchell＇s Bay，Ont． |  | 535 | 100 | 50 | 18 |  | J．B．Me MeLeod，et al．， |  |
| 59，743 | East Riding ．．．． | Charlottetown ．． | 1869 | New Glargow，N．S．． | Wheels－A roues． |  | 183 | 64 | 86 |  | Southampton，Ont．${ }^{\text {J }}$ R．Carmichael，New |  |
| 80，656 | Ed．Arpin． | Montreal | 1879 | St．Johns，Que． | Screw－A hélice ．．．． | 380 | 82 | 35 | 5 |  | Ed．Arpin，St．St．Johns， |  |
| 96，815 | Edgar P．Sawyer． | Sault Ste．Marie | 1886 | Buffalo，U．S．．．．．．． | " | 490 | 138 | 50 |  |  | Que． <br> W．R．Smyth，Rydal Bank Ont |  |
| 80，362 | Edith | Parrsboro＇．．．．．． | $1879$ | Five Islands，N．S．．． |  |  | 87 | 44 |  |  | A．C．Elderkin，Advo－ |  |
| 85，515 | Edith | Toronto ．．．．．．．． |  | Toronto，Ont ．．．．．．． | ＂$\quad .$. |  | 54 | 22 |  |  | J．P．Clark，Toronto， |  |

Marine and Fisheries-List of Shipping.

Alpiabetical List of Canadian Registered Steam Vessels on Regıstry Books, \&c.-Continued.
Listr alphabétique des vapeurs canadiens inscrits sur les registres, etc.-Wuite.

| 串运 | Name of Ship. | Port of Registry | B | Where Built. | How Propelled. |  | Registe mensio |  | Tonn | nage | Owner <br> or Managing Owner, if more than one, and | . |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | $\begin{aligned} & 0.0 \\ & 0 \\ & 1 \\ & \vdots \\ & 0 \\ & 0 \end{aligned}$ | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateur gérant, s'il y en a plus d'un, et adresse. | Oì classé. |
|  |  |  |  |  |  | rt. Oths | Pt. 10th | 10 ths |  |  |  |  |
|  | Elswoud. | Kingston | 1865 | Bedford Mills, Ont. | Screw-A hélice . | 491 | 118 | 59 | 39 | 17 | Neal Macdonald, Mont- |  |
| 92,293 | Emerillon | Ottawa. | 88 | Three Rivers, Que... | " .... | 400 | 76 | 98 | 15 |  | The C. Pue Railway Co., |  |
|  |  |  |  |  |  |  |  |  |  |  | Montreal, Que. |  |
| 96,900 | Emi |  | 1892 | Hull, Que . | " .... |  | 130 | 52 | 12 |  | E. G. Laverdure, Ottawa, Ont |  |
| 100,946 | Emma. | Collingwood. | 1894 | Collingwod, Ont.... | " | 860 | 128 | 96 | 75 |  | Carrie E. Pratt, Parry |  |
| 100,402 | Emma. | Hamilton. | 1894 | Hamilton, Ont..... | " .... | 346 | 68 | 46 | 6 |  | R. S. Wates, Hamilton, |  |
| 107,260 | Emma | N. Westminster. | 1898 | Lake Bennett, B.C. | " .... | 540 | 160 | 30 | 82 |  | Wm. J. Rant, Lake |  |
| 100,430 | Emma C | Ottawa | 1890 | Ottawa, Ont ... |  | 240 | 60 | 25 | 1 |  | Bennett, B.C. |  |
|  |  |  |  |  |  |  |  |  |  |  | Ont. |  |
| 107,256 | Emma Nott | N. Westminster. | 1898 | Lake Bennett, B.C.. | " .... | 560 | 160 | 35 | 73 |  | R. ${ }_{\text {B }}$ J. $\mathbf{C}$ Nott, Victoria, |  |
| 103,163 | Emmeline | Vancouver. | 1896 | Vancouver, B.C.... | "... | 294 | 79 | 34 | 5 |  | Geo. Spring, Vancouver, |  |
| 75,086 | Empress. | Montreal | 1886 | Montreal, Que. | Wheels-A roues. | 1853 | 276 | 271 | 677 |  | Ottawa River Navigation |  |
| 78,009 | Empress . . . . . | Winnipeg...... | 1883 | Rat Portage, Ont... . | Screw-A hélice .... |  | 200 | 70 | 129 |  | Co., Montreal, Que. |  |
|  | Fress ..... | - |  | Rat |  | 50 | 20 | 50 |  |  | Lumber Co., Ltd., Rat Portage, Ont. |  |
| 100,422 | Empress. | Otta |  | Sturgeon Falls, Ont. | " .... | 630 | 143 | 56 | 36 |  | Mary E. Perkins, Stur- |  |
| 100,679 | Empress | Vancouver | 1894 | Vancouver, B.C ... |  | 338 | 79 | 36 | 3 |  | George Cassady, Van- |  |
| 107,448 | Empress......... |  |  | Hong-Kong, Japan.. |  |  | 76 | 36 | 7 |  | couver, B.C. <br> O. P. Marshall, et al, |  |

## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

Alpfabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.
Liste alphabétrque des vapeurs canadiens inscrits sur les registres, etc.-Suite.

| Qi. | Name of Ship. | Port of Registry. | * | here Built. | How Propelled. |  | Regist menso mensio |  | Tonn | nage | Owner, <br> or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ret d'enregis- trement. |  | Lieu de construction. | Mode de propulsion. |  |  |  | 德 |  | Armareur on armateurgérant. s'il y en a plus d'un, et addresse. | Oì clas |
|  |  |  |  |  |  | 104hs | Pt 10ths | ${ }^{\text {t }}$. 10 chas |  |  |  |  |
| 103,674 | Flyer | Toronto | 1892 | Kingston, Ont. | Screw-A hélice | 392 | 64 | 28 | 4 |  | John Rogers, Port Sand- |  |
| - 90,772 | Forester. | Windsor. Ont | 85 | Windsor, Ont. | " ... | 308 | 76 | 25 | 3 |  | J. Flinloff, Sarnia, Ont. |  |
| 92,344 | Forrest. | Quebec | 1887 | Chicoutimi, Que | " | 580 | 111 | 70 | 26 |  | A. Sturton, Chicoutimi, |  |
| 103,225 | Four Macks | Ottav |  | Kingston, Ont | " | 250 | 48 | 24 | 1 |  | Que. <br> C. McNie, Carleton |  |
|  | Frances | New Carlisle. |  |  | Wheels-A roues |  | 200 | 40 | 19 |  | Place, Ont. <br> J. H T Taylor, Campell |  |
|  |  | New Carlisle.. | 1885 | Oak Bay, Que | Wheels-A roues.... | 580 | 200 | 40 | 19 |  | H. Taylor, Campbellton, N.B. |  |
| 103,941 | Frances. | Chatham, N.B | 1888 | Chatham, N.B. | Screw-A hélice | 560 | 139 | 56 | 26 |  | as. Robinson, Miller- |  |
| ... .. | Francis | Kingston. | 1864 | Bedford Mills, Ont. . | " .... | 552 | 114 | 76 | 4 |  | ${ }_{\text {ton, }}^{\text {H. }}$ N. K. ${ }^{\text {Kirly, , Ottawa, }}$ |  |
| 92,337 | Frank | Quebec | 1886S | St. Leon, Que..... |  |  | 166 | 44 | 58 |  | Mrs.J. Stanton, St.Leon, |  |
| 103,651 | Frank Barber | Winnipeg. ... | 1896 | Selkirk, Man. |  | 650 | 150 | 78 | 52 |  | Wm. Robinson, Winni- |  |
| 80,619 | Frank C. Batt | Charlottetown . | 1883 | Yarmouth, N.S. . | " ... | 595 | 136 | 59 | 33 |  | joge, Man. ${ }^{\text {Jose }}$, |  |
| 107,192 | Frank G. McAulay | Saugeen |  | Saugeen, Ont. ...... |  |  |  | 73 | 43 |  | D. McAulay, Southamp- |  |
| 83,390 | Frank Jatekman. | Torunto. |  | Oakville, Ont ...... | " .... | 650 | 155 | 66 | 39 |  | ton, Ont. ${ }^{\text {D. }}$ Blackader, Corn- |  |
| 70,287 | Frank Perin | Montreal |  | Buffalo, U.S |  |  | 166 | 67 | 43 |  | A. Stewart, Ottawa, Ont |  |
| 92,281 | Frank Reed ... | Owen Sound.... | 1886 | Meaford, Ont....... |  |  |  |  |  |  | John Conlon, Thorold, |  |

Marine and Fisheries-List of Shipping.


## Marine and Fisheries-List of Shipping


Alpabbitioal List of Canadian Registered Steam


Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered

|  | Name of Ship. | Port of Registry. | 家 | here |  |  |  |  |  | nag, | Owner, <br> or Managing Owner, if |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{aligned} & 0 . \\ & \vdots \\ & \vdots \\ & 0 \end{aligned}$ |  |  |  |  |  |  |  | Armateur ou armateurgérant, s'il y en a plus d'un, et adresse. | Où classé. |
|  |  |  |  |  |  | Ft. 10ths |  | Oths |  |  |  |  |
| 337 | Hamilto | Montreal. |  | Surel, Que.... | Wheels- A rones. | 1752 | 252 | 108 | 938 |  | Montreal Safe Deposit |  |
| 103,842 | Hamilton | Ottawa. |  | nd Point, Ont | . . .. | 1314 | 395 | 73 | 320 |  | The U. Montreal, Que |  |
| 墘 107,144 | Hamlin. | Vancouver.. |  |  |  |  | 5 |  |  |  |  |  |
|  |  | Vancouver. . ... |  | Vancouver, B.C. | " ... | 1462 | 380 | 46 | 515 |  | Canadian Pac. Railway |  |
| 100,885 | Hampread | St. John, N. B. |  | Hampton, N.B. | Screw-A hélice. | 940 | 177 | 70 | 235 |  | J. G. Malee Hampto |  |
| 103,636 | Hamyena. | Ottawa |  | Ottawa, Ont. |  | 253 | 73 | 36 |  |  | J. ${ }^{\text {N.B. }}$ Brennan, Ottawa, |  |
| 84,354 | Harlaw | Windsor, N.S. | 1881 | Glasgow, G.B. . . |  | 1650 | 245 | 118 |  |  | The Halifax and New- |  |
|  |  |  |  |  |  |  | 245 |  | 451 |  | The Halifax and Newfoundland S. S. Co. |  |
| 103,444 | Harold.. | Ottawa... ..... | 1887 | Arnprior, Ont | " | 17.0 | 45 | 18 | 1 |  |  |  |
| 94,845 | Harold Gauthier. | Windsor, Ont. | 1888 | Walkerville, Ont... |  |  | 90 | 42 | 9 |  | O. Golden Lake, Ont. |  |
| 90,762 | Harry Baird. . | Goderich . | 1885 | Kincardine, Ont... |  | 610 | 170 | 60 | 42 |  | Ont. Leighton, Port El- |  |
| 94,623 | Harry Bate. | Ottawa. |  | Ottawa, On |  |  | 17 238 |  |  |  | Jas. Leighton, Port El- |  |
|  |  |  |  |  |  |  |  |  | 254 |  | The Ottawa Trans. Co. |  |
| 90,453 | Harry Montgum- ery. | Winnipeg. . ... |  | Selkirk, Man. |  |  | 80 | 35 |  |  | Sophia Drake (Mrs. Jas. |  |
| 73,953 | Harvey Nulon... | St. Catharines |  | Port Dalhousie, Ont. |  | 740 | 166 |  |  |  | H. Julien, Port Dal- |  |
| 71,222 | Hattie Vinton | Sault Ste. Marie. |  | Dunkirk, U.S... |  |  |  | 60 | 55 |  | Wm. Grasie, Ont. Grierson, Sault |  |
| 97,185 | Havana | Windsor, N.S... | 1891 | Hantsport, N.S..... |  | 1814 | 237 |  |  |  | E. Ste. Marie, Ont. ${ }_{\text {Churchil }}$ \% |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des vapeurs canadiens inscrits sur les registres, etc.-Suite.

| ¢¢ ¢ |  | Port of Registry. | \# |  |  |  | Registe mensio mensio |  | Tonn |  | Owner <br> or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom dū navire. | Port d'enregis- tre ment. |  | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateur gérant, s'il y en a plus d'un, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 96,807 | I. 1. Hamblen ... | Halif | 1891 | Providence, U.S. | Screw--A hélice | 682 |  |  |  |  | C. L. Rood, Pictou, N.S. |  |
| 88,564 | Ida. | Ottawa | 84 | Desoronto, Ont. | " .... |  | 206 | 62 | 274 |  | M. Morin, Ottawa, Ont. |  |
| 90,460 | Ida. | Winnipeg. |  | Unknown | " |  | 90 | 43 | 19 |  | P. McArthur, West |  |
| 83,325 |  | Ottawa | 1880 | Lake Barrier, Que .. | " .... | 562 | 180 | 49 | 16 |  | bourne, Man. <br> E. Edwards, North <br> Nation, Que. |  |
| 85,367 | Ida |  | 1881 | Brockville, Ont...... | "... | 460 | 80 | 38 | 21 |  | Nation, Que. <br> Arthur Starkey, Parry |  |
| 92,613 | Ida. | Port Arthur. | 1887 | Port Arthur, Ont. .. | " .... | $414$ | 111 | 54 | 19 |  | Murdock McInnes, Port Coldwell, Ont. |  |
| 92,757 | Ida | Quebec | $1889$ | Quebec, Que .. |  | 495 | 122 | 46 | 26 |  | Canadian F. and E. Co. Ltd., Montreal, Que. |  |
| 103,354 | Ida |  | 1877 | Kingston, Ont.... |  | $350$ | 72 | 30 | 10 |  | Quebec \& Lake St. John R. R. Co., Quebec, Que. |  |
| 90,559 | Ida Bell | Port Burwell . | 1890 | Port Burwell, Ont... | " | 270 | 70 | 32 | 6 |  | C. C. Bates, Clear Creek, |  |
| 69,085 | Ida Lewis. | Halifax. |  | Unknown. | " |  | 134 | 40 |  |  | C. A. Stayner, Halifax, |  |
| $103,188$ | Ida Lue | Yarnouth..... |  | Shelburne, N.S. | " | 610 | 136 | 67 | 45 |  | H. T. LeBlanc, Yar mouth, N.S. |  |
| $71,074$ | Ida M. | Anherstburg.. | 1890 | Detroit, U.S.. . | " | 600 | 100 | 89 | 15 |  | M.C. Rolls, Detroit,U.S. |  |
| 96,984 | Idaho . | New Westmin- | 388 | Idaho, U.S. ........ | " | 365 |  | 38 |  |  | Arthur Bunting, Bon- |  |
| 100, 135 | Id | winnipeg. ... |  | Selkirk, Man.... ... |  |  |  | 60 |  |  | Wm. Robinson, Selkirk, Man. |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books，\＆c．－Continue．t．

| 安. |  | Port of Registry． |  | Where Built． | How Provelled， |  | Registe mensi mensio |  | Tonn |  | Owner <br> or Manafing Owner，if more than one，and | Where Clased． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Noun du navire． | Purt d enregis－ trement． | $\begin{array}{\|c} 0_{0} \\ 0 \\ 1 \\ \vdots \\ \\ \hline \end{array}$ | Lieu de construction． | Mode de propulsion． |  |  |  | 営品 |  | Armateur ou armateur－ gérant，s＇il y en a plus d＇un，et adresse． | Où classé． |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 103，932 |  | Chatham，N．B．． |  | Port N．S． | Screw－A helice |  | 113 | 47 | 10 |  | Nas．Robertson，Derby， N．B． |  |
| 72，677 | Iris | Victoria．． | 1878 | Victoria，B．C．．．． | ＂ | 520 | 97 | 50 | 19 |  | L．L．DeBeck，New |  |
| 92，562 | Iris | Halifax | 887 | Dartmouth，N．S．．．． | ＂ | 244 | 47 | 25 | 2 |  | Chas．S．Piskford，Hali－ |  |
| 40，386 | Isabel ． | Victoria． | 1866 | Victoria，B．C．． | Wheels－－A roues | 1424 | 226 | 100 |  |  | fax，N．S．${ }_{\text {Equimalt }}$ |  |
| 103，226 |  | Ottawa |  | Brock ville，Ont． | Screw－A hélice | 204 | 22 48 | 24 | $\cdots$ |  | Eysumate |  |
| 103，389 | Isabe | Winnipeg ． |  |  |  |  |  |  | ${ }^{1}$ |  | Ont． |  |
| 103，389 | Isabelle．．．．． | Winnipeg | 1895 | Westbourne，Man．．． | ＂．．． | 700 | 160 | 55 | 61 |  | bourne，Man．West－ |  |
| 96，703 | Ishaway． | Ottawa． |  | Brockville，Ont．． | ＂$\quad . .$. | 454 | 82 | 36 | 7 |  | C．A．Small，Muntreal， |  |
| 96，848 | Island Belle | Sarnia | 882 | Toledo，U．S | ＂$\quad .$. | 640 | 160 | 60 | 31 |  | ．Garrock，Saruia，Ont． |  |
| 85，547 | Island Gem．．． | Yarmouth | 1883 | Yarmouth，N．S． | ＂ | 417 | 127 | 50 | 15 |  | A．M．Hatfield，Yar－ nonth，N．S． |  |
| 92，381 | Island Quecn．．． | Montreal．．．．． | $188 i$ | Kingrton，Ont | ＂ | 918 | 199 | 60 | 98 |  | The Richelieu \＆Ontario <br> Nav．Co．，Montreal， |  |
| 93，738 | Island Q | Toronto ．．．．．．．． |  | To | ＂．．．． |  |  | 44 |  |  | Que The ${ }_{\text {Toronto }}$ Fererry Cu．， Toronto，Ont． |  |
| 103，7c0 | Islander． | Sault Ste．Marie |  |  |  | 286 |  | 35 |  |  | L．O．Armstrong，Mon－ treal，Que． |  |
| 75，093 |  | Victoria．．．．．．．． |  | Yoker，G．B．．．．．．． | ＂... |  |  |  |  |  | Can．Pacific Nav．Co．， （Ltd．）Victoria，B．C． |  |
| 90，566 | Islay ． | Toronto ．．．． | 1895 | Barrie，Ont．．．．．．．．． |  |  | 180 | 62 |  |  | Chas．McGinnis，Orillia， Ont． |  |

## Marine and Fisherieg-List of Shipping.


Alphabetioal List of Canadian Registered Steam Vessels on Registry Books, de.-Continued.
Liste alphabetique des vapeurs canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam ${ }^{\bullet}$ Vessels on Registry Books, \&c.-Contiued.


Marine and Fisheries-List of Shipping.


Alphabetionl List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.


Alphabetroal List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| : |  | Port of Registry. |  | Where | Sw |  |  |  | Ton |  | Owner, or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. |  | Lieu de construction. | Mode de propulsion. |  |  |  | 営地 |  | Armateur on armateurgérant, s'il y en a plus d'un, et adresse. | Où clas |
|  |  |  |  |  |  | Ft. 10ths |  | Oths |  |  |  |  |
| 107,092 | Lapwing |  |  | Victoria, B C. | Screw-A hélice | 789 | 220 | 60 | 151 |  | Lapwing Co., Ltd., Victoria, B.C. |  |
| 103,891 | Lardeau. | N. Westminster. | 1896 | Lardeau, B.C... . | " | 422 | 88 | 46 | 10 |  | Kootenay Lumber Co., Ltd. Victoria, B.C |  |
| 85,531 | Laura | Chatham, N.B. |  | Yarmouth, N.S.... | " . | 533 | 103 | 49 | 14 |  | John C. Miller, Derby, |  |
| 94,768 | Laura M. | Owen Sound. |  | Meaford, Ont..... | " | 440 | 103 | 46 | 18 |  | John McRae, Meaford, Ont. |  |
| 103,093 | Laurier | Montreal.. |  | Sorel, Que. . | " | 590 | 126 | 34 | 14 |  | Klizabeth Brulé, Sorel, |  |
| 103,356 | Le Brochu. | Quebec |  | Cedar Hall, Que... | " | 515 | 117 | 60 | 19 |  | R. M. Blais, Cedar Hall. |  |
| 103,147 | Le Colon. |  |  | Roberval, Que. | Wheels-A roues. |  | 238 | 44 | 173 |  | F. Wurtele, Quebec. |  |
| 103,141 |  |  |  |  | Screw-A hélice | 426 | 98 | 34 | 12 |  | Arel, Three Rivers, |  |
| 100,882 | Leader.. | St. John, N.B.. |  | St. John, N.B.... |  | 56 | 130 | 60 | 29 |  | R. W. W. Williams, St.John, |  |
| 100,926 | Leclair | Ottawa |  | Ottawa, O |  |  | 56 | 22 | 1 |  | F. Leclair, Ottawa, Ont. |  |
| 100,049 | Le | Brockville |  | Kingston, Ont | " | 460 | 93 | 41 | 9 |  | McGraw, Brockville, |  |
| 77,823 | Le | Port Rowan .... |  | Fort William, Ont |  | 450 | 115 | 53 | 13 |  | Aker, Fort William, |  |
| 103,243 | Lena | Montreal .. .... |  | Lake Megantic, Qut. | " |  | 142 | 43 | 22 |  | Ont. Flint, Montreal, |  |
|  |  |  |  | Dartmouth, N.S... |  |  |  | 75 | 66 |  | Que ${ }_{\text {Q }}$ |  |
| 88, |  |  |  |  |  |  |  |  |  |  | River, N.S. |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.
Liste alphabetique des vapeurs canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.



## \&c.-Continued. <br> Thste alphabetique des vapeurs canadiens inscrits sur les registres, etc.-Suite.



## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

|  | Name of Ship. | Port of Registry. |  | here Built. |  |  | Regist imensio imensio |  | Tonn | nage | Owner, <br> or Managing Owner, if nore than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | trement. |  | Lieu de construction. | Mode de propulsion. |  |  | 宮 |  |  | Armateur ou armateurgerant, s'il y en a plus d'un, et adresse. | Où classé. |
| 90,807 | M | Victoria .. .. . | 1887 | Vancouver, B.C..... | Screw-A hélice .... | Pt. 10ths |  |  | 90 |  | Victoria Canning Co., |  |
|  |  |  |  |  |  | 760 | 19 | $70$ |  |  |  |  |
| 64,946 | Manituba | Quebec. | 1871 | Quebec, Que | Wheels-A roues.... | 1154 | 206 | $71$ |  |  | John .' Kelly, Carillon, |  |
|  |  |  |  | $0$ | Screw-A hélice .... |  | 381 | 147 | 351 |  |  |  |
| .879 | Manitoba ..... .... | Montrea |  |  |  | 3030 |  |  |  | 699 | Argenteuil Coipoue Henry Beatty, Toronto, |  |
| 96,711 | Mansfield. . . . . . . | Ottawa. | 889 | Ottawa, Ont........ |  | 1046 | 318 | 90 | 169 | 137 | Anne Mansfield, Otta- |  |
|  | Manxman ........ <br> Maple Loaf | Montreal.. <br> Picton, N.S... | $873 \mathrm{~S}$ | Surel, Que <br> Pictou, N.S |  | $\begin{aligned} & 725 \\ & 878 \end{aligned}$ | 160 | 46 | 74 |  | 47 J J. O. La, Latrenière, Mon- |  |
| 92,687 |  |  | 91 |  | Wheels - A roues.... |  | 215 | 70 | 129 |  | treal, Que. ${ }^{\text {H. }}$ Whliot, Pictou, |  |
| 103,679 | Maple Leaf. . . . | Toronto Winnipeg. |  | To.onto, Ont.. <br> Fort Frances, Ont. | Screw-A hélice... |  | 70 | 30 | 12 | 8:S. Brown Bracebridge, |  |  |
| 92,709 | Maple Leaf. <br> Marguerite . .... |  | 1890 |  | " .... | 620 | 146 | 55 | 75 |  | 51 F. W. Coates, ct al., Port |  |
| 94,848 |  | Winnipeg. .. . <br> Windsor, Ont. | 1879 | Detroit, U.S. | " |  | 81 | 35 | 8 |  | 5 John Anderson, Windsor, Ont. |  |
| 92,510 | Marguer | St. Andrews | 1877 | Newbury, U.S.. ... |  | 444 | 117 | 70 |  |  |  |  |
| 66,045 | Marie | Quebec |  | Sorel, Que | " | 711 | 155 | 33 | 31 | 21 H. Brulé, Sorel, Que. | 12 Frank Todd, St. Stephen, N.B. |  |
| 103,573 | Marie .......... <br> Marie Josephine. | Collingwood <br> Quebec <br> Quebec $\qquad$ $\qquad$ | $\left\lvert\, \begin{gathered} 1895 \\ 1891 \\ 1889 \end{gathered}\right.$ | Parry Sound, Ont... <br> Riviere du Loup, (que <br> Lévis, Que. |  | $\left\|\begin{array}{l} 420 \\ 884 \\ 936 \end{array}\right\|$ | $\begin{aligned} & 100 \\ & 228 \\ & 176 \end{aligned}$ | $\begin{aligned} & 56 \\ & 8 \\ & 5 \\ & 59 \end{aligned}$ | $\begin{array}{\|r\|r} 12 \\ 117 & 8 \\ 99 & 8 \end{array}$ |  | 8.J. Galna, Parry Sound. Ont. <br> A. Gagnon, Quebec, Que <br> ;3 Cascapedia Puly and L. Co., Quebec, Que. |  |
| 100,358 |  |  |  |  |  |  |  |  |  |  |  |  |
| 92,75-1 |  |  |  |  |  |  |  |  |  |  |  |  |

## Marine and Fisheries-List of Shipping.

|  |  |  |  |  |  |  |  |  <br> ${ }^{4}{ }^{288}{ }^{8}{ }^{\mathrm{Cl}^{48} \mathrm{~K}}$ <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br>  <br> ........ •Rx* <br>  <br> uio' jo s!nbsey <br> ..... s!nburb <br> ...... влотияв $\mathbf{W}$ <br>  <br> ......... иоияви <br> .... •иопияр <br> ..........иомвв <br> ......... яи!ивы <br> ……ยาәәияр |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des vapeurs canadiens inscrits sur les registres, etc.-Suite..



## Marine and Fisheries-List of Shipping


Alpiabetical List of Canadian Registered Steam Veesels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.



## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Regıstry Books, \&c.-Continued.
Liste alphabétrque des vapeurs canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping.

|  | North Star.... .. <br> North-West. | $\left\lvert\, \begin{gathered} \text { New Westmin- } \\ \text { Sinter. } \\ \text { Winipeg...... } \end{gathered}\right.$ | 1881 | Esquimalt, B.C.. <br> Morehead, U.S.. | Screw-A hélice <br> Wheels-A roues. | $\begin{array}{r} 400 \\ 2000 \end{array}$ | $\begin{array}{r} 97 \\ 330 \end{array}$ | 39 45 | ${ }_{8}^{85}$ |  | F. Boutilier, M. O., New Westminster, BC. The Winnipeg and |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | North-West. |  |  | Morehead, U.S... |  |  | 330 | 45 | 425 |  | The Winnipeg and Western Transporta. tion Co., Ltd., Winnipeg, Man. |
| 78,028 | N | " |  | T. <br> Grand Rapids, N.W. | " | 1500 | 285 | 45 | 461 |  | peg, Man. <br> The Winnipeg and <br> Western Transportation Co., Ltd., Winni- |
| 74,384 | No | Tor | 1877 | Port Sydne | " | 745 | 156 | 49 | 99 |  | peg, Ma., |
| 71,190 | Northern | O | 6 |  | -a A hélice | 1322 | 25 | 147 | 393 |  | dney, Ont. |
| 96,937 | Northumberland. . | Charlottetown |  | Newcastle-on-Tyne, G.B. | " | 2200 | 33 | 204 | 1255 |  | Fisheries, Ottawa, Ont. arlottetown SS. Co., Ltd., Charlottetown, |
| 85,364 | Nosbonsing. | Ottawa......... |  | Lake Nosbon sing, | " |  | 11 | 46 | 25 |  | R. E.I. Booth, Ottawa, |
| 80,069 | Novelty | St. John, N.B.. | 1881 | Hampton, N.B...... | Wheels-A roues | 0 | 3 | 34 | 43 |  | dward A. Todd, Hamp- |
|  | Novelty | Port | 1 | Be |  | 0 | 167 | 55 | 65 |  | ton, N.B B ${ }^{\text {a }}$ |
| $\stackrel{\rightharpoonup}{む}^{100,403}$ | Nymoca | Hamilton | 1892 | Hami | Screw-A hélice |  | 110 | 47 | 24 |  | $\begin{aligned} & \text { geo, Ont. } \\ & \text { Muskoka, Bearm, Alport, } \\ & \text { Muskent. } \end{aligned}$ |
| 80,713 | Oak Bay | New Carlisle | 18 | Oak Bay, | Wheels-A roues. . | 680 | 166 | 40 |  |  | D. Sowerb |
| 88,633 | 0 | Catha |  | St. Catharines, Ont. | S |  | 233 | 117 | 684 |  | Wentworth Nav. Co., |
| 94,914 | Ocean L | Saugeen | 887 | Port Elgin | " |  | 70 | 30 | 3 |  | Tward Brooks, Red |
| 100,945 | Od | lling |  | Collingw |  |  | 80 | 76 | 12 |  | Bay, Ont. |
| 78,004 | Ogema | Winnipeg |  |  |  | 836 | 159 | 54 | $62$ |  | Midland, Ont. Winni- <br> peg, Man. |
| 107,1 | Ogil | Vancouver...... | 1898 |  | Wheels-A roues | 1468 | 30 | 46 | 742 |  | ${ }^{\text {pegndian Pacific Ry.Co., }}$ |
| 103,043 | Okmiawkiawa | Ottawa | $1893$ | North Bay, | Screw-A hélice | 80 | 91 | 40 | 13 |  | Montrea, , , ${ }^{\text {Ree. }}$ Reynolds, North Bay, |
| $107,160$ | Old P | Vancouver. |  | Vancouver, B.C..... |  |  | 85 |  | 9 |  | A.J. Mangold, London, |
| 100,043 | Olga | ckvill |  | Brockville, |  | 330 | 85 | 40 | 5 |  | B. Comstock, Brock- |
| 71,084 |  | Ottawa. |  | Smith's Falls, Ont. . . |  |  |  |  |  |  | The Ottawa Forwarding <br> Co., Ottawa, Ont. |

Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

|  |  | Port of Registry. |  | Where Built |  |  | Register mension mension |  | Tonn | nage | Owner, or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N | d'enregistrement. | $\begin{aligned} & \text { © } \\ & 1 \\ & 1 \\ & 0 \\ & 0 \end{aligned}$ | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateur gerant silly en a plus d'un, et adiesse. | Où classé. |
|  |  |  |  |  |  | Ft. 10th ${ }_{\text {s }}$ | Ft. 10ths | Ft. 1uths |  |  |  |  |
| 103,433 | Olive. | Ottawa......... | 1895 | North Bay, Ont.... | Screw-A hélice |  | 60 | 30 | 2 |  | G. W. Leach, North |  |
| $\stackrel{\text { a }}{ } 107,106$ | Olive | Victoria | 1896 | Victoria, B.C. | " | 290 | 92 | 32 | 6 |  | S. Way, Buckman, Vic- |  |
| 107,514 | Olive May | " ........ | 1898 | Bennett, B.C.. . . | Wheels-A roues. | 600 | 167 | 50 | 85 |  | A. S. Kerry, Linderman, |  |
| 83,037 | Ometa. | Belleville....... | 1880 | Brockville, Ont.. | Screw-A hélice | 480 | 95 | 34 | 19 |  | W. L. L. Hogg, Montreal, |  |
| 92,382 | Onaganoh | Kingston | 1887 | Kingston, Ont | " | 472 | 100 | 39 | 19 |  | H. Fraser, Port Cock- |  |
| 103,850 | Onanamichie. | Ottawa........ | 1896 | Ottawa, Ont. |  | 239 | 58 | 24 | 1 |  | burn, Ont. <br> E. A. Parsons, et al, |  |
|  |  |  |  | Otawa, Ont....... |  | 120 | 58 | 24 |  |  | Ottawa, Ont. |  |
| 88,623 | Onaping | Windsor, Ont... | 1870 | Saginaw South, U.S. | " | 1200 | 190 | 76 | 256 |  | John Charlton, Lyne- |  |
| 90,562 | Ongiara | Toronto | 1885 | Toronto, Ont. . . . . . |  | 905 | 184 | 54 | 98 |  | The Niagara Navigation |  |
| 83,371 | Ontario. |  | 1881 | Walker's Point, Ont. | " $\ldots$. | 435 | 84 | 38 | 11 |  | Co., Toronto, Ont. <br> R. Walker, Township of |  |
| 71,211 | Ontario. | Sarnia | 1874 | Chatham, Ont ..... | " $\quad .$. | 1810 | 350 | 122 | 1338 | 910 | Wood, Ont. ${ }_{\text {Worth-west Transport }}$ |  |
| 94,885 | Ontario. . . . . . . . | Montreal. . ..... | 1890 | Owen Sound, Ont. | Wheels-A roues. | 2970 | 413 | 149 |  |  | Co., Sarnia, Ont. Henry Beatty, Toronto, |  |
|  |  | Montral.. ..... |  |  |  | 030 | 12 |  |  |  | Ont. |  |
|  | Ontario..... | Hamilton....... | 1870 | Hamilton, Ont. | Screw-A hélice ... | 635 | 120 | 60 |  |  | J. W.Steinhoff, Wallaceburg, Ont. |  |
|  | Ontario. | Port Hope. . . . . | $1868$ | Lindsay, Ont........ | Wheels-A roues. | 580 | 150 | 43 | 80 |  | J. Thurston, Lindsav, |  |
| 107,101 | On Time | Victoria........ | 1896 | Ballard, U.S........ | Screw-A hélice ... | 380 | 100 | 44 | 11 |  | Ont. <br> L. Keckham, Vancouver, |  |

## Marine and Fisheries-List of Shipping.


Listr alpabeetiquer des vapeurs canadiens inscrits sur les registres，etc．－Suite．

| ¢ ¢ |  | Yort of Registry． |  |  |  |  | Registe mensio mensio |  | Ton | nage | Owner <br> or Managing Owner，if more than one，and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | $\begin{aligned} & \text { 若 } \\ & 0 \\ & ! \\ & \text { 总 } \end{aligned}$ | Lieu de construction． | Mode de propulsion． |  |  |  | 空号邑 |  | Armateur ou armateur－ gerant，sil y en a plus d＇un，et adresse． | classé |
|  |  |  |  |  |  | 10ths |  |  |  |  |  |  |
| 94，684 | P．M．Campbell．．． | Collingwood．． | 1889 | Collingwood，Ont．． | rew－－A helice | 720 | 140 | 74 | 49 |  | Collins＇Inlet Lamber |  |
| 92，286 | P．S．Husdart | Owen Sound | 1887 | Owen Sound，Ont ．． | ＂ | 660 | 160 | 62 | 45 |  | Wm．Kough，Owen |  |
| 83，444 | Pacific Slope | Victoria． | 1882 | Victoria，B．C． | Stern wheel－A roues | 920 | 227 | 83 | 81 |  | Jno．Trutch，Yale，B．C． |  |
| 103，641 | Parthia | Kingston． |  | Garden Island，Ont．． | W | 126 | 383 | 71 | 198 |  | The Calvin Co．，Ltd．， |  |
| 103，641 |  | Kingston．．．．． |  | Garden Island，Ont．． |  |  | 250 |  | 1034 |  | Garden Island，Ont． |  |
|  | Passport |  |  | Kingston，Ont |  |  |  |  |  |  | posit Co．，Montreal， |  |
| 100，234 | Pasti | Halifax | 885 | Halifax，N．S． | Screw－A hélice | 697 | 203 | 65 | 68 |  | L．Hefler，Halifax，N．S． |  |
| 74，275 | Patrick Murphy | Quebec． |  | Qu＋bec， |  | 356 | 93 | 35 | 10 |  | Martin Phillips； ， $\mathbf{t c}$ ．Co－ lombe de Sillery，Que． |  |
| 69，595 | Paul Smith．． | Montrea |  |  | Wheels－A roues． | 1182 | 234 | 68 | 293 | 161 | Adirondack \＆St．Law－ rence Rapid Transit Line（Limited）． |  |
| 94，802 | Pearl． | New Westmin | 1884 | Seattle，U．S |  |  |  | 34 | 75 |  | John H．Low，Vancou－ ver，B．C． |  |
| 83，420 | Pearl | ster | 1885 | Peterboro＇，Ont | Screw－A hélice | 300 | 75 | 22 |  |  | H．Calcutt，Peterboro＇， Ont． |  |
| 97，282 | $P$ | Sydney | 1884 | Athens，U．S． |  |  |  | 60 | 94 |  | W．Crowe，Sydney，C．B． Que． |  |
| 85，314 | Pearless． | New Westmin－ ster． |  | Kamloops，B．C ．．．． | Wheels－d roues． | 1330 | 255 | 50 |  |  | Mara \＆Wilson，Kam－ loops，B．C． |  |
| 103，434 | Pembr | Ottawa．．．．．．．．． |  | Pembroke，Ont ．．． | ， | 1045 | 282 | 66 | 194 |  | The Upper Ottawa Imp． Co．，Ottawa，Ont． |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping


Alphabetioal List of Canadian Registe: ed Steam Vessels on Registry Books, \&c.-Continued.

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## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continuel.


## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| نِّ | Name of Ship. | Port of Registry. | 苍 | Where Built, | How Propelled. |  |  |  | Ton | nage | Owner <br> or Managing Owner, if more than one, and | Where classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | $\begin{aligned} & \text { ort d'enregis- } \\ & \text { trement. } \end{aligned}$ | ( | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armareur on armateurgérant, s'il $y$ en a plus d'un, et ardresse. | Oì̀ cla |
|  |  |  |  |  |  | Oths |  | t. 10ths |  |  |  |  |
| $\underset{\sim}{\sim} 107,251$ | Roy. $\qquad$ <br> Royal City | $\begin{aligned} & \text { Toronto ......... } \\ & \text { New Westmin- } \\ & \text { ster. } \end{aligned}$ | $1898$ | Victoria Harbour, Ont. Langley, B.C | Wheels-A roues. <br> Screw-A hélice. | $\begin{aligned} & 310 \\ & 991 \end{aligned}$ | $\begin{array}{r} 87 \\ 177 \end{array}$ | $\left\|\begin{array}{l} 37 \\ 46 \end{array}\right\|$ | ${ }^{6}$ |  | A. Gropp, Penetan guishene, Ont. |  |
|  | Royal City ...... |  | 1898 |  |  |  |  |  | 200 |  |  |  |
| 88,562 | Ruby. |  | 1879 | Garden Island, Ont. | "... | 234 | 56 | 25 | 2 |  | Chas. Stewart, Jannsdowne, Ont. |  |
| 77,702 | Ruby. | Brockville | 1878 | Brockville, Ont ..... | "... | 700 | 150 | 50 | 72 |  | John Eilison, Port Stan- |  |
| 75,660 | Rupert. | Quebec | 1877 | Quebec, Que. | Wheels-A roues | 1470 | 255 | 104 | 512 |  | W. E. Cornell, 'Toronto, |  |
| 103,848 | Russell | Ottawa. | 1896 | Ruckland, Ont | Screw-A hélice | 798 | 170 | 70 | 76 |  | Thos. Graham, Rock- |  |
| 97,139 | Rustler. . . ...... | Chatham, N.B.. | 1891 | Newcastle, N.B. | Wheels-A roues.... | 974 | 206 | 46 | 102 | 64 Joseph A. Russell, Vancouver, B.C. |  |  |
| 88,364 | Samich.......... | Victoria....... | 1882 | Victoria, B.C | Stern wheel--A roues | 820 | 170 | 41 | 66 | 35 M. D. McLennan, Victoria, B.C. |  |  |
| 100,497 | Sadie. ........... |  | 1892 |  |  | 680 | 148 | 74 | 49 | $20$ | T. F. Sinclair, Victoria, |  |
| 69,524 | Saginaw. | Muntreal |  | Port Huron, Ont... | " $\quad$. | 1420 | 255 | 104 | 356 |  | The Isaac Watt Wreck ing Co.,Itd., Windsor, |  |
|  |  |  |  |  |  |  |  |  |  |  | Ont., |  |
| 100, |  |  |  |  |  |  | 284 |  | 992 |  | The Montreal Safe Depo- sit Co., Montreal, Que. |  |

## Marine and Fisheries-List of Shipping.

| 85,691 | St. Andrew. |  |  | Cha | $\mid S_{c}$ |  |  |  | $77$ | $52 \mid$ J. B. Snowball,Chatham, N.B. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 90,694 | St. Andrew. . | Owen Sound | 188 | St. Catharines, Ont. . |  | 1576 | 279 | $124$ | 1113 | 722 J. Waldie, Torontr, Ont. |
| 71,636 | Ste. Anne | Montreal. |  | Montreal, Que. | " .. | 720 | 120 | 56 | 25 | 18 E. A. Hodgon, Hudson, |
| 100,716 | Ste. |  |  | Sorel, | " . | 441 | 94 | 30 | 14 | 10 F. ${ }_{\text {Que. }}^{\text {H. }}$ Crepeau, Sorel, |
| 100,862 | Ste. | " .......... | 1893 | Ste. Anne | heels-A roues | 480 | 116 | 46 | 18 | 11 E. Gagnon, Ste. Anne, |
| 107,246 | St. | New Westmin- ster. | 1898 | New Westminster, B.C. | Screw-A hélice.. | 780 | 170 | 70 | 68 | ff G. H. French, M.O., New Westminster, B C |
| 61,167 | Sainte Cathari | Quebec. | 1870 | Buffalo, U.S......... | $11$ | 370 | 90 | 49 | 12 | 8 F. Mercier, Beauport, Que. |
| 75,637 | St. Clair | St. | 1867 | Algomac, Mich., U.S | " | 410 | 130 | 39 | 17 | 11 David Foster, Port Burwell, Ont. |
| 80,731 | Ste | $Q_{1}$ | 1880 | St. Nicholas, Que. | Wheels-A rones. . . | 1251 | 260 | 86 | 506 |  |
| 71,620 | St. Francis | Montre | 1875 | Montrea | Screw-A hélice | 800 | 177 | 78 | 55 | 37 The Department of Public Works, Ottawa. |
| 90,538 | St. |  | 1886 | So |  | 615 | 123 | 60 | 20 | 14 F. B. McNamee, Montreal, Que. |
| 88,317 | St. Georg | $\mathrm{Qu}$ | 1885 | Q | " .. | 370 | 100 | 40 | 13 | ilbrot Jalbert, Quebec, Que. |
| $\propto_{<}^{100,600}$ | St. Georg | $\mathbf{M}$ | 1892 | M | " | 771 | 155 | 76 | 68 | 29 Dickson Anderion, Montreal, Que. |
| 103,937 | St. | Chatham | 1897 | C | Wheels-A rones | 1146 | 251 | 123 | 278 | 175-J. B.Snowball,Chatham, N.B. |
| 103,2: | St. |  | 1895 | C | " ... | 96 | 231 | 55 | 142 | 89 J. B.Snowball, Chatham, |
| 74,209 | St. James . ........ | Montre | 1875 | M | - ${ }^{\text {d }}$ hélice | 760 | 170 | 82 | 91 | 54 The Departinent of Public Works, Ottawa,Ont |
| 64,580 | St. | St. John, | 1871 | P |  | 557 | 156 | 81 | 47 | 32 W. B. Dever, Sherbrooke, N.S. |
| 103,371 | St. Joseph. . . . . . . | Winnip | 1893 | Port Chipewyan, N. W.T. | Wheels-A roues | 500 | 128 | 43 | 49 | 33 Emile Grouard, Fort Smith, Athabasca, N.W.T. |
| 88,572 | St. | K | 1885 | Kingston, | Screw-A hélice. | 480 | 86 | 45 | 20 | 4 J. H. Davis, Gananoque, |
| 103,942 | St. | Chatham, N.B. | 1898 | C | ues | 352 | 180 | 40 | 56 | J. B.Snowball, Chatham, N.B. |
| $71,716$ | St. | Halifax. .... ... | 1875 | Renfrew. G.B. . . | Screw-A hélice ... | $1691$ | 300 | 133 | 467 | 290 Alderic Ouimet, Ottawa, |
| 66,057 | St. I | Quebec. |  | Bath, Maine, U.S. | Wheels-A roues. . | 2110 | 280 | 188 | 869 | 469 The Richelieu and Ont. Nav. Co., Montreal, Que. |
| 88,326 | St. Lawrence | Chatham, N.B |  | Queb | rew--A hélice |  |  |  |  | $11 \begin{aligned} & \text { Thos. M. Burns, Bath- } \\ & \text { urst, N.B. }\end{aligned}$ |
| 80,942 | St. Louis. |  |  | Chatham, N.B...... |  | 400 | 82 | 32 | 5 | $3 \mid$ K. F. Burns, Bathurst, $\mid$ |



## Marine and Fisheries-List of Shipping.

| 107,073 | ${ }^{\text {San }}$ Ju | ${ }^{\text {Vic }}$ |  | Fore | helic | ine |  |  |  | 47 |  |  | $\operatorname{ming}_{\mathrm{C}_{6}} \text { Co., }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 103,888 | S | Ot | 1897 | Goderich, Ont | " |  |  | 24 | 165 | 75 | 56 |  | 38 W . Hotorilan and S. H . |
| 1 | S | Vancouver ..... | 1898 | Roweberry, B.C. | " |  | . 76 | 60 | 169 | 62 | 97 |  | dian Pacifich l . Co o, |
| $9+, 888$ | Sandy | M | 1887 | Summerstown, Ont. |  |  |  | 10 | 100 | 58 | 30 |  | Hugh F. Cummings, |
|  |  |  | 1862 | Montreal, que | " |  |  |  | $22+$ | 66 | 121 |  | Kingston and Montreal |
|  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{\text {Forwarding Co., King- }}$ |
| 103,2 | Sarah Agne | Ottawa......... | 189 | Carreton Place, Ont. | " |  |  | 25 | 63 | 72 |  |  | Isaech Hunter, Kippewa, |
| 77,627 | Sarah D | King | 1869 | Buff | " |  |  | 49 | 133 | 56 | 25 |  | 17 John Jesmer, sr, Corn- |
| $11 \mathrm{~s}$ | Sarah E. Daly | Gode | 1872 |  | " |  |  | 350 | 68 | 33 |  |  | 4 W. |
| 90,575 | S | Toronto ........ | 1888 | Racine | " |  |  | 256 | 51 | 18 |  |  | Henry S. Osler, Toronto, |
| 96,734 | S | Chatham, | . 189 | Douglastown, N.B. | " |  |  | 510 | 114 | 54 |  |  | s. |
| ,81 | s | Kingston .... |  | Owen Sound, O | " |  |  | 20 | 292 | 126 | 833 |  | 71 Collins Bay Leafting Co., |
| 88,380 | S | Va | 1885 | Victoria |  |  |  | 80 | 120 | 56 |  |  |  |
| © 92,305 | S | Collin | 1887 | Meaford, Ont | * |  |  | 40 | 166 | 80 | 93 |  | Frank S. veott, Colling- |
| 71,098 | Sax | Belleville .... | 1881 | Picton, On | " |  |  | 96 | 235 | 85 | 181 |  | 123 J . Vanalstine, Picton, |
|  | Scinti | Toron | 1884 | Pickering, Ont. | " |  |  |  | 78 | 27 |  |  | 3 W. ${ }^{\text {Ont. }}$ Parke, Township |
| 96,818 | Scotch | Sault Ste. Marie |  | Little Current, Ont. | " |  |  | 86 | 123 | 46 | 17 |  |  |
| 85,437 | Scoi | W |  | Hantsport, N.S | " |  |  | 30 | 153 | 75 | $42$ |  | 28 E. ${ }_{\text {rent }}^{\text {churchill }}$ \& Sons, |
| 71,073 | S | Amberstbur | 1875 | England |  |  |  | 45 | 100 | 49 |  |  |  |
|  | Su | Port Hop | 1850 | Bridgenorth, Ont | Wheels-A rou |  |  | 0 | 135 | 39 | 60 |  | th, |
| 03,207 |  | Hali | 1890 | Liverpool, N.S | - A helic |  |  |  | 166 | 68 |  |  | 28 Johnt. H . Sutis, Sber- |
| 80,516 | Sea Flow | To |  | Tor | " |  |  | 32 | 90 | 40 |  |  | 5 5 John Mck S. Stevenson, |
| 96,87 | Sea Gul: | Goderich |  | Goderich, Ont | " |  |  | 40 | 121 | 46 | 19 |  | Godericb, |
| 51,682 | Sea Gull |  |  | Marine, U.s. |  |  |  |  | 140 | 52 | 51 |  | e. |
| 100,941 |  | Collingw |  | Port Severn, On |  |  |  | 20 | 89 | 40 | 9 |  | On, Port Severn, |
| , 924 |  | Otta |  | Ottawa, Ont...... |  |  |  |  | 74 | 40 |  |  | 2 T . Eli il Boult, Hull, Que. |

Alphabetical List of Canadian Registered Steam Vessels on Registry Books，\＆c．－Continued．

| 出 |  | Port of Registry． | 苞 | Where Buit |  |  | Registe mensio mensio |  | Tonn | nage | Owner， or Managing Owner，if more than one，and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． |  | Iieu de construction． | Mode de propulsion． |  |  |  | 罤运 |  | $\therefore$ irmateur ou armateur－ gérant，s＇il y en a plus d＇un，et adresse． | Oil classé． |
|  |  |  |  |  |  | Pt．10thas | Ft．10ths |  |  |  |  |  |
| 66，960 | Sea King | St．John，N． 3. | 1862 | East Haddow，U．S．． | Screw－A hélice | 880 |  | 55 | 129 |  | A．Tapley，St．John， N．B． |  |
| 96，874 | Sea King | Goderich | 1892 | Goderich，Ont．． | ＂ | 580 | 136 | 52 | 26 |  | Jas．Clark，Goderich， Ont． |  |
| 103，158 | Sea Lion | Vancouver | 1896 | Vancouver，B．C．．． | ＂ | 262 | 78 | 39 | 6 |  | H．Murray，Vancouver． |  |
| 100，230 | Sea Mew | Halifax | 1886 | Halifax，N．S．．．．．．． | ＂$\quad$ ．．． | 29） 6 | 66 | 28 | 2 |  | David McPherson，Hali－ |  |
| 96，875 | Sea Queen | Goderich． | 1892 | Goderich， 0 | ＂．．．． | 520 | 121 | 46 | 18 |  | Jas．Clark，Goderich， |  |
| 96，878 | Sea Shell．． | ＂ | 1894 | Kincardine，Ont ．．． | ＂ | 367 | 97 | 35 | 7 |  | D．Campbell，Port Elgin， |  |
| 100，404 | Secret． | Hamilton | 1897 | Hamilton，Ont | ＂．． | 550 | 83 | 36 | 9 |  | Ont． <br> J．B．Fairgrieve，Hamil－ |  |
| 107，095 | Selkirk． | Victoria．． | 1898 | Victoria，B．C | ＂ | 956 | 240 | 70 | 142 | 86 | Wm．Grant，Victoria， |  |
| 103，299 | Selkirk． | New Westmin－ ster． | 1895 | Kamloops，B．C．．． | Stern wheel－A roues | 620 | 112 | 30 | 58 | 37 | H．F．Forster，Kam－ loops，B．C． |  |
| 94，763 | Seguin | Owen Sound ．．． | 1890 | Owen Sound，Ont．．． | Screw－A hélice | 2070 | 342 | 130 | 818 |  | B．Miller，Parry |  |
| 80，902 | Senator． | Vancouver．．．．．． | 1880 | New Westminster， B．C． | " | 515 | 120 | 45 | 28 |  | Sound，Ont． <br> G．T．Legg，Vancouver， B．C． |  |
| 73，017 | Sensation | Quebec ． | 1873 | Buffalo，U．S ．．．．．．． | ＂$\quad$. |  | 102 | 44 | 15 |  | The Minister of Public Works，Ottawa，Ont． |  |
| 85，495 | Severn | Collingwood．．．． | 1883 | W ：ubaushene，Ont．． | ．．．． | 636 | 155 | 74 |  |  | Victoria Harbour L．Co．， Toronto，Ont． |  |
| 72，984 | Sewell． | Wallaceburg．．． | 1875 | Wallaceburg，Ont．．． |  |  | 110 | 50 | 25 |  | $\begin{aligned} & \text { Jas. O'Leary, Port } \\ & \text { Lambton, Ont. } \end{aligned}$ |  |

## Marine and Fisheries-List of Shipping.


Alpeabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

Alpiabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| 家 |  | Port of Registry. | \# | What But |  |  | Registe mensio mensio |  | Tonn | nage | Owner, <br> or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | $\begin{aligned} & \text { net denregi } \\ & \text { trement. } \end{aligned}$ |  | Lieu de construction. | Mude de propulsion. |  |  |  |  |  | Armateur oll armateurgérant, s'il y en a plus d'un, et adresse. |  |
| 100,699 |  | Picton, N.S ... <br> Guebue Gue | 1895 | Trenton, N.S....... | Screw-A hélice |  | Uths | $\left.\begin{array}{\|c\|} \mid P t .10 t h x \\ 44 \end{array} \right\rvert\,$ |  | 4 A. McCann, Wallace, N.S. |  |  |
|  |  |  |  |  |  |  | 76 | $\left.\begin{array}{\|r\|} 44 \\ 38 \end{array} \right\rvert\,$ |  |  |  |  |
| 80,759 | Star of the St |  | 1878 | Quebec, Que ....... |  | 31.9 | 97 91 | $\left\|\begin{array}{r} 38 \\ 62 \end{array}\right\|$ |  |  | 5 Jos. Fluet, Montreal, Que. |  |
| 94,979 | Startled F | Toronto ....... | 1890 | Toronto, Ont. | " | 600 | 91 | $\begin{gathered} 62 \\ 50 \end{gathered}$ | 25 | $17$ | Eva Preston, ct al., To ronto, Ont. |  |
| 90,804 | Stella | N. Westminster. | 1886 | New Westminster, | " | 488 |  | $50$ | 16 | 13 B. C. Mills Timber and Trading Co., Vancouver, B.C. |  |  |
| 83,388 | St | Toronto | 1879 | Kingston, 0 | " .... | 240 | 82 |  |  | ${ }^{6} \cdot \mathrm{~A}$ | Archibald Tate, Penetanguishene, Ont. |  |
|  |  |  |  |  |  | 40 |  | 5 | 9 |  |  |  |
| 97,116 | Stella | lingwo |  | Collingwood, | " |  | 100 |  | 16 |  | John La Pointe, Spanish Station, Ont. |  |
| 94,883 | Stella | Montreal | 1888 | New York, U.S... | " | $320$ | 72 | 38 | 7 | treal, Que. <br> 5 Maurice Perrault, Mon- |  |  |
| 103,685 | Stilletto | Toronto |  | Victoria Harbour, Ont. | " | 365 | 85 | 34 | 14 | $10 \left\lvert\, \begin{aligned} & \text { C. J. Swartman, Wau- } \\ & \text { baushene, Ont. } \\ & \text { b Buan } \end{aligned}\right.$ |  |  |
| 88,688 | Storm King | Chatham, N.B.. | 1885 | Portland, N.B... | " | 834 | 202 | 92 | 108 | 73 P. Glazier, Lincoln, N.B. |  |  |
| 75,694 | Stormy Petrel | Quebe |  | bec, Que | " | 342 | 103 | 3232 | 11 | 8 Léon Arel, Quebec, Que. |  |  |
| 77,916 |  | Port Hope | 880 | Lindsay, Ont. | Wheels-A roues. | 600 | 125 |  | $2 x$ | 17 F. Crandell, Lindsay, Ont. |  |  |
| 103, 578 | Stranger | Montreal. | 72 | Hammonds, U.S. | Screw-A hélice |  |  | 32 40 | 70 |  | 46 E. Lalonde, Valleyfield, Que. |  |
| 103,304 |  | N. Wentminster. | 1895 |  | " |  | 106 |  |  |  |  |  |
| 107,146 | Stratheona. | $V$ ancouver | 1898 | Vancouver, B.C. | Wheels-A rones. | 1424 | 300 | 40 | 596 |  |  |  |

## Marine and Fisheries－List of Shipping．

3＇J．F．Caldwell，Winni－
 ${ }_{2}$ H．Armstrong，Portage 26 J．la Prairie，Man．M．M． 71 John Waldie，Toronto， 10 Davis Sayward Saw－mill \＆Lumber Co．，Vic－ 11 W．W．Holden，Gore 13 NewWestminster，B．C． 182 Corporation of City or
N．Westminster，B．C．
18 J．Granley，Collingwood， 4 Chas．Goodyer，Sutton，

 $25 \begin{aligned} & \text { Robert Draney，Nanai－} \\ & \text { no，B．C．}\end{aligned}$ 8 New Vancouver Coal mo，B．C． 9 Charles Martin，Port 3 N．A．\＆G．J．Foubert， 48 T．Haveland，Chatham， 18 W．S．Shaw，Brace－ 28 Samuel J．McCoppin，
Port Colborne，Ont．
 シ

| $\bigcirc$ | $\cdots$ | $\underset{\sim}{\sim}$ | $\stackrel{\infty}{\sim}$ | $\bigcirc$ | － | $\stackrel{-}{7}$ | H | $0$ | $8$ | $0$ | $\because$ | － | 10 | $\begin{aligned} & \infty \\ & \infty \end{aligned}$ | $\oplus$ | $\stackrel{\infty}{+}$ | $\infty$ | $20$ | $\bigcirc$ | $\stackrel{\sim}{\sim}$ | 20 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\cdots$ | $\infty$ | $\sigma$ | － | $\infty$ | 0 | $\bigcirc$ | － | $\bigcirc$ | － | $\cdots$ | $\cdots$ | 5 | $\infty$ | 10 | 0 | － | 20 | $\neg$ | － | $\square$ | ค |
| $\bigcirc$ | $\cdots$ | 15 | $\stackrel{\square}{\sim}$ | $\stackrel{\infty}{\sim}$ | $\cdots$ | ํ | 0 | \＄ | O | $\infty$ | $\infty$ | $\bigcirc$ | n | $\infty$ | 익 | $\sigma$ | 1－ | ํ | F | $\stackrel{19}{19}$ | 29 |
| $\bigcirc$ | $\bullet$ | 10 | $\bigcirc$ | $\bigcirc$ | $\cdots$ | $\infty$ | $\bigcirc$ | － | 0 | $\cdots$ | $\bigcirc$ | $\bigcirc$ | $\infty$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\cdots$ | ＋ | $\bigcirc$ | $\bigcirc$ | $\triangle$ |
| ¢ | － | 欠 | 3 | \＆ | $\bar{m}$ | 桨 | \％ | \％ | 3 | の | セ | \％ | 4 | F | \％ | 9 | 6 | 8 | 4 | \％ | 5 |


$\frac{1}{4}========$Screw－A hélice
 Port Burwell ．．． 1895 Port Burwell，Ont ．． Collingwood．．．．． 1889 Waubaushene，Ont． Ottawa．．．．．．．． 1892 Papineauville，Que． $188 \pm$ Chatham，N．13．． 1867 Buffalo，U．S 1892 Charlottetown，P．E．I
Winnipeg．．


97，102 Sw：un．．．．．．．．

94，685 Swect Mary | 94，685 | Sweet Mary |
| ---: | ---: |
| － |  |

 100，769 Sylvester ．． 51，689 $\begin{gathered}\text { Sylvester } \\ \text { land．}\end{gathered}$
97，062 T．A．Stewart
Alphabetical List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| نٌige |  | Port of Registry. | 安 | Where Built. |  |  | Regirte mensio niensio |  | Tonn |  | Owner, <br> or Managing Owner, if more than one, and | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port denregis- trement. | $\begin{aligned} & \text { É } \\ & 0 \\ & \text { d } \\ & \text { مै } \end{aligned}$ | Lien de construction. | Mode de propulvion. |  |  |  |  |  | Armatnur ou armateurgérant, s'il y en a plus d'un, et alresse. | classé. |
|  |  |  |  |  |  | 101 | t. othe | t. Iotus |  |  |  |  |
| $72,720$ | T. H. Naemith... | St. Catharines | 1874 | Buffalo, UT.S | Screw-A hellice |  |  |  | 49 |  | Sincennes - McNaughton Line, Montreal, Que. |  |
| $=90,528$ | T. J. Collop | Chatham, Ont.. | 1894 | Mitchell's Pay, Ont. | Wheels-A rouse. | 586 | 170 | 46 |  |  | J. W. Taylor, Wallace. |  |
| $\pm 100,416$ | T. Orborne.. | Ottawa | 1893 | Hull, Que | Screw-A hélice | 528 | 135 | 53 | 2. |  | T. Osborne, Hull, Que. |  |
| 100,052 | Tangent | St. John, N.B . |  | N.B. <br> Hampton, King's Co. | " | 553 | 161 | 39 | 36 |  | The G. \& G. Flewelling M. Co. Ltd., Hamp |  |
| 80,174 | Tecumseh | mia |  | Chatham, Ont | " | 2000 | 299 | 132 | 840 |  | ton, M. N.B. ${ }^{\text {a }}$, |  |
|  |  |  |  |  |  |  |  |  |  |  | Ont. |  |
| 103,691 | 'Tecumseh | Sault Ste. Marie. |  | Providence Bay, Ont. | " |  | 0 | 34 |  |  | W. J. Berry, Providence Bay, Ont. |  |
| 95,929 |  | Victoria ... . .. |  | Thomaby - on - Tees, | " |  |  | 108 | 569 |  | Canadian Pacific Nav. Co., Ltd., Victoria, B.C |  |
| $85,497$ | Telegram .. | Collingwood. | 1885 | Collingwood, Ont . . |  | $1080$ | 210 | 90 |  |  | J. Ganley, Sault Ste. Marie, Ont. |  |
| $9+, 910$ | Telephone | N. Westminster. | 1890 | New Westminster. B.C. | Wheels-A rones | 700 | 140 | 40 |  |  | D. J. Munn, New West- |  |
| 107,385 | Temiscamingue.. | Ottawa. |  | Temiscamingue, Que. |  |  | 22 5 | 65 |  |  | L. Lacouture, Montreal, |  |
| 103,357 | Temiscouata | Quebec | 1892 | Kiv. du Loup, Que. | Screw-A helice | $402$ | 84 | 3 s |  |  | J. S.Thom, Quebec. Que. |  |
| 78,025 | Tender. | Toronto | 1880 | Muskoka Mills, Ont. | - |  | 129 | 63 | 31 |  | Wm. White, Midland, |  |
| $87,180$ | Tepic. | uver |  | Blackwall, G.B |  | 701 | 163 | 82 | 71 |  | F. E. Evans, Vancouver, |  |
| 96,847 | Tepikan. | Sarnia |  | Sarnia, Ont......... |  | 550 |  | 60 |  |  | P. Jones, Sarnia, Ont. |  |

## Marine and Fisheries-List of Shipping



Alpiabetioal List of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

|  |  |  | تُّ: |  |  |  | Registe nensio mensio |  | Tonna |  | Owner, <br> or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'onregis- trement. |  | Lieu de construction. | Mode de propulsion. | $\qquad$ |  |  |  |  | Armateur ou armateur gérant, s'il y en a plus d'un, et adresse | Où class |
|  |  |  |  |  |  | Pt. 10 hs |  | Pt. 100 |  |  |  |  |
| 72,967 |  | Picton, Ont |  | Wolfe Island, Ont... | Screw-A hélice | ${ }^{94} 4$ | 170 |  |  |  | W. B. Cooper, Picton. |  |
| ${ }_{\infty} 100,927$ | Varuna | Ot | 1891 | Carleton Place, Ont. | " | 230 | 50 | 24 | 1 |  | Geo. P. Spittal, Ottawa, |  |
| 85,578 | Vega | Toronto | 1884 | Kingston, Ont. | " | 370 | 66 | 35 | 7 |  | J. K. Maedonald, To- |  |
| 82,299 | Vega | Sydney |  | Lévis, Que | " |  |  |  | 132 |  | John A. Young, Sydney. N.S. |  |
| 96,906 | Ventura. | Kingston . |  | Kingeton, Ont ... | " | 355 | 75 | 28 | 7 |  | O. McBean, Dresden, Ont. |  |
| 107,449 | Vera. | Vancouver |  | Birkenhead, G.B. | " |  |  |  | 6 |  | T. S. Edwards, Liverpool, C.B. |  |
| 94,913 | Verbena May | Saugeen.. | 1888 | Saugeen, Ont.. | " | 380 | 120 | 46 | 16 |  | $\begin{aligned} & \text { Richard Gawley, Mar, } \\ & \text { Ont. } \end{aligned}$ |  |
| 80,937 | Vergey. | Hamilton...... | 888 | Picton, Ont. | " | 540 | 90 | 35 |  |  | Thos. H. Lawry, Hamilton, Ont. |  |
| 103,689 | Verva. | Toronto ........ | 1898 | Wahnapitae, Ont.. | " | $660$ | $152$ | 69 |  |  | John Waldie, Toronto, Ont. |  |
| 90,796 | Vesper.......... | Victoria. | 1887 | Victoria, B.C.. | " | 270 | 64 | 29 | 6 |  | Henry L. Mahon, Saltapring Islä̈d B.C. |  |
| 88,236 | Vesper.. ..... | Brockville | 887 | Brock ville, Ont. | " | $307$ | 62 | 26 |  |  | Ont. <br> T. Gibbard, Napanee, |  |
| 100,405 | Vesta | Hamilton . . . . | 1898 | Hamilton, Ont | " | 280 | 75 | 36 | 3 |  | J. H. Weir, Hamilton, |  |
| 85,366 | Vesta | Ottawa......... |  | Ottawa, Ont....... | " | 450 | 84 | 83 |  |  | H. F. \& E. H. Bronson, |  |
| 90,525 | Vic | Chatham, Ont... | 1890 | Chatham, Ont .... |  | 400 | 100 | 50 | 13 |  | V. Rubinson, Chatham, Ont. |  |

## Marine and Fisheries-List of Shipping.



Marine and Fisheries-List of Shipping.
Liste alphabétique des vapeurs canadiens inscrits sur les registres, etc.-Suite.


$$
\begin{array}{|l|l|l|l|l|}
\hline 420 & 124 & 50 & 14 & \text { 10 G. E. Brooks, Wiarton, } \\
\text { Out. }
\end{array}
$$

$$
3 \text { T. Faton, Torunto, Ont. }
$$

2.J. Nicholson, North Syd-

$$
\begin{array}{r|l}
20 & \begin{array}{r}
\text { Charlotte A. Waring, } \\
\text { 2.J. Nicholson, North Syd. } \\
\text { S. }
\end{array}
\end{array}
$$

$$
50 \text { G. }
$$

$$
59 \text { A. B.C. } \mathrm{W} \text {. Hepburn, Picton, }
$$

$$
3 \text { J. H. Dunsford, Lind- }
$$

$$
47 \text { The Waubsuashene Lum- }
$$

$$
47 \left\lvert\, \begin{gathered}
\text { The Waubushene Lum- } \\
\text { ber Co., Waubaushene, }
\end{gathered}\right.
$$

$$
4 \left\lvert\, \begin{array}{l|l|}
\hline \text { Ont. St. Stroud, Milford } \\
\text { Bav, Ont. }
\end{array}\right.
$$

$$
14 \text { D. G. McAulay, South- }
$$

11 Tho. An. Ladner, Canoe

$$
95 \text { merside, P.E.I. } \text { Ottawa Forwarding Co., }
$$

The Muskoka \& Nipis-
sing Navigation Co.,

$$
\begin{aligned}
& \text { Ltd, Ottawa, Ont. } \\
& 17 \\
& \hline \text { G. McKean, St. John, } \\
& \mathbf{9 0} \text { The Muskoka \& Nipis- }
\end{aligned}
$$

 McLachlin Bros., Arn
prior, Ont. prior, On


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Marine and Fisheries-List of Shipping.


Marine and Fisheries-List of Shipping.
Alpiabetioal Isst of Canadian Registered Steam Vessels on Registry Books, \&c.-Continued.

| \%. |  | Port of Registry. |  |  | Sow |  | Registe mensio nensio |  | Tonn |  | Owner <br> or Managing Owner, if more than one, and |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. |  | Lieu de construction. | Mode de propulsion. |  |  |  |  |  | Armateur ou armateurgérant, s'il y on a plus d'un, et addresse. | ù classé |
|  |  |  |  |  |  | Ft. 10ths |  |  |  |  |  |  |
| 69,084 | Winnie. | St. John, N.B. | 1874 | Dartmouth, N.S | Screw-A hélice | 483 | 107 | 48 | 12 |  | B. Cottle, St. Joh |  |
| 94,808 | Winnifred. | Victoria. | 1889 | Victoria, B.C. .... | " ... | 440 | 99 | 42 | 13 |  | O. B. Irving, Va |  |
| 100,938 | Winona | Ottawa | 1893 | Montebello, Ont |  |  |  |  |  |  | Ow, B. M |  |
|  |  |  |  |  | " |  | 84 |  |  |  | bello, Que. |  |
| 100,791 | Worlock. | Vietoria. | 1893 | Victoria, B.C..... | " | 640 | 146 | 70 | 45 |  | C. K. M. Martin, Yoko- |  |
| 107,160 | Wyvern. | Vnncouve | 1898 | Dartmouth, G.B. | " | 450 | 70 | 32 | 8 |  | E. M. Bruce, Liverpool, G.B. |  |
| 92,480 | Yantic | Charlottetown .. | 1888 | Lot 3, P.E.I | " .... |  |  |  |  |  | John R.E.I. Read, Tignish, |  |
| 93,373 | Yarmouth | Yarmouth..... | 1887 | Scotland, G.B. .... |  |  | 352 | 210 | 1451 |  | mouth, N.S. <br> Yarmouth SS. Co., Yar- |  |
| 107,258 | Yellow Kid. | New Westmin- | $1898$ | Linderman, BC..... |  |  | 70 | 40 |  |  | F. Porter, Worsnap, Lake Linderman, B.C. |  |
| 83,455 | Yosemite. | Victoria. |  | San Francisco, California, U.S. | Wheels-A rones. |  | $349$ | 132 |  |  | Can. Pacific Nav. Co. (Ltd.), Victoria, B.C. |  |
| 107,452 | Y ${ }_{\text {rnir }}$ | Vancouver | $1898$ | Nelson, B.C......... | Screw-A hélice |  | 167 | 60 | $70$ |  | C.P.Railway Co., Montreal, Que. |  |
| 75,723 | Yuba. | Yarmouth | 1878 | Yarmouth, N.S..... | " |  | 113 | 40 | 12 |  | F. Payzant, Lockeport, |  |
| 107,098 | Yukoner. | Victoria | -1898 | St. Michaels, U.S.. | Wherls-A roues.... | $1708$ | 320 | 57 | 781 |  | Can. Pacific Nav. Co. (Ltd.), Victoria, B.C. |  |

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline $$
100,650
$$ \& O/Yvonne
$\qquad$ \&  \&  \& Vancouver, B.C.... \& Screw-A hélice .... \& 290 \& 73

118 \& 30
44 \& ${ }^{5}$ \& \& Henry G. Holman, Van couver, B.C. <br>
\hline 88,510 \& Zaidee. \& Sydney . . . . . . . . \& 1884 \& Dartmouth, N.S... \& " .... \& 493 \& 118 \& 44 \& 19 \& 13 \& Wm. Purves, North Sydney, N.S. <br>
\hline 100,041 \& Zeila. \& Brockville \& \& Brockville, Ont...... \& " $\quad$. \& 368 \& 71 \& 37 \& 3 \& \& B. 1b. Stacey, Brockville, Ont. <br>
\hline 92,616 \& Zena....... . . . . . \& Port Arthur .... \& \& Fort William, Ont. . \& " $\ldots$. \& 279 \& 86 \& \& 4 \& \& James Whalen, Port Arthur, Ont. <br>
\hline 88,232 \& Zephy \& Toronto \& \& Brockville, Ont \& " $\quad . .$. \& 520 \& 100 \& \& 19 \& \& Thos. Marks, Port Arthur, Ont. <br>
\hline 88,524 \& Zephyr..... ... \& Hamilton .... \& \& Hamilton, Ont .... \&  \& 270 \& 60 \& \& 3 \& \& C. A. Bogert, Toronto, Ont. <br>
\hline 94,676 \& Zuleika \& \& \& Dartmouth, N.S.... \&  \& \& 85 \& 42 \& 12 \& \& Angus Fraser, Baddeck, N.S. <br>
\hline 75,910 \& Zulu. \& Chatham, N.B. . \& 1879 \& Chatham, N.B ... \& Wheels-A roues.... \& 560 \& 108 \& 46 \& 18 \& 10 \& New Brunswick Trading Co., of London, Eng. <br>
\hline
\end{tabular}

Marine and Fisheries-List of Shipping.

## PART II

## SAILING VESSELS

## PARTIE II

VOILIERS

Marine and Fisheries-List of Shipping.
Alphabetical List of Canadian Registered Sailing Vessels on Registry Books 31st December, 1898.
Listr alphabetique des navires à voiles canadiens inscrits sur les registres le 31 décembre 1898.


Alpiabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabítique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. |  |  | Where Built. <br> Liende construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur nu armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | 2. 10ths | Pt. 10 ths | t. |  |  |  |
| 85,710 | Active | Wallaceburg | Barge | 1887 | Wallaceburg, Ont. . | 840 | 230 | 50 | 64 | R. T. Riddell, Wallaceburg, Ont |  |
| 103,834 | Activ | Quebee. | Schr-Glt |  | St. John, Island | 388 | 12 c | 47 |  | Lachance, jr., St. John, Is |  |
|  |  | Quebec. |  |  | Orleans, Que. |  |  |  |  | Orleans, Que. |  |
| 42,096 | Ada | Digby | " |  | Westport, N.S.... | 490 | 174 | 68 |  | Albert Ingersoll, Grand Manan, N.B. |  |
| 59,250 | Ada | Chatham | " |  | Cambridge, Queen's | 732 | 249 | 67 |  | J. B. Snowball, Chatham, N.B. |  |
| 72,192 | Ada | St. John.. | " |  | Point Lepreaux, St. <br> John Co., N.B. | 434 | 139 | 64 |  | Robert Ferguson, Pisarinco, St. John Co., N.B. |  |
| 92,517 | Ada | St. Andrews | " | 1888 | Campobello, N.B. .... | 260 | 110 | 50 |  | A. B. Philips, jr., Campobello, N.B. |  |
| 80,045 | Ada | Victoria. | " |  | St. John, N.B .... | 725 | 254 | 73 |  | Jos. B.scowitz, Victoria, B.C.. |  |
| 92,748 | Ada | Sackville, N.B | " | . 1896 | Port Elgin, N. B.... | 720 | 242 | 89 |  | Wm. Trenholm, Pt. Elgin, N.B |  |
| 88,381 | Ada L | Windsor, N.S. |  | . 1884 | Kempt, N.S. | 464 | 165 | 69 |  | David C. Hunter, Walton, N.S |  |
| 90,737 | Ada Louise | Port Hawkesbury. | " ... | . 1888 | Port Hawkesbury, N.S. | 605 | 19.9 | 72 |  | Margaret Embree, Port Hawkesbury, N.S. |  |
| 83,086 | Ada M | " | " | $\mid 1882$ |  | 400 | 144 | G 0 |  | Wm. Burke, River Bourgeoise. N.S. |  |
| 52,037 | Adah | Annapolis.. | " | $1865$ | Clements, N.S. | 855 | 245 | 100 |  | W. Y. Foster, Bridgetown, N.S |  |
| 42,012 | Adala | Digby ....... .... | " |  | Digby, N.S. | 363 | 108 | 48 |  | Rachael Snow, Hillsboro, N.B. |  |
| 74,020 | Addie | Halifax............ |  |  | La Have, N.S | 405 | 146 | 56 | 16 | Michael B. Wrayton, Halifax, |  |

## Marine and Fisheries-List of Shipping



Marine and Fisheries-List of Shipping.
Alppabetical List of Canadian Registered Sailing Vebsels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| * |  |  |  |  | Where Built |  | Register mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréenuent. | $\begin{aligned} & \text { 砉 } \\ & 0 \\ & 1 \\ & \text { 品 } \end{aligned}$ | Lieu de construction. |  | $\qquad$ |  |  | Armateur ou armateur-gérant. ot adresse. | Où classe |
|  |  |  |  |  |  | 100hs | PL. 10 ths | Pt. |  |  |  |
| 78,046 | Agnes Hudson | Richibucto | Schr-Glt | . 1880 | Richibucto, N.B. | 348 | 126 | 42 |  | Jas. Foley, Welford, P.E.I. |  |
| $\because 107,067$ | A | John, |  | 1898 | Musquash River,N.B | 711 | 278 | 66 |  | Jno. Carrigan, Musquash, N.B. |  |
| ${ }^{50} 9053$ | A | Prescott | B | 1885 | Montreal, Que | 1530 | 240 | 110 |  | James Buckley, Prescott, Ont.. |  |
| 85,511 | Aileen | Toronto | Yacht | 1882 | Toronto, Ont | 650 | 118 | 83 |  | Robt. Myles, Toronto, Ont.... |  |
| 38,485 | Ajax | Arichat | Schr-Glt | 1867 | River Bourgeoise, N.S. |  | 181 | 83 |  | Wm. Martel, Petit de Grat, |  |
| 64,964 | Alabam3 | Queber | " ... | 1871 | St. Alexis, Que. | 535 | 164 | 71 | 37 | Wm. Luce, Jersey ............ |  |
| 64,970 | Alabam |  | Barge | 1871 | Grand Bay, Sague- |  | 216 | 85 |  | John Torrance, Montreal, Que. |  |
| 74,385 | Ala | Toronto | Yacht | 1874 | Goderich, Ont | 540 | 140 | 55 |  | Joseph Adauson, Toronto, Ont. |  |
| 61,306 | Alarm | Victoria | Sloop | 1860 | Victoria, B.C....... | 350 | 126 | 42 |  | Henry Saunders, Victoria, B.C |  |
| 107,381 | Alberta | Ottawa | Seow-Chd | 1898 | Ottawa, Ont. ...... |  | $122$ | 20 |  | Jas. Cunningham Wright, Hull, Que. |  |
| 77,897 | Alaska. | Sackvill | Schr-Glt | $1884$ | Sackville, N.B | 940 | 299 | 85 |  | Thos. Egan, Sackville, N.B.... |  |
| 94,788 | Alaska. | Lunenburg | " |  | Lunenburg, N.S. | 763 | 235 | 92 |  | Benjamin Anderson, Lunenburg, N.S. |  |
| 64,512 | Alba | Arichat | " | 1874 | st. John, N.B.... | 874 | 263 | 94 |  | John D. Hayes, Holbrook, |  |
| 85,974 | Alb | St. Johu, N.B .... |  | $\|1882\|$ | Waterborough, N.B. | 834 | 270 | 72 | $92$ | John G. Walter, River Hebert, N.S. |  |

## Marine and Fisheries-List of Shipping.

|  |  | $\cdot{ }^{H}$ |  |  | Shelburne, N.S.... ${ }^{3}$ |  |  |  | 5 James Fraser, Halifax, N.S.... |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 74,380 | Albacore | anville | hr-Glt | 1877 P | Port Dalhousie, Ont. 13 | 1365 | 263 | 114 | 327 John Ewart and W. A. Brad- |
| " 85,777 | A |  |  |  | Yamaska, Que.. .. 10 | 1075 | 22 | 74 | 8 H. F. Cummings, Cornwall, |
| $\dagger_{\infty}^{0} 88,428$ A | Albania | St. John, N.B | Ship-3 m |  | St. John, N. B . . . . . . 20 | 2047 | 395 | 242 | F. and Charles E. Taylor, |
| - 75,633 | A | St. Catharine | Schr-Glt .... 1 |  | Port Dalhousie, Ont. 13 | 1366 | 263 | 119 | 317 Geo. Houston, Port Dalhousie, Ont. |
| 85,501 | Albatr | St. John, N.B | Bgtn-Bkglt. |  | Tynemouth, N.B.... 13 | 1392 | 30 | 130 | 00\| Schofield \& Co., Ltd., St. John, |
| 92,371 | Albat |  | Schr-Glt |  | Greenwich, N. B | 603 | 192 | 52 | Nolia N.B. W. Walton, Greenwich, |
| 92,766 | Albatross | Quebec.... | " .... 1 |  | Ste. Anne de la Pérade, Que. | 938 | 246 | 9. | 30 N. E. Angers, Ste. Anne de la Pérade, Que. |
| 103,081 | A | Chath | " |  | Shippegan, N.B...... | 353 | 123 | 51 | Ahier, Shippegan, N.B..... |
| 100,846 | A | Lunenbur | " .... 1 |  | Mahone Bay, N.S... | 44 | 157 | 4 | $26 /$ J. F. S ( F wicker, Mahone Bay, |
|  | Alb | M | B |  | Lévis, Que....... . 11 | 1105 | 226 | 89 | 1 Montreal Transportation Co., |
| 103,873 | A |  | Sloop ..... . . . 1 | 1897 | Yámaska, Que.... . 10 | 1094 | 231 | 1 | roulx, Montreal, Que..... |
| - 100,378 | A | Syd | Sc |  | New Harris, C.B | 695 | 198 | 71 | 60 Thos. Purier, Weet Arichat, |
| ${ }^{\omega} \mathbf{9 2 , 4 9 5}$ | Alb | Windsor, | Bkta-Bkglt. 1 | N | Newport, N.S .... 15 | 1571 | 361 | 7 | 0 Samuel Reynard, New York, <br> U.S. |
| 100,586 | A | Montr |  | 1892 Y | Yamaska, Que.... . 13 | 1362 | 274 | 112 | 262 Canadian Forw'd'g \& Exp't'n |
| 100,179 |  |  |  | 1891 K | Kingston, Ont.. .. 16 | 1635 | 232 | 102 | Co., Ltd., Montreal, Que. Montreal Transportation Co., Montreal, Que. |
| 100,990 | Alberta | Chatham, | Schr-Glt .... 1 | C | Caraquet, N.B. | 360 | 122 | 44 | P. Rive, Caraquet, N.B |
| 94,736 | Alberti | Windsor, N.S | Bktn-Bqtn .. 1 | 1890 N | Newport, N.S. ..... 15 | 1570 | 365 | 160 | 654 Samuel Rynard, New York, |
| 54,227 | Alberton | H | $\text { Schr-Glt .... } 1$ | C | Cascumpec, P.E.I | 7 | 165 | 64 | 99 Michael Wells, Guysboro', N.S. |
| 92,533 | lbina | Montre | Ba | 387 S | Sorel, Que... . . . . 11 | 1109 | 228 | 88 | 80 G. F. Benson and J. D. Reid, Montreal, Que. |
| 94,628 | A |  |  | $1888$ | Rockland, Ont...... 11 |  | 228 | 73 | 14 The Ottawa Transportation Co., Ltd., Ottawa, Ont. |
| 103,968 | Alcide | M | Sloop .... .... 1 | $\|1897\| \mathrm{P}$ | Pierreville, Que | 82 | 207 | 51 | 65 C. Duncan, St. Thomas, Que... |
| 88,595 | A | Y | Bgtn-Bkg | 1884 | Belliveau Cove, N.S. 13 | 1310 | 295 | 128 | 344 W. D. Lovitt, Est., Yarmouth, |
| 69,693 A |  | Digby | Schr-Git .... 1 |  | Meteghan, N.S | 583 | 179 | 75 | 39 S. Eldridge, Sandy Cove, N.S. |
| 80,640 | Alert............. | Yarmou |  |  | Jebogue, N.S...... | 315 | 110 | 42 | $7 \begin{gathered} \text { Robert } \\ \text { N.S. } \end{gathered}$ |



Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Sailing Vebsels on Registry Books, \&c.-Continued.
Listh alphabetique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  |  | Port of Registry. |  |  | Where Built |  | Regist mensio imensio |  |  | Owner, or Managing Owner, | ed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. |  | Lieu de construction. | $\qquad$ |  |  | च | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | t. 10 ths | Ft. 10ths | Pt. 10ths |  |  |  |
| 80,373 | Alice Holmes.. | Parrsboro' | Schr-Glt | 1881 | Parrsboro', N.S. | 330 | 119 | 47 |  | John Dosson, St. John, N.B... |  |
| - 92,487 | Alice Maud. | Windmor, N.S. | " | 1887 | Grand Manan, N.B.. | 320 | 110 | 60 |  | John F. Paul, Cornwallis, N.S. |  |
| 6) 64,550 | Alice Maud. | St. John, N.B.. | " ... |  | St. John, N.B | 430 | 164 | 54 |  | Wm. Langwith, Minudie, Cum- |  |
|  | Alice Mad | St. John, N.B.. |  |  |  |  |  | 75 |  | berland Co., N.S |  |
| 96,955 | Alice Maud. |  | " .... |  | Greenwich, N.B | 860 | 279 | 75 |  | N. C. Scott, St. John, N.B... |  |
| 103,279 | Alice Maud. | Chatham, N.B.. | " | 1895 | Caraquet, N.B. | 360 | 120 | 44 |  | C. Robin, Collas \& Co., Jersey. |  |
| 88,271 | Alice May | St. John, N. B. | " | 1884 | Musquash, N.B. | 353 | 125 | 50 |  | Isaaac H. Northup, St. John, |  |
| 90,660 | Alice May | Yarmouth ..... | " |  | United States | 465 | 154 | 57 |  | George W. Nickerson, Barring. |  |
| 88,456 | Alice May | Arichat. |  |  | Port Hawkesb | 541 | 186 | 67 |  | ton, N.S. |  |
| 42,234 | Alice Mil | \| | " |  | 2.S. Granville, N.S..... | 640 | 185 | 79 |  | C. N.S. Morton, Milton, N.S. |  |
|  | Alice Pacy | Montreal. |  | 1871 | Montreal, Que | 1158 | 250 | 92 |  | Miller Jones, Montreal, Que. |  |
| 90,719 | Alice Phobe | Charlottetown | Schr-Glt ... | 1886 | Ship Harbour, N.S. | 620 | 205 | 94 |  | J. R. Baillie, Murray Harbour |  |
| 77,725 | Alice \& Nelly |  | " |  | Freeport, N.S. | 506 | 173 | 62 |  | A. P. F. Thurber et al, Freeport, |  |
| 100,739 | Alida A | Windsor, N.S... . | " |  | Cambridge, N.S..... | 279 | 94 | 34 |  | R. Pratt, Cheverie, N.S. . ... |  |
| 97,194 | Ali | Chatham, N.B.... |  |  | Shippegan, N.B.... | 375 | 122 | 46 |  | L. Paulin, Shippegan, N.B... |  |

Marine and Fisheries-List of Shipping.

Alpfabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregis. trement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Ft. 10ths | Ft. 10 ths | Pt. 10 ths |  |  |  |
| 61,625 | Alpha | Halifax. | Schr-Glt ... | 1878 | Isaac Harbour, N.S. | 466 | 152 | 62 |  | C. A. Shatford, Chester Basin, |  |
| 100,500 | Alpha. | Victoria | Scow-Chd. | 1890 | Victoria, B.C. | 660 | 224 | 42 |  | E. C. Baker, Victoria, B.C.... |  |
| 100,364 | Alphonse Piel re | Quebec | Schr-Glt | 1891 | Bon Desir, Que..... | 526 | 170 | 58 |  | X. Simard, Bon Desir, Que.... |  |
| 64,034 | Alphratta | Digby | " | 1873 | Port Gilbert, N.S... | 766 | 214 | 83 |  | H. Manson, Plympton, N.S.... |  |
| 77,899 | Althaea | Quebec. |  | 1886 | Botsford, N.B. . . . | 613 | 210 | 84 |  | T. Ahier, Shippegan, N.B... |  |
| 97,175 | Altona. | Windsor, N.S. | Bktn-Bgnt.. | 1890 | Parrsboro', N.S. | 1494 | 347 | 129 |  | Thos. A. Masters, Hantsport, |  |
| 100,617 | Altona | elburn | Schr-Glt | 1894 | Sable River, N.S | 47.1 | 162 | 72 |  | A. Lowansbury, Little Harbour N.S. |  |
| 64,512 | Alva | Arichat |  |  | St. John, N.B. | 874 | 263 | 94 |  | John D. Hayes, Holdbrooke, England. |  |
| 94,842 | Alzora. | Windsor, Ont | Scow-Chd | 1890 | Belle River, Ont. | 650 | 180 | 38 |  | Louis Thibart, Belle River,Ont. |  |
| 90.426 | Amanda | Barrington | Schr-Glt | $1886$ | Shelburne, N.S. | 586 | 177 | 68 |  | Benj. C. Newell, Seattle, U.S. |  |
| 92,374 | Amanda | St. John, N. ${ }^{\text {B }}$ | " | 1887 | Kingston, N.B. | 543 | 179 | 48 |  | W. C. Derry, Dover, N.B.. |  |
| 74,270 | Amarilda | Quebec. | " | $1876$ | Ste. Luce, Que..... | 459 | 149 | 58 |  | C. Vezina, St. Michel, Que.... |  |
| 100,810 | Amateur | Victoria | " | 1892 | Seattle, U.S | 435 | 153 | 59 |  | C. Gipson, Nitinat, B.C. |  |
| 83,176 | Ama | Lunenburg . . . . . |  | 1882 | Lunenburg, N.S.... | 706 | 233 | 85 | 73 | J. Eastman, Cape Ray, Nfid... |  |

Marine and Fisheries-List of Shipping.

Alpiabetioal List of Canadian Registered Sailing


## Marine and Fisheries-List of Shipping.


Alpiabetical List of Canadian Registered Sailing

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. | Rig. <br> Gréement. |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Pt. 10ths | Ft. 10ths | Ft. 10ths |  |  |  |
| 103,027 | Annie Blanche | Parrsboro'. | Schr-Glt | 1895 | Parrsboro', N.S. | 687 | 223 | 71 | 68 | J. W. Randall, Parrsboro', N.S. |  |
| 72,978 | Annie Coggins. . | Digby. | " | 1876 | Freeport, N.S. | 677 | 180 | 84 | 22 | David Hayden, Granville, N.S. |  |
| 71,261 | Annie Cuthbert. | Cobourg. | Slo | 1874 | Cobourg, Ont.... | 554 | 174 | 72 | 36 | C. D. A. Heath, Hamilton, Ont. |  |
| 80,627 | Annie D | Yarmouth | Schr-Glt | 1882 | Pubnico, N.S. | 728 | 230 | 79 |  | George D'Entremont, Pubnico, N.S. |  |
| 90,731 | Annie E. Paint. | Victoria | " | 1885 | Port Hawkesbury | 770 | 241 | 92 |  | John G. Cox, Victorla, B.C... |  |
| 90,487 | Annie Eliza | Halifax. | " | 1880 | Jeddore, N.S....... | 353 | 143 | 56 |  | Arthur Day, Jeddore, N.S. |  |
| 100,389 | Annie F | Sydney | " | 1895 | Main-d-Dieu, N.S... | 374 | 132 | 52 |  | John Farrell, Main-à-Dieu, N.S |  |
| 83,285 | Annie Falcon | Kingston . | " | 1867 | Kingston, Ont..... | 1080 | 243 | 90 |  | T. F. Taylor, Kingston, Ont. . |  |
| 92,506 | Annie G | St. Andrews. | " | $1876$ | West Isles, N.B.. | 300 | 109 | 63 |  | Stephen Mitchell, Campobello, N.B. |  |
| 79,917 | Annie G. | Yarmouth | " | 1886 | Dorchester, N.B. | 868 | 275 | 73 |  | A. W. Blauvelt, Tusket, N.S. |  |
| 75,827 | Annie $G$ | Halifax | " | 1878 | Indian Harbour, N.S. | 588 | 185 | 80 |  | . Rogers, Fortune, Nfld... |  |
| 85,981 | Annie Gale. | St. John, N.B.... | " | 1882 | Waterboro', N.B... | 778 | 264 | 70 |  | Stephen B. Kesley, River Hebert, N.S. |  |
| 85,602 | Annie Harper | " $\quad .$. | " | 1882 | Chipman, N.B |  | 265 | 74 |  | John P. Maloney, St. Jobn, |  |
| 57,673 | Annie L | Halifax. |  | 1868 | Sheet Harbour, N.S. | 735 | 220 | 93 |  | Edward Leary, Newdiquoddy, N.S. |  |

Marine and Fisheries-List of Shipping.

Alphabetidal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistreinent. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where ClassedOà classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | 苞荡 |  |  |  |  |
|  |  |  |  |  |  | Ft. 10ths | Ft. 10 tha |  |  |  |  |
| 100,671 | Apri | Vancouver. |  |  | Vancouver, B.C..... |  |  | 62 |  | Vancouver, B.C. <br> Union Steamship Co., Limited, |  |
| 92,474 | Aquila | Charlottetown | Bgtn--Bkglt .. |  | Georgetown, P.E.I. | 928 | 246 | 107 | 150 | Wm. Sencabaugh, Georgetown, P.E.I. |  |
| 74,205 | Arab | Montreal | Barge |  | Montreal, Que | 1229 | 269 | 75 | 204 | D. Anderson, Montreal, Que.. |  |
| 100,987 | Arabi | Chatham, N | hr-Glt | 1890 | Shippegan, N.B. | 346 | 131 | 48 |  | P. Rive, Caraquet, N.B. |  |
|  | Arabian | Montreal |  |  | Yamaska, Que...... | 763 | 209 | 55 |  | Narcisse Forcier, St. Aimé, Que. |  |
| 38,355 | Arbutus | Arichat. | Schr-Glt | 1852 | Essex, U.S.... | 640 | 90 | 70 |  | Saml.Lawrence, Margaree, N.S. |  |
| 88,420 | Arbutu | St. John, N.B. | Bgtn-Bkglt . |  | St. John, N.B. | 1340 | 302 | 130 |  | Edward E. Hutchings, New York. |  |
| 100,472 | Arcana | Lunenburg ... . | Schr-Glt | 1892 | Lunenburg, N.S | 785 | 241 | 90 |  | A. Knickle, Lunenburg, N.S.. |  |
| $64,560$ | Arcilla | Annapolis | " ... | 1871 | Cambridge, Queen's Co, N.B. | 819 | 250 | 89 |  | Israel Lettenay, Granville, N.S. |  |
| 107,182 | Arc light... | Charlottetown | " | 1898 | Souris, P.E.I. | 910 | 275 | 88 |  | Thos Kickham, Souris, P.E.I. |  |
| 54,154 | Arcola. | Port Hawkesbury. | " ... | 1859 | Essex, Mansachusetts, U.S. | 590 | 173 | 67 |  | E. P. Flynn, Arichat, N.S.... |  |
|  | Arctic. | St. Catharines | " | 1858 | Port Dalhousie, Ont. | 1300 | 210 | 82 |  | CatherineSidley, Belleville,Ont. |  |
| 97,094 | Arctic | Lunenburg | " | 1890 | Lunenburg, N.S .. | 904 | 255 | 103 |  | S. W. Oxner, Lunenburg, N.S. |  |
| 100,612 | Ardella | Shelburne .... |  |  |  |  |  | 56 |  | Peter M. Crowe, Shelburne, |  |

## Marine and Fisheries-List of Shipping.


habitical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listis alphabátiqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabrtioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| - |  | Port of Registry. |  |  |  |  | Register mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | $\begin{aligned} & \text { ort d'enregis } \\ & \text { trement. } \end{aligned}$ | Gréement. | $\begin{aligned} & \text { ob } \\ & \text { it } \\ & \text { 品 } \\ & \hline \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 55,891 | Aurora | Port Hope | Schr-Glt | 1867 | Quebec | 1250 | 262 | 105 | 234 | Blind River Manfg. Co., Sarnia, |  |
| $\stackrel{90,795}{ }$ | Aurora | Victoria | " | 1888 | Mayne Island, B.C. | 667 | 184 | 64 |  | Thos. Harold, Victoria, B.C... |  |
| 77,881 | Aurore | Quebec . . . . . . . | " | 1879 | Rimouski, Que | 745 | 225 | 96 | 106 | Epiphane Tremblay, Rimouski, |  |
| 94,980 | A | Yarmouth. | " | 1890 | Pubnico, N.S.. | 811 | 222 | 76 | 86 | Leon D'Eon, Pubnico, N.S.... |  |
| 83,469 | Austin P. | St. Andrews | " | . 1882 | West Isles, N.B ... | 320 | 135 | 60 |  | Chas. W. Stuart, West Isles, |  |
| - 80,070 | Austria | St. John, N.B | Bk-Bq ..... | 1881 | St. John, N.B | 1836 | 365 | 225 |  | J. F. and Charles E. Taylor, St. John, N.B. |  |
| 88,385 | Austria | Windsor, N.S | Sbip-3 m | . 1884 | Hantsport, N.S | 2455 | 444 | 244 |  | The Ship Austria Co.; Ltd., Hantsport, N.S. |  |
| 66,999 | Autumn Belle | Chatham, N.B | Schr-Glt | . 1874 | Johnson, Queen's Co., N.B. | 776 | 264 | 6 |  | New Brunswick Trading Co., of London, Eng. |  |
| 94,791 | Autumn Belle . | Richibucto. | " | 1888 | Richibucto, N.B .... | 372 | 134 | 50 |  | John Robertson, Kingston, N.B. |  |
| 100,527 | A | Parrsboro' | " | . 1893 | Parrsboro', N.S... | 865 | 275 | 75 |  | P. S. Blake, Parrsborv', N.S... |  |
| 92,500 | Avalon. | Windsor, N.S .... | " |  | Advocate, N.S .. |  | 282 | 79 |  | J. Willard Snith, St. John, N.B. |  |
| 88,699 | A venue. | St. John, N.B .... | Wdbt-Bàb |  | Waterborough, N.B. |  |  | 61 |  | Wm. N. Durost, Cambridge, |  |
| 103,745 | Avis | Lunenburg'. | Schr-Glt | . 1896 | LaHave, N.S.... | 859 | 243 | 94 |  | A. V. Conrad, LaHave, N.S... |  |
| 86,978 | A | St. John, N.B... |  | 1882 | Rothesay, N.B.... | 860 | 260 | 80 |  | Wm. McGuire, Lancaster, N.B. |  |

## Marine and Fisheries-List of Shipping.


Alphabmicasl List of Canadian Registered Sailing Veesels on Registry Books, de.-Continued.


## Marine and Fisheries-List of Shipping




## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing

| $\dot{\text { ¢ }}$ |  | Port of Registry. |  | 赏 |  |  |  |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréenent. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | Oths | Pt. 10 has | It. 10ths |  |  |  |
| 97,028 | Bertha | Yarmouth | Schr-Glt | 1880 | Port Maitland, N.S. | 330 | 113 | 46 | 10 | Alex. Shaw, Yarmouth, N.S... |  |
|  | Bertha Belle | Halifax |  |  | Mosers River, N.S. | 522 | 172 | ff 6 |  | J. W. McDonald, Harrigan |  |
| 100,258 | Bertha Belle |  |  |  | Mosers River, N.S.. | 522 |  |  |  | Cove , N.S. |  |
| 107,051 | Bertha C | Barrington.. | Sloop ... | 1897 | Eel Brook, N.S.. | 430 | 153 | 48 |  | Thos. E. Crowell, Shag Harbour, N.S. |  |
| 73,980 | Bertha E | Halifax | Schr-Glt | 1877 | Liverpool, N.S | 444 | 163 | 66 | 20 | Abel Bontilin, St. Margarets, |  |
| 90,899 | Bertha Gray | Yarmouth | Bgtn--Bkglt.. | 1889 | Salmon River, N.S. . | 1286 | 285 | 125 |  | S. E. Messinger, Yarmouth, |  |
| 90,900 | Bertha Kelley |  | Schr--Glt ... | 1889 | Tusket Wedge, N.S. | 340 | 133 | 51 |  | Wm. Snow, Port La Tour, N.S. |  |
| 88,251 | Bertha Maud.. | St. John, N.B... | " .... | 1883 | Waterborough, N.B. | 746 | 263 | 68 |  | John A. Gregory, Grand Bay, St. John, N.B. |  |
| 92,707 | Bertha McKay. | Winnipeg. | Barge | 1890 | Rainy River, Ont... | 1100 | 195 | 85 | 158 | Wm. Morisette, Rat Portage, Ont. |  |
| 100,111 | Bess | Parrsboro' | Schr-Glt | 1891 | Port Greville, N.S.. | 461 | 163 | 59 | 24 | Frank Cassidy, Lepreaux, N.B. |  |
| 100,373 | Bessie | Sydney. . |  | 1891 | Bras d'Or, N.S....... | 448 | 165 | 62 |  | Sylvester Shanehan, Low Point, C.B. |  |
| 91,971 | Bessie. | Yarmouth | " | 1889 | Yarmouth, N.S..... | 1080 | 245 | 98 | 194 | Wm. W. Lewis, Sydney, N.S.. |  |
| 103,132 | Bessie | Quebec |  |  | Unk | 472 | 157 | 58 |  | H. Auger, Les Ecureuils, Portneuf, Que. |  |
| 94,651 | Bessie A. | Lunenburg.. | " |  | Pleasantville, N.S... | 813 |  | 90 |  | Albert McKean, La Have, N.S. |  |
| 100,340 | Bessie A | Maitland. |  | 1898 | Maitland, N.S | 780 | 252 | 85 | 96 | A. Anthony, Maitland, N. S... |  |

Marine and Fisheries-List of Shipping.

Alphabrtical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．
Listr alphabétique des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

| 我家它 |  | Port of Registry． |  |  | Where Buil |  |  |  |  | Owner，or Managing Owner， and Address． | Where Classed． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréement． |  | Lieu de construction． |  |  |  |  | Armateur ou armateur－gérant， et adresse． | Où clase |
|  |  |  |  |  |  | Ct．10ths | Ft．10ths | re． 1 Oths |  |  |  |
| 75，684 | Bismarck | St．Catharines． | Schr－Glt | 1876 | Port Dalhousie，Ont． | 542 | 140 | 50 | 26 | W｀m．Joyce，Bronté，Ont．．．． |  |
| 103，899 | Bismark． | New Westminster， |  |  | New Westminster， | 340 | 115 | 44 | 12 | M．Kubiteith，Nanaimo，B．C． |  |
|  |  | B．C． |  |  |  | 460 |  |  |  | James E．Slocumb，Harbour－ |  |
| 57，109 | Black Bird． | Yarmouth． | d |  | Tusket Wedge，N．S． | 460 | 173 | 58 |  | James E．Slocumb，Harbour－ ville，N．S． |  |
| 100，506 | Black Mike． | Victoria | Scow－Chd | 1890 | Victoria，B．C．．－ | 700 | 200 | 46 |  | Geo．Byrnes，Victoria，B．C．．．． |  |
| 90，496 | Black Prince． | Halifax． | Schr－Glt ．．．． | 1876 | Sommerville，N．S ．． | 388 | 138 | 58 |  | John Dixon，Halifax，N．S． |  |
| 103，293 | Black Prince | New Westminster， B．C． | Scow-Chd. . | 1892 | Seattle，U．S | 1280 | 290 | 70 |  | A．Ewen，New Westminster， B．C． |  |
| 103，701 | Black Prince． | Yarmouth． | Schr－Glt | 1892 | Port La Tour，N．S．． | 370 |  |  | $\begin{array}{c\|c} 13 & \mathrm{~T} \\ \mathrm{n} \end{array}$ | Thos．W．Crowell，Port La Tour，N．S． |  |
| 71，310 | Black Watch | Charlottetow | ＂ | 1884 | Kingston，N．B | 450 | 153 | 60 |  | Ben Perry，Tignish，P．E．．I．．． |  |
| 100，299 | Blanchard | Chatham，N．B． | ＂．．． | $1892$ | Caraquet，N．B．． | 342 | 122 | 50 |  | C．Robin \＆Collas，Jorsey．．．． |  |
| 100，813 | Blanche | Barrington．． | ＂．．． | 1894 | Lockport，N．S．．． | 452 | 163 | 70 |  | J．F．Duncan，Cape Island，N．S |  |
| 103，888 | Blanche A．Colp | Lanenburg | ＂．．．． |  | Mahone Bay，N．S． | 862 | 238 | 95 |  | C．W．Mader，Mahone Bay， N．S． |  |
| 97，122 | Blanche Alma | Quebec．．． | ＂．．． |  | Ste．Anne，Que | 782 | 228 | 83 |  | Joseph St．Pierre，Bic，Que．．． |  |
| 88，501 | Blanche M．Thor bourn． | Shelburne ．．．．．． | ＂ |  | Shelburne，N．S．．．．． |  |  |  |  | John H．Thorburn，Jordan |  |
| 100，396 | Blenheim． | Liverpool．．．．．．．． |  | 1895 | Liverpool，N．S．．．．． |  | 274 | 108 |  | R．B．Smith，Quebec，Que．．．．． |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing
Listr alphabétiqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  |  | Port of Registry. |  |  | Where Built. |  | egister mension inensio |  |  | Owner, or Managing Owner, | Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  | Bosphore. <br> Boston Marine. | Montreal .........Yarmouth....... | Sloop.........Bgtn-Bkglt. |  | Pierreville, Que..... | $\left.\right\|^{\text {Pt. 10tha }}$ | $229$ | Pt. 10ths | 137 | Adolphe Marchand,Champlain, Que. |  |
| 103,091 |  |  |  |  |  |  |  | $74$ |  |  |  |
| W ${ }_{\infty} 85,545$ |  |  |  |  | Tusket Wedge, N.S. |  |  | 110 |  | Anselme O. Purter, Tusket Wedge N. 8 . |  |
| $46,678$ | Boule d'O | Quebec | Schr-Glt |  | Quebec ....... | 550 |  | 61 |  | François Bourgoing, Tadoukac, Que. |  |
| 90,074 | Bowman B | Yarnouth | $\mathrm{Bk}-\mathrm{Bq}$ |  | Scotland, G.B. |  | 370 | 217 |  | Wm. Law, Yarmouth, N.S.... |  |
| 38,622 | Bradorian | Sydney.. | Schr-Glt |  | Bras d'Or, N.S... | 440 | 144 | 57 |  | Panchal LeBlanc, Bras d'Or, N.S. |  |
| 88,396 | Brant | Windsor, N.S. .... | " .... |  | Cornwallis, N.S.... | 370 | 133 | 55 |  | William Hamilton, Cornwallis, King's Co., N.8. |  |
| 103,497 | Brav | Lunenburg .. | " $\quad .$. |  | Lunenburg, N.S .... | 997 | 255 | 100 | 147 | A. Fimeno, Lunenburg, N.S... |  |
| 83,217 | Brazil | Windsor, N.S. | Bktn-Bkglt. | $1882$ | Hantsport, N.S..... |  | 320 | 120 |  | George E. Bentley, Port Greville, N.S. |  |
| 72,177 | Bremen |  | Bk-Bq..... |  | Cornwallis, N.S.... | 1650 |  | 198 |  | E. Churchill \& Sons, Hantsport, Hants Co., N.s. |  |
| 100,102 | Brenton | Parrsboro' | Schr-Gl | 1891 | Port Greville, N.S . | 980 | 274 | 91 |  | James A. Hatfield, Port Greville N. 8 |  |
| 74,320 | Brenton | Yarnouth | " |  | Tusket, N.S..... | 720 | 230 | 81 |  | A. M. Malonson, Clare, N.S... |  |
| 77,758 | Brid | burne | " |  | Shelburne, N.S |  |  | 87 |  | James Fraser, Halifax, N.S.. |  |
| 69,970 | Bridget Ann. | Port Hawkesbury. | " |  | Margaree, N.S . .. | 495 |  | 70 |  | Walter Laurence, Margaree, |  |
| 103,954 |  | Montreal . |  |  | Kingston . . . . . . . . ${ }^{\text {\| }}$ |  |  |  |  | Montreal Transportation Co., Montreal, Que. |  |

## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabefrgue des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

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## Marine and Fisheries-List of Shipping.


Alphabigtoal List of Canadian Registered Sailing Veasels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.



Marine and Fisheries-List of Shipping.


phabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétiqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| - ¢ ¢ ¢ |  | Port of Registry. |  | - | Where Built |  |  |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ort d'enregistrement. | Gréement. | 砍 | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où clase |
| 107,115 |  | Lunenburg | Schr-Glt | 1898 | LaHave, N.S | $\begin{gathered} \text { Ft. 10ths } \\ 761 \\ 76 \end{gathered}$ | Ft. 10 tho 220 | $\begin{gathered} \text { Yt. 10ths } \\ 86 \end{gathered}$ |  | E. Hutle, LaHave, N.S. |  |
| + | Cecelia | Windsor, Ont. |  |  | Port Dalhousie, Ont. |  | 277 | 110 |  | Isabella Cuddy, Detroit, U.S. |  |
| 96,825 | C | Windor, Ont. |  |  | Vogler's Cove, N.S. | 580 | 176 | 74 |  | J. Hartlen, Liscombe, N.S.. |  |
| $72,298$ | Cedar Croft. | St. John, N.B | $\mathrm{Bk}-\mathrm{Bq}$ |  | Portland, St. John, N.B. | 1866 | 375 | 222 |  | N.B. <br> Howard D. Troop, St. John, |  |
| 90,875 | Celeste Burrill. | Yarmouth. | Ship-3 m |  | Clare, N.S. .. ... | $2260$ | 412 | 240 |  | Wm. Burrill, Yarmouth, N.S. |  |
| 103,279 |  | Chatham, N.B | Schr-Glt |  | Caraquet, N.B..... | 354 | 121 | 48 |  | D. Gallien, Caraquet, N.B. |  |
|  | $\mathrm{Cel}$ | Windsor. On | Scow-Ch'd. . |  | Stony Point, Ont.... | 690 | 190 | 45 |  | P. Forcier, Detrit, U.S. |  |
| 72,956 | Centennial | St. Catharines | Barge. |  | Port Robinson, Ont. | 816 | 212 | 53 |  | H. O. Brown, Welland, Ont. |  |
| 88,257 | Centennial. | St. John, N.B | Sehr-Glt |  | Clifton, N.B. . .... | 920 | 263 | 76 |  | John M. Taylor, St. John, N.B. |  |
| 61,586 | Cepola | Shelburne ........ |  |  | Port LeBert, N.S.. | 830 | 230 | 85 |  | D. H. Messenger, Barton, N.S. |  |
| $92,358$ | Cerdic.... .. ..... | St. Jobn, N.B.... | " .. |  | Alma, N.B........ | 829 | 262 | 76 |  | T. S. Henshaw, Bear River, N.S. |  |
| $100,749$ | Charles R. Washing ton. | Windsor, N.S..... | " .. |  | United States. | 756 | 222 | 78 |  | DeForest Minnis, Morden, N.S. |  |
| 90,506 | Charles S. Whitney. | Parrsboro. | Ship-3 m. |  | Parrsboro', N.S. . | 236 | 420 | 238 |  | Geo. D. Spicer, Spencer's Isl'd., |  |
| 96,759 | Charley Troop | St. John, N.B | Schr-Glt . |  | Bath, U.S......... |  | 161 | 60 |  | Patrick Conlin, St. John, N.B. |  |

## Marine and Fisheries-List of Shipping.


Alpiabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alpiabítique dos navires à voiles canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping.

$$
65 \mid \quad 72 \text { John E. Moore, St. John, N.B. }
$$

$$
\begin{aligned}
& 132 \text { MuskokaMillsCo.,Toronto,Ont. } \\
& 57 \text { M. Crowell. Hnlifax. N.S. }
\end{aligned}
$$

$$
11 \text { C. Robin, Collas \& Co., Jersey. }
$$

$$
115 \text { A.F.Stoneman, Yarmouth, N.S. }
$$

$$
98 \text { J. Creaser, LaHave, N.S....... }
$$

$$
\begin{gathered}
42 \text { Morgan H. Genge, Channel, } \\
\text { Nff. }
\end{gathered}
$$

$$
53 \text { James Freda, Chester, N.S.... }
$$

$$
107 \text { John Kelvey, Kingston, Ont. .. }
$$

$$
46 \left\lvert\, \begin{aligned}
& \text { Victoria Sealing and Trading } \\
& \text { Co. Victoria. }
\end{aligned}\right.
$$ 97 David L. Amiro, Pubnico, N.S.云 84 Export Co., Limited, Mont-

 18 Pierre Levesque,Trois Pistoles, 333 W.H. Brookfield, Halifax, N.S. 83 Isaac Mason, Lunenburg, N.S. ${ }^{45}$ Geo. W. Sutherland, Welland, Ont.

 96 J. A. Smith, Lunenburg, N.S.
19 Charles Doucet, Cheticamp,N.S. 96.J. W. Keast, St. John, N.B...


Alphabrtical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alpiabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping.

Alphabbtical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

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Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Sailing


## Marine and Fisheries-List of Shipping.


92,731 Cyprus.
85,649 Cyrene.

Alphabetioal List of Canadian Registeied Sailing Vessels on Registry Books, \&c.-Continued.

| ) |  | Port of Registry. |  | 苟 | Where Built |  | Regist mensic mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | $\begin{aligned} & \text { ort d'enregis- } \\ & \text { trement. } \end{aligned}$ | Gréement. | 边 | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Ou classé |
|  |  |  |  |  |  | Ft. 10 hhs |  | \% |  |  |  |
| 88,571 | Dakota | Kingston | Barge |  | Garden Island, Ont. | 1704 | 306 | 119 |  | Kingston and Montreal Forwarding Co., Kingston, Ont. |  |
| 71,602 | Dalhousie | Montr |  | 1874 | Montreal, Que. | 1360 | 230 | 93 | 245 | Montreal Transıortation Co., Montreal, Que. |  |
| 59,856 | Damascus | Quebec. | Schr-Git |  | St. François Xavier, Cue. | 605 | 190 | 62 |  | Romuald Leclerc, St. Siméon, Que. |  |
|  | Dan | Montreal | Barge | 1869 | Machiche, Que...... | 934 | 188 | 51 | 100 | L. Delisle, Valleyfield, Que.... |  |
| 100,655 | Dandy | Kingston | Slcop. | 1894 | Seeley's Bay, Ont... | 807 | 179 | 46 |  | G. H. Hawkins, Seely's Bay, Ont, |  |
| 42,987 | Daniel | Charlottetown | Schr-Glt | 1863 | Murray Harbour, P. E.I. | 530 | 170 | 71 | 37 | Alexander Roberts, Tatamagouche, N.S. |  |
| 94,710 | Daniel Simmons | Digby .. | " | 1862 | United States. ... | 666 | 221 | 73 |  | Isaac G. Hutchesson, Brighton, N.S. |  |
| 83,115 | Daphne | Halifax | Sloop | 1875 | Halifax, N.S | 260 | 78 | 43 |  | John Peters, Halifax, N.S..... |  |
| 85,663 | Daring. |  | Schr-Git |  | Sambro, N.S....... | 442 | 147 | 63 |  | Charles Slaunwhite, Terrerce Bay, N.S. |  |
| 59,470 | Dart. | Picton, N.S. | " | 1871 | Mahone Bay, N.S.. | 583 | 189 | 75 |  | G. MePherson, Picton, N.S... |  |
| 80,667 | Dart | Halifax | " | 1882 | Chezetcork, N.S.. | 335 | 120 | 44 |  | George Juhien, Chezetcook, N. S. |  |
| 100,819 | David James | Barrington.. | " | 1894 | Lockeport, N.S.... | 550 |  | 70 |  | Jas. J. Duncan, Cape Islanà, N.S. |  |
| 100,884 | David Lynch. | St. John, N.B. .... | " |  | St. John, N.B | 830 | 211 | 83 |  | J. S. Thomas, St. Juhn, N.B. |  |
| 83,403 | David Sprague | Yarn | " |  | United States.. | 570 | 170 | 65 |  | W. A. Killam, Yarmouth, N.S. |  |

## Marine and Fisheries-List of Shipping.


Leabetical Libt of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．
Libtr alpinabétrque des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

| 我苞苞 |  | Port of Registry． |  |  | Where Build |  | Registe mensic mensi |  |  | Owner，or Managing Owne |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇mnregis－ trement． | Gréement． |  | Lieu de construction． |  |  |  |  | Armąteur ou armateur－gér et adresse． |
|  |  |  |  |  |  | Ft．10ths | h， | pt．toths |  |  |
| 96，747 | Delta． | St．John，N．B | Schr－Glt | 1889 | Waterborough，N．B． | 408 | 137 | 50 |  | G．F．Simonson，St．John，N |
| 边 100，277 | Delt | Windsor，N．S． | ＂ | 1892 | Kempt，N．S．． | 1183 | 305 | 119 | 287 | Rodk．Pratt，Cheverie，N． |
| 51，516 | Delvina | Quebec | ＂．．． |  | St．Simon，Que． | 540 | 150 | 67 |  | Théophile Dionne，St． |
| 92，380 | Demozelle | St．John，N．B． | ＂．． | 8 | Hopewell Cape，N．B． | 940 | 281 | 92 | 163 | Ques $\begin{gathered}\text { Quest } \\ \text { Enest }\end{gathered}$ |
| 72，579 | Denmark | Kingston． | ＂．．．． | 1867 | Garden Island，Ont． | 1348 | 256 | 109 | 305 | Calvin Co．（Limited）， |
| 38，368 | Deseada | Ari | ＂．．．． |  | L＇Ardoise，N．S． | 452 | 149 | 74 |  | Island，Ont． Chas．Boudrot，Poulamon |
| $46,100$ | Despatch． | Shelburne | Bgtn－Bkglt ． | 1863 | Shelburne，N．S | 1053 | 260 | 126 | 228 | Benj．Crawley，Boston， |
| 38，306 | Despatch | Arichat． | Schr－Glt | 1855 | Margaree，N．S | 527 | 170 | 71 |  | U．S． <br> Marcella Blancher，M |
| 83，492 | Dessie | Liverpoo | ＂．．．． | 1882 | Brooklyn，N．S | 326 | 110 | 51 |  | Amasa H．Fiske，Lo |
|  | Detroit | Montreal． | Barge ．．．．．．． | $18$ | Montreal，Que | 1496 | 257 | 104 |  | Montreal Transportation |
| 71，637 | Deux Frèr |  | Sloop | 1872 | Lanoraie，Que | 990 | 230 | 67 |  | D．Lacourcière，Batisca |
| 80，986 | Diamond． | Halifax． | Schr－Glt |  | Guysboro＇，N．S | 806 | 240 | 94 |  | Thos．Boud |
| 103，934 | Diamond | Chatham， | ＂ |  | Shippegan，N．B． | 550 | 170 | 65 |  | R．Young，Cara |
| 34，811｜ | Dia | Victoria ．．．．．．． |  |  | Victoria，B．C．．．．．． | 652 |  | 71 |  | Geo．Collins，Victoria，B．C． |

Marine and Fisheries-List of Shipping.

|  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lunenburg | " | 1890 | Lunenburg, | 760 | 236 | 94 | 8 | David Smith, Lunenburg, N.S. |
| Guysboro'.... .... | " | 188 | Isaa | 64 | 210 | 78 | 59 | Freeman McMillan, Isaac's |
| Port Medway..... | " | 1895 | East Port Medway, | 480 | 163 | 68 | 27 | Harris Conrad, Cherry Hill, N.S. |
| L | " | 1865 | Lunenburg | 710 | 203 | 78 |  | Alfred J. Cook, Montague, P.E.I. |
| Hal | Sloop | 1898 | Dartmouth | 428 | 84 | 55 |  | acson, Halifax, N.S. |
| $\mathbf{Y a}$ | r- | 1873 | Pubnico | 7 | 218 | 81 |  |  |
| $\mathrm{Lu}$ |  | 1890 | Lunenburg, N.S.... | 750 | 235 | 90 | 9 |  |
| St. |  | 1879 | St. George, N.B..... | 300 | 120 | 64 |  | E. N. Patch, Campobello, N.B. |
| $\mathrm{M}$ | Sloop | 2 |  | 1012 | 231 | 3 |  | Chas. Yergeau, St. Thomas de Pierreville, Que. |
| $\mathrm{Ch}$ | r |  | T | 350 | 129 | 52 |  | John Youn |
| $\mathbf{W}$ |  | 1881 | Dresden, Ont. .... | 1210 | 260 | 90 | 8 |  |
| $\mathbf{A}$ | " |  | S. | 32 | 123 | 48 |  |  |
|  |  |  |  | 353 | 123 | 52 | 1 | W. C. Woodworth, Granville, N.S. |
| St | Wdbt | 80 |  | 585 | 209 | 53 |  |  |
| Arichat. | hr- | 1861 | $\mathrm{Cl}$ | 591 | 174 | 70 |  | Wm. S. Peart, Guysboro', N.S. |
|  | " |  | S | 447 | 140 | 60 |  | . |
| Lunen | " |  |  | 79 | 237 | 92 |  | drew Gray, Louis |
| D | " |  |  | 676 | 9 | 68 |  | Edward F. Doucette, Meteghan, N.S. |
| L | " |  |  | 824 | 240 | 101 |  |  |
| $\mathrm{P}_{8}$ | " |  | Yarmouth, N.S..... | 730 | 208 | 79 |  |  |
| Lunenburg | " |  |  | 780 | 229 | 95 |  | W. F. Acker, Lunenburg, N.S. |
| Chatham, N.B.... | " |  | Caraq | 36 | 12 | 46 |  |  |
| V |  |  | I | 811 | 244 | 93 |  |  |
| Mont | rg |  | ebec, Que... ..... | 1485 | 271 | 111 |  | Montreal Transportation Co., Montreal, Que. |


Alphabetical List of Canadian Registered Sailing Vessels oa Registry Books, \&c.-Continued.

| 安淢 | me of Ship. | Port of Registry. | Rig. <br> Gréement. |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | $\begin{gathered} \text { Where Classed. } \\ \text { Où classé. } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | rt denregis. trement. |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Fl, loths | 10:1ur | tt. 10 hlh |  |  |  |
| 83,446 | Duris | Victoria | Schr-Glt | 1882 | Victoria, B.C. | 682 | 211 | 72 |  | Jos. Buscowitz, Victuria, B.C |  |
| 100,713 | Doris | Montreal | Sloop. |  | Pierreville, Que | 1090 | 228 | 104 |  | The Canadian E. and F. Co. (Ld ) Montreal , Que |  |
| 92,351 | Douglas | Jobn, N.B. | Bk-Bq |  | St. John, N. B | 1617 | 334 | 130 | 477 | II. D. Troop, St. John, N.B... |  |
| 85,972 | Pu |  | Schr-Glt | 1882 | Musquash, N.B. | 350 | 129 | 53 |  | Samuel McGuirc, Irishtown, N.B. |  |
| 94,721 | Hov | Windsor, N.S. | " |  | Cornwallis, N.S. | 430 | 127 | 48 |  | R. George, Parrskuro', N.s ... |  |
| 75,711 | Dove | Yarmouth .. . | " |  | Tusket Wedge, N.S. | 437 | 151 | 51 |  | W. D. Porter, Yarmouth, N.S. |  |
| 100,333 | Dove. | Maitlan | " | 1891 | Noel, N.S. | 971 | 272 | 100 |  | E. A. O'Brien, Noel, N.S. |  |
| 96,76? | No | Port Hawkesbury. | " |  | Port Hawkesbury, | 580 | 186 | 75 |  | W. H. Paint, Purt Hawkeshury, |  |
| 100,999 | Dove. | Chatham, N.B.. | " |  | Shippegan, N.B... | 336 | 123 | 48 |  | T. Ahier, Shipperan, N.B.... |  |
| 92,597 | Dread Not. | Sydney | " |  | Bras d'Or, N.S. | 354 | 133 | 51 |  | Peter LeBlanc, St. Peters, N.S. |  |
| 57,472 | Dreadnaught | Annapolis. | " | 1870 | Gran ville, N.S. | 355 | 135 | 56 |  | Joseph Mitchell, Hantsport, N.S. |  |
| 90,760 | Dreadnaught | St. John, N B | " | 1886 | Johnston, N.B.. | 489 | 164 | 47 |  | John Cole, Johnston, N. B..... |  |
| 74,329 | Dreadnaught | " ... | " | 1877 | Richmond, N.S..... | 466 | 160 | 55 |  | Jos. Chute, Harbourville, N.S. |  |
| 74,357 | Dreadna | Halifax | " ... |  | Brulé, N.S. | $510 \mid$ | 178 | 63 |  | Reuben Smith, Cape Sable Island, N.S. |  |

## Marine and Fisheries-List of Shipping

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Alpiabbtioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| 范 |  | Port of Registry |  | * |  |  | Register mension |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Griement. | $\begin{aligned} & \text { O. } \\ & \text { í } \\ & \text { 品 } \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | Ft. 10th- | Pt. 100hs | Ft. 10ths |  |  |  |
| 75,797 | E. H. Bronson. | Ottawa. | Barge | 1878 | Hull, Que . . . . . . . . | 1093 | 224 | 72 | 158 | The Ottawa Trans. Co., Ltd., |  |
| 85,510 | E. H. Foster. . | St. John, N.B.. | Schr-Glt |  | St. Martin's, N. B. . . | 860 | 276 | 77 | 124 | Rainsford W. Williams, St. |  |
|  |  |  |  |  |  |  |  |  |  | John, N.B. |  |
| 77,694 | E. H. Rutherford... | Hamilton | " ... | 1881 | Port Dalhousie, Ont. | 1336 | 222 | 107 | 286 | E. Rogers, Toronto, Ont. |  |
| 100,220 | E. I. Smith. . . . . . . | Halifax. | " ... | 1882 | Sambro, N.S. . .. | 354 | 117 | 50 | 11 | Wm. McC. Boak, Halifax, N.S: |  |
| 71,250 | E. J. Peters........ | Toronto |  | 1875 | Port Dalhousie, Ont. | 969 | 216 | 73 | 130 | Edward Winton,St. Catharines, |  |
| 80,369 | E. J. Spicer . . . . . . . | Parrsboro' | Ship- $\mathbf{3 m}$ m. | 1880 | Parrsboro', N.S | 203, 5 | 397 | 238 | 1317 | George W. Cochran, Windsor, |  |
| 100,377 | E. M. G. Hardy | Sydney | Schr-Glt | 1892 | 'Gabarouse, N.S | 749 | 235 | 95 | 91 | James Hardy, Gabarouse, N.S. |  |
| 83,401 | E. M. McDonald. . . | Halifax. | " | 1879 | Fourche, N.S | 390 | 140 | 53 | 14 | Malcolm A.McDonald,Fourche, |  |
| 59,373 | E. M. Oliver. | St. Andrews | " | 1876 | Back Bay, N.B | 372 | 140 | 61 | 14 | Annie Harkins, Dipper Har- |  |
| 71,267 | E. R. C. Proctor | Cobourg . | Schr-Glt | 1878 | Brighton, Ont | 1094 | 255 | 92 | $163$ | bour, N.B. <br> J. E. Proctor, Brighton, Ont . |  |
| 90,666 | E. W. Merchant.... | Digby . . . . . | " | 1850 | United States. | 690 | 198 | 66 |  | Emily H. Dillon, Digby, N.S .. |  |
| 73,083 | E. Bonaventure. | Montreal | Sloop | 1874 | Lanoraie, Que | 999 | 229 | 69 | 111 | Oliver Paul, Sorel, Que.. |  |
| 71,411 | E. Brown. | Halifax. | Schr-Glt | 1852 | Thomaston, Maine, | 512 | 152 | 57 | 23 | Robt. Dooks, West Dover, N.S. |  |
| 103,550 | E. Maurice.......... | " $\quad . . . . . . . .$. |  | 1896 | Ship Harbour, N.S. | 615 | 182 | 67 |  | Wm. Maurice, Bay St. George, |  |

## Marine and Fisheries-List of Shipping.


Alpiabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alpabátique des navires à voiles canadiens inserits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregis. trement. | $\stackrel{\text { Rig }}{\text { Gréenient. }}$ |  | Where Built <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner, or Managing Owner, one, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. <br> Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Pt. 10ths | t. 10ths | ns |  |  |  |
| 85,799 | Eddy | Charlottetewn | Schr-Glt | 1884 | New Glasgow, P.E.I. | 695 | 217 | 74 | 66 | W. S. Malley, Kingston, N.B. |  |
| 61,611 | E | Guysbo |  | 1874 | Guysboro', N.S.. | 631 | 194 | 74 |  | A. E. Lacroix, St. Pierre, Que. |  |
| 889 | Edith |  | Bk | 1872 | Maitland, N. | 1312 | 294 | 182 |  | George Douglas, Maitland, N.S. |  |
|  | Edith | Shelburne | Schr-Glt |  | Sable River, N.S. | 540 | 175 | 74 |  | Enos Churchill, Lockeport, N.S. |  |
|  |  | Prescot | Barge | 1897 | To | 1300 | 270 | 110 |  | The Presoontt Elevator Co., |  |
| 96,865 | Edith |  |  |  | Maitland, N.S. |  |  |  |  | Prescutt, Ont. <br> R. H. Putnail, Onslow, N.S. |  |
| 100,339 | Edith | Maitland | Schr-Glt |  | Maitland, N.S. | 697 | 185 | 57 |  | R. H. Putnall, Onslow, N.s. . |  |
| 85,683 | Bdith L | Digby ........... | " | 1883 | Westport, N.S.... |  | 128 | 52 |  | Fisherman's Westport, N.S. N. |  |
| 103,010 | Edith M. | Yarmouth. | " | 1895 | Argyle, N.S... | 480 | 155 | 53 |  | W. Kenney, Argyle, N.S...... |  |
| 92,050 | Edith R | St. Andrews | " | 1883 | West Isles, N.B | 581 | 172 | 89 |  | T. Richardson, West Isles, N.B. |  |
| 00,684 | Edith Sheraton | Shelburne | $\mathrm{Bk}-\mathrm{Bq} .$ | 1887 | Shelburne, N.S | 1220 | 290 | 110 |  | G. B. Lockhart, New York, U.S. |  |
| 61,606 | Edmund Russell. | Arichat | Schr-Glt | 1871 | Issac Harbour, N.S. |  | 156 | 60 |  | William T. Harris, Chatham, |  |
| 99,804 | Edna. | Prescott. | Barge | 1897 | Montreal, Que |  | 280 | 112 |  | The Prescott Elevator Coy., |  |
| 107,075 | Edna | St. John, N.B | Sloop. |  | St. John, N.B |  | 70 | 23 |  | Crealock, St. John, N.B.. |  |
| 94,669 | 『dna | Halifax | Schr |  | Ship Harbour, N.S. | 591 | 198 | 75 |  | Jobn H.Siteman, Ship Harbour, N.S. |  |

## Marine and Fisheries-List of Shipping.


Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name | Port of Registry. |  | $\dot{\mathscr{E}}$ | Where Built |  | Register mension mension | ns. <br> ns. |  | Owner, or Managing Owner, | Classed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. | $\begin{aligned} & \text { © } \\ & \text { O } \\ & \text { ! } \\ & \text { ตี } \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  | 1 , | Ft. 10ths | Ft. 10ths | Ft. 10ths |  |  |  |
| 46,186 | Elie. | Quebec. . . . . . . | Schr-Glt | 1861 | St. Jean, Port Joli, | 570 | 205 | 61 |  | Pierre Lafrance \& fils, Notre |  |
| 88,408 | Elihu Buritt | Parrsboro' |  | 1858 | United States. | 636 | 186 | 70 |  | J. W. Spicer, Spencer's Isld., |  |
| 73,012 | Elisa |  |  |  | St.Jean Deschaillons, | 827 | 215 | 64 |  | (Tédéon Goyer, Montreal, Que.. |  |
| 73,012 |  |  |  |  | St.jean Deschailions, Que. | 827 | 215 | 64 |  | Gedeon Goyer, Montreal, Que.. |  |
| 103,109 | Elise.. | Montreal. | Sloop... .. . | 1891 | St. Thomas, Que.... | 1302 | 293 | 114 |  | J. N. Fulton, Montreal, Que .. |  |
| 90,465 | Elisha Crowell | Halifax. | Schr-Glt | 1869 | Wabex, U.S.... . | 725 | 209 | 77 |  | S. R. Giffin, Isaac's Harbour, |  |
| 37,259 | Eliza. | Digby....... | " $\quad .$. | 1869 | Cornwallis, N.S..... | 430 | 104 | 59 | 18 | Hayden Guptell, Grand Manan, N.B. |  |
| 49,498 | Eliza |  | - | 1865 | Weatport, N.S.... | 470 | 138 | 64 | 21 | Isasac Peters, Westport, N.S... |  |
| 71,616 | Eliza | Montreal | Sloop. | 1873 | Yamaska, Que. | 1070 | 226 | 72 | 117 | Pacific Plante, Sorel, Que.. |  |
| 64,141 | Eliza. | Victoria | Schr-Glt | 1872 | Saanich, B.C. | 798 | 251 | 48 |  | J. A. Sayward, Victoria, B.C. . |  |
| 103,590 | Eliza. | Chatham, N B.... | " .... | 1896 | Caraquet, N.B. | 380 | 131 | 48 | 13 | C. Robin, Collas \& Co., Jersey |  |
| 100,293 | Eliza | " .... | . | 1891 | Shippegan, N.B.... | 376 | 136 | 50 | 15 | R. Young, Caraquet, N.B..... |  |
| [1,138 | Eliza Allan. | Port Dover | " .... | 1875 | Port Dover, Ont | 846 | 211 | 77 | 110 | John Allan, Port Dover, Ont.. |  |
| 54,391 | Eliza Ann | St. Andrews...... | " .... | 1871 | Grand Manan, Charlotte Co. N.B. | 312 | 120 | 50 |  | Geo. Morse, Grand Manan, N. $B$ |  |
| 57,722 | Eliza Bell | Digby.......... |  | $1868$ | New Dublin, N.S... | 460 | 169 | 69 |  | H. Outhouse, Tiverton, N.S... |  |

## Marine and Fisheries-List of Shipping.



| Liste alpiabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite. |  |  |  |  |  |  |  |  |  |  |  | C C 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ¢. |  | Portof Registry. |  | * |  |  | Register menson mension |  |  | Owner, or Managing Owner, | Where classed. | ¢ |
|  | Nom du navire. | Port d'enaregistrement. | Gréement. |  | Lien de construction. |  |  |  |  | Armareur on armateur-gérant. et addresse. | Oit classe. | \% |
|  |  |  |  |  |  | ar 10ths F | Pt. 10 ths |  |  |  |  | \% |
| 90,481 |  |  | Schr-Glt |  |  |  |  |  |  | F. Darrah, Herring Cove, N.S. |  | T |
| $\stackrel{\circ}{\circ} 80,797$ | Ella | Digby. | " |  | Beaver River, N.S. | 382 | 126 | 48 |  | Melton Haipes, Freeport, N.S. |  | \% |
| $\ddot{\infty}^{\circ} \quad 103,2 \theta$ | 8Ella H. Barnes. | Liverpool |  |  | Madison, U.S. ..... | 1010 | 280 | 89 |  | Wm. H. Braokfield, Halifax, N.S. |  | \% |
| 80,882 | Ella Mabel ...... | St. Andrews. ..... | " |  | St. George, Charlotte County, N.B. | $346$ | 124 | 70 |  | Waiter Calder, Campobello, N.B. |  | \% |
| $88,545$ | Ella Maud | Shelburne |  |  | Lockeport, N.S...... | $610$ | 210 | 70 |  | D. M. Almon, Kingston, N.B. |  | ? |
| 90,712 | Elia May. | Halifax | " |  | Chester, N.S.. .. | 402 | $14 \%$ | 63 |  | Cbas.Cook, Isancs $^{\text {Harbour, N.S }}$ |  | 畐 |
| 80,832 | Ella May... | Lunenburg |  |  | West Dublin, N.S .. | 370 | 121 | 54 |  | E. Helfer, Halifax, N.S.... .. |  | Wor |
| 94,753 | Ella May | Parrsboro'. |  |  | St. Martin's, N.B... | 751 | 261 | 75 |  | Hugh Gillespie, Parrsboro',N.S |  |  |
| 61,790 | Ella Moore. | Windsor, N.S. | Bk-Bq. |  | Cornwallis, King's | 1360 | 301 | 14.6 |  | S. Cunard \& Co., Halifax, N.S. |  |  |
| 71,067 | Ella Murton. | Kingston | Schr-Gilt | 1875 | Mill Point, Ont. .... | 1183 | 262 | 101 |  | J. L. Teezel, Hamilton, Ont |  |  |
| 64,044 | Ella P | Digby........ | " |  | Freeport, N.S. ... | 470 | 174 | 55 |  | Iohn Depton, Freeport, N.S... |  |  |
| $92,520$ | Ella \& Jennie. | St. Andrews.. . |  | 1888 | Shelburne, N.S....... | $790$ | 238 | 81 |  | Iryin Ingalls, Grand Manan, |  | P |
| 38,493 | Ellen | Arichat...... .... | " |  | RiverBourgeoise, N.S | 410 | 110 | 55 |  | John P. Wylde, Halifax, N.S. |  | $\stackrel{\sim}{\infty}$ |
| 61,965 |  | Halifax.. ... ..... |  |  | Chezetcook, N.S.... | 478 | 167 | 70 |  | Angus McFarlane, Autigonish, |  | 8 |

## Marine and Fisheries-List of Shipping


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．
Tiste alphabítique des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

|  |  |  |  | 苍 |  |  |  |  | \％ | Owner，or Managing Owner， |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | trement． <br> ort d＇enregis－ trement． | Gréement． | 免 | Lieu de construction． |  | 空高 |  |  | Armateur ou armateur－gérant， et adresse． | Où clase |
|  |  |  |  |  |  | t． 10 hts |  |  |  |  |  |
|  | Emerald．．．．．．．．．．． | Charlottetown <br> Digby <br> Quebec． <br> ．．．．．．．．．．． $\qquad$ | Schr－Glt |  | Charlottetown，P．E．I <br> Lunenburg， N S． |  |  | 40 | 9｜Albert P．Prowse，Murray Har－ bour，P．E．I． |  |  |
|  |  |  |  |  |  | 529 | 173 | 65 | 30 J．W．Cousins et al，Digby， N．S． |  |  |
|  | Kmerald．．．．．．．．．． |  |  |  | Lunenburg，N S．．．． <br> Cape Santé，Oue． | 571 | 175 | 54 |  |  |  |
|  | Enéralisse． |  |  | 1874 | Cape Santé，Que．．． |  |  |  | $28 \begin{aligned} & \text { Godfroy Vayeur，Berthier，Co．} \\ & \text { Richelieu，Que．}\end{aligned}$ |  |  |
| 66，028 | Emérillon ．．．．．．．． | ＂$\quad . . . . . .$. |  | $1870$ | Baie St．Paul，（que． | 370 |  | $58$ | 14 Auguste Michaud，Isle Verte， Que． |  |  |
| 103，246 | Einérillon <br> Kmery | Montreal． <br> Quebec． |  | 1894 | St．Thomas，Que St．Ours，Que． | $\begin{aligned} & 901 \\ & 995 \\ & 700 \end{aligned}$ | 214 | 52 |  |  |  |
| 88，293 |  |  | Barg | 1884 |  |  | 218 | 65 |  | F．Paul，St．Pierre de Sorel， |  |
| 80，578 | Emery Bailey．．．． <br> Fimigrant ．．．．．．． | Windsor，Ont．． Victoria． | Schr－－Glt ．．． <br> Scow－Chd． |  | Toledo，U．S．．．．．．．． <br> Pt．Discovery，U．S． |  | 179 | 42 | 47 R．Smith，Oakville，Ont |  |  |
| 100，801 |  |  |  |  |  | $\begin{aligned} & 700 \\ & 820 \end{aligned}$ | 248 | 50 | 78 Win．J．Macauley，Victoria， B．C． |  |  |
| 107，226 |  | Quebec．．．．．．．． | Schr－Gilt ．．． | ．． 1897 | St．Thomas，Que．．．． | 656 | 221 | $66$ | ${ }_{55} 5$ E．Boulanger，St．Thomas，Que． |  |  |
| 114 | Emilie B <br> Fmily． | Shelburne ．．．．．． <br> Arichat |  | $1873$ | $3 \left\lvert\, \begin{array}{cc} \text { Port } & \text { Hawkesbury, } \\ \text { N.S. } \\ \text { Essex, U.S........... } \end{array}\right.$ | $\begin{aligned} & 495 \\ & 530 \end{aligned}$ | $157$ | $65$ | 29 Chas．P．Thomas，Sandy Cove， N．S． <br> 22 Joshus Briggs，Post Hood．N．S |  |  |
| 38，343 |  |  |  |  |  |  |  | 69 |  |  |  |
| 94，84］ |  | Windsor，Ont．．．．． |  | $1890 \mathrm{E}$ | Belle River，Ont．．．． | 624 | 151 | 30 | 29 E．Parent，Belle River，Ont．．．． |  |  |
| 103，492 | Emily L．．．．．．．．．．． <br> Emily May | Lunenburg． Kingeton． |  | $\mid 1895$ | Mahone Bry，N．S． <br> Dog Lake，Ont．．．．．． | 702 |  | 45 | 10 J．R．Rudolf，Lunenburg，N．S． |  |  |
| 77，636 |  |  | Sloop． |  |  |  |  |  |  |  |  |

Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Sailing


Marine and Fisheries-List of Shipping.

Alphabertcal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

|  | Name of Ship. Nom dū navire. | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | .10tho | Pr. 10 ths | Pt. 10ths |  |  |  |
| 80,994 | Espérance | Guysboro' | hr-Glt |  | St. Mary's, N.S. | 330 | 126 | 50 |  | Henry E. Duff, Arichat, N.S.. |  |
| 61,446 | Espérance | Chatham, N.B | " .... |  | Shippegan, N.B. | 318 | 114 | 44 |  | Thos. Ahier, Shippegan, N.B.. |  |
| 92,336 | Espérance. | Quebec. | " ... |  | Natashquan, Que.... | 496 | 162 | 64 |  | Henry Cormier, Natashquan, |  |
| 75,691 | Espérance en Marie. |  |  |  | St. Alexis, Que...... | 423 | 170 | 58 |  | T. Guenard dit Durand, Sag- |  |
| 88,698 | Essie C | St. John, N. B. | Wdbt-Bàb .. |  | Jemseg, N.B. | 747 | 260 | 65 |  | Jno. E. Moore, St. John, N.B. |  |
| 100,443 | Fssie M | Canso | Schr-Glt |  | Sherbrooke, N.S. | 590 | 194 | 74 |  | F. Myers, Coal Harbour, N.S. . |  |
| 88.429 | Estella R. . | St. John, N. B. | Wdbt-Bab .. |  | Canning, N.B..... | 635 | 225 | 58 |  | M. McKeil, Greenwich, King's Co., N.B. |  |
| 80,748 | Estelle | Quebec. | Schr-Glt ... |  | Sault-au-Mouton, Que. | 750 | 235 | 81 |  | E. J.'Pricr, Quebec, Que . |  |
| 100,772 | Estelle | Chatham, N.B. | " .... | 1892 | Caraquet, N.B ... | 371 | 135 | 50 |  | P. Rive, Caraquet, N.B.... |  |
| 94,674 | Etelka. | Halifax. | Sloo | 1888 | La Have, N.S | 215 | 70 | 30 |  | James N. Duffue, Halifax, N. S |  |
| 80,835 | Ethel. | Lunenburg | Bgtn-Bkglt.. | $1880$ | Lunenburg, N.S.... | 902 | 249 | 101 |  | Lewis Anderson \& Co., Lunenburg, N.S. |  |
| 85,551 | Ethel. | Ya | Glt |  | Tusket Wedge, N.S. | 885 | 236 | 95 |  | A. O. Porter, Tusket Wedge, |  |
| 103,113 | Ethe | St. Andrev | " | 1881 | Pubnico, N.S. | 300 | 110 | 50 |  | W. J. Galbraith, Lepreaux, N.IS |  |
| 100,787 | Ethel | Chatham, N . |  |  | Caraquet, N.B. . | 386 | 128 | 45 |  | R. Young, Caraquet, N.B... . |  |

## Marine and Fisheries-List of Shipping.


phabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabetiqus des navires à voiles canadiens inscrits sur les registres; etc.-Suitc.

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Marine and Fisheries－List of Shipping． 24 E．Marshall，Digby，N．S ．．．． 86 J．Slaunwhite，Mahone Bay， 22 Jonathan Locke，Lockeport，会 79 F．I amontague，St．Louis Bon－
总 33 E．H．Lewis，Goderich，Ont．．．


 150 The Ottawa Trans．Co．（Ltd．），


室 140 643｜Thos．Conlon，Thorold，Ont．．

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| 0 |  | $\stackrel{\theta}{-}$ $\stackrel{\square}{7}$ $-$ $\qquad$


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Windsor，N．S．．

| 100,248 | Excelsior ．．． |
| ---: | :--- |
| 100,517 | Exception．． |
| 42,098 | Exchange．．． |
| 36,521 | Exchange ．．． |
| 57,104 | Exchange．．． |
| 80,803 | Exenia．．．．．．． |
| 100,172 | Exephire．．．．．． |
| 69,664 | Experiment． |
| 73,053 | Experiment． |

100,318 F．B．Lovitt．． 103，198 F．B．Wade．． 80,891 F．Billingsby．． 100，632 F．C．No． 1 ．．
 $\mathbf{9 0 , 8 1 8}$ F．H．Burton． 80，898 F．J．Boswell．． 90，011 F．L．Danforth．

$$
\text { . } \begin{aligned}
& \text { Yarmouth . . } \\
& \text { Liverpool .... } \\
& \text { Ottawa........ } \\
& \text { Victoria....... } \\
& \text { Ottawa......... } \\
& \text { Port Hope..... } \\
& \text { Ottawa....... } \\
& \text { St. Catharines. }
\end{aligned}
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Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétrqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| 安菏 |  | Port of Registry. |  |  | Where Built |  | Registe mensio mensio |  |  | Owner, or Managing Owner, and Address. | ed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. |  | Lieu de construction. | $\square$ |  |  |  | Armateur ou armateur-gérant, et adresse. | Ou classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 83,424 | F. Richard | Weymouth | Schr-Glt | 1883 | Meteghan, N.S. |  |  | 82 |  | Anselm Thibedeau, Meteghan River, N.S. |  |
| 90,614 | F. \& E. Givan | Moncton | " .... | 1886 | Cambridge, N.B... | 781 | 270 | 79 |  | F. W. Givan, Moncton, N.B.. |  |
| 72,577 | Fabiola | Picton, Ont. | " .... |  | Portsmouth, Ont.... | 950 | 223 | 90 |  | James Swift, Kingston, Ont... |  |
| 66,058 | Fabiola | Quebec |  | 1872 | Deschambault, Que.. | 1000 | 226 | 96 |  | Thomas Frenette, Portneuf, |  |
| 85,550 | Fair Play. | Yarmouth | " .... | 1882 | Tusket Wedge, N.S. | 400 | 135 | 45 |  | John Sollows, Maitland, N.S.. |  |
| 100,535 | Fair Play. |  | " .... | 1893 | Clare, N.S....... | 339 | 118 | 44 |  | J. B. Lewis, Yarmouth, N.S.. |  |
| 103,340 | Fairford | Winnipeg | Barge | 1894 | Fairford, Man | 2000 | 386 | 64 |  | P. McArthur, Westbourne, Man |  |
| 77,776 | Fairlina | Goderich. | Sehr-Glt | 1881 | Kincardine, Ont. | 460 | 120 | 50 |  | Jas. Johns, Southampton, Ont. |  |
| 74,329 | Fairy Queen.. | Yarnouth | " ... | 1877 | Cape St. Mary, N.S. | 380 | 126 | 60 |  | A. Mallet, Meteghan, N.S.... |  |
| 100,247 | Fairy Queen | Halifax. ... | " | 1894 | Sambro, N.S | 356 | 115 | 50 |  | G. H. Nickerson, Sambro, N.S |  |
| 88,226 | Falcon | St. Andrews | " .... | 1881 | Eastport, U.S . . | 390 | 130 | 57 |  | James Lawson, Grand Manan, N.B. |  |
| 103,001 | Falcon | Chatham, N.B. | " | 1889 | Shippegan, N.B..... | 330 | 126 | 44 |  | T. Ahier, Shippegan, N.B..... |  |
| 72,184 | Falmout | Windsor, N.S. | Bktn-Bkglt.. |  | Windsor, Hants Co., N.S. |  | 308 | 176 |  | Ship Avon Co. (Ltd.), Windsor, N.S. |  |
| 103,120 | Falmout | St. Andrews. | Schr-Glt | 1880 | Campobello, N.B.... | . 300 | 114 | 60 | 10 | W. Dalgelle,sen.,Grand Manan, N.B. |  |

## Marine and Fisheries-List of Shipping.


abetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Lists alphabetique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping.

Alphabrtiaal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

|  | 3 Fl | S | Schr-Glt .... |  | Maitland, N.S .....\| |  |  |  | $\mathbf{9 9 \| J .}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 80,829 | Florence $B$ | Lunenb | " . .. |  | New Dublin, N.S | 524 | 9 | 72 | John Pearl, Tancock, |
| 94,699 | Florence B. Edgett. . | Digby | Bktn-Bkglt. | . 1 | er | 1487 |  | 0 | John W.Parker, Belle Isle, N.S. |
| 46,907 | Florence C.Lawrence | Port Hawkesbury. | -G | 1864 | Margaree, N.S | 716 | 216 | 91 | 69 WilliamBuckles, Margaree, N.S. |
| 100,259 | Florence | $\mathrm{Ha}$ | " .... | 11 S | Sambro, N.S.. . .... | 366 |  | 54 | 15 Caleb Gray, Sambro, N.S .... |
| 75,603 | Florenc | A | " |  | Tiverton, N.S.. ... | 536 | 18 | 69 | 36 David Robinson, Granville, N.S. |
| 100, | Flo | S | " .... |  | Bras D'Or, N.S..... | 348 | 125 | 51 | 10 Peter LeBlanc, Bras D'Or, N.S. |
| 92,638 | Flo | Lunenburg | " .... |  | Lunenburg, N. | 748 | 23 | 85 | 83 Jas. Bellman, Halıfax |
| 94 | Fl |  | " |  |  | 825 |  | 91 | 99. |
| 96,7 | Flo |  | " .... |  | rch Point, N.B. . | 697 | 220 | 0 | t, |
| 100,5 | Florence R. Hewsou. | Pa | " .... |  | Parrsboro', N.S..... 1 | 1339 | 313 | 0 | 9 J. W. Seaman, Shulee, N.S.... |
| 88,357 | Fl | H | " .... |  | N | 0 | 210 | 79 | 57 W. F. Gilcrist, Moser's River, |
| $\stackrel{\sim}{\infty} 85,459$ | Flo | Qu | " .... | 1877 B | Bic, Que.... . . . . . | 370 | 135 | 43 | 13 Wm . Michaud, Isle Verte, Que. |
| ${ }_{\text {© }} \mathbf{8 5 , 7 5 4}$ |  |  | " |  | houan, Labrador | 48 | 135 | 64 | 26 Alphonse Letellier, Quebec, Que |
| 100,5 | Fl |  | " .... |  | ster Basin, N.S | 920 | 254 | 104 | 8 Marcus Oxner, Chester Basin, |
| 103,351 | Fl |  | " |  | Natashquan, Que ... | 466 | 166 | 60 | 27 D. Talbot, Natashquan, Que... |
| 103,902 | Flo | V | " |  |  | 8 | 13 | 48 | 12 R. Hanso |
| 83,255 | Floy | A | " |  |  |  | 8 | 58 | 20 John W. Sproul, Granville, N.S. |
| 37,990 | Fly |  | " |  |  | 428 | 36 | 61 | 20 David Scott, Long Island, N.S. |
|  | Fly |  | " |  |  | 7 |  | 51 | 15 Solon Hubbard |
| 96,736 | Fly | Chatham, | " |  |  | 382 | 130 | 48 | 14 John Young, Tracadi |
| 100,977 | Fly |  | " |  |  | 6 | 123 | 5 | 12 C. Robin |
| 61,405 |  |  | " |  |  | 1 |  | 48 |  |
| 61,903 |  | Liverpool. | " .... |  | , | 0 | 177 | 62 | 20 J. Brooks, Ketch Harbour, N.S. |
| 41 | Flying Cloud. | St. John, N.B.... |  |  | $\left\|\begin{array}{\|c\|} \mathbf{K i n g s t o n}, \text { King's Con }^{\prime}, \end{array}\right\|$ | 683 | 217 | 54 | 78 Samuel J. Holder, Holdersville, N.B. |

Alphabettcal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| \%. |  |  |  |  |  |  | Rogiste mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port of Registry. <br> Port d'enregistrement. | Rig. Gréement. |  | Lieu de construction. |  |  |  | za | Armateur ou armateur-gérant, et adresse. | Oà classé. |
| 100,882 | Flying Foam........ | Chatham, N.B.... | Schr-Glt .... | . 1892 | Caraquet, N.B...... | Pt. 10ths | , | $\left\lvert\, \begin{gathered} \text { Fr. 10 } 10 \mathrm{css} \\ 48 \end{gathered}\right.$ | 12 R. Young, Caraquet, N.B..... |  |  |
|  |  |  |  |  |  | 384 | 128 |  |  |  |  |
| 80,976 | Flying Robin....... | Sydney |  | 1882 | As | 401 |  | $\begin{aligned} & 48 \\ & 55 \end{aligned}$ | 13 John Fitzgerald, Aspey Bay, N.S. |  |  |
| 03,317 | Flying Star.... . | Port Hawkesbury. | Wdbt-Bab. | 1895 | Ch | 325 | 108 |  | 11 Polite Deveaux, Eastern Harbour, N.S. |  |  |
| 88,672 | Flying Yankee ..... | St. John, N.B.... |  | 1884 | Newcastle, N.B..... | 548 | 196 | $\begin{aligned} & 55 \\ & 57 \end{aligned}$ |  |  |  |
| 36,992 | Foam <br> Foam <br> Foam Belle | Charlottetown <br> Chatham, N.B | Schr-Glt .... | 1861 I | La Have, N.S ...... | 600 | 194 | $76$ | P.E.I. <br> 10 T. Ahier, Shippegan, N.B.. |  |  |
| 00,912 |  |  | " .... |  | $\begin{aligned} & \text { Caraquet, N.B ..... } \\ & 3 \text { Gloucester, U.S.... } \end{aligned}$ | $\begin{array}{\|l\|} \hline 343 \\ 380 \end{array}$ | 129 | 47 |  |  |  |
| 59,400 |  | St. Andrews Halifax | " $\quad .$. | 1863 |  |  | $120$ | 42 | 10 A. Ellsworth, Pennfield, N.B. |  |  |
| 42,276 | Foaming Billow.... |  | " | $\|1861\| \mathrm{S}$ | Sheet Harbour, N.S. | 668 | $218$ | 84 | 66 A. J. Winsor, Halifax, N.S.... |  |  |
| 103,833 | Folder's Arca | Quebec. . | " $\quad .$. | 896 | 6 Les-Ecureuils, Que. . <br> 9 Canning, Queen's Co., N.B. <br> 8 Putner.. | 663 <br> 734 <br> 535 | $\left.\begin{gathered} 20 \\ 25 \\ 25 \\ 18 \\ 4 \\ 410 \end{gathered} \right\rvert\,$ | $\begin{aligned} & 58 \\ & 65 \\ & 70 \end{aligned}$ | 46 C. Dussault, Les-Ecureuils, Portneuf, Que. <br> 69 Loretta Ward, Upper Rockport, N.B. <br> 26 L. Ray, Margaretsville, N.S. . |  |  |
| 79,994 | Forest Belle | St. John, N.B | " | 879 |  |  |  |  |  |  |  |
| 57,131 | Forest Flower | Y | " $\quad .$. | 1868 |  |  |  |  |  |  |  |
| 75,464 | Forest King | Windsor, N.S | Ship-3 m |  | Horton, King's Co., | 2136 |  | 244 |  | J. B. North, Hantsport, N.S . |  |
| 55,531 | Forest Queen. | Ha | Schr-Git |  | N.S. <br> Tracadie, N.B | 674 | 218 | 90 |  | D. Landry, St. Mary's, N.S. |  |
| 85,393 | Formosa | Annherst, M. I.... |  | 1884 | House Harbour, Magdalen Islands, Que. | 572 | 188 | 81 |  | F. H. Delaney, Huuse Harbour, Magdalen Islands, Que. |  |

## Marine and Fisheries-List of Shipping.


abetioal Libt of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabetiqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| -่ ¢ ${ }^{\text {¢ }}$ |  | Port of Registry. |  | \% |  |  |  |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | d'enregistre. ment. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 80,366 | Fred E. Scammell. . | Parrsboro'. | Ship-3 m. | 1880 | Parrsboro', N.S | 1960 | 392 | 231 |  | Hy. A. Eaton, Cornwallis, N.S. |  |
| ${ }_{\sim}^{\circ} 100,889$ | Fred H. Gibson. | St. John, N.B. | Schr-Glt | 1894 | St. John, N.B | 1430 | 336 | 124 |  | .John Gibson, Marysville, N.B. |  |
| 100,894 | Fred and Norman... | Weymouth | , .... | 1896 | Belliveau'sCove, N.S. | 505 | 174 | 71 |  | M. Trask, Little River, N.S. |  |
| 83,480 | Fred Taylor. | St. Andrews. . | " .... | 1878 | Eastport, Maine, U.S | 314 | 134 | 66 |  | Jos. Boyd, Campobellc, N.B. . |  |
| 83,332 | Fred Toms | Ot | Barge | 1881 | Ottawa, Ont | 1103 | 222 | 76 |  | The Ottawa Trans. Co. (Ltd.), |  |
| 100,315 | Freddie A. | Yarmouth | Schr-Glt | 1889 | Barrington, N.S. | 330 | 115 | 51 |  | E. Crosby, Yarmouth, N.S.... |  |
| 103,116 | Freddie A. Wiggins. | St. Andrews | " .... | 1882 | Kennebunk, U.S.. | 806 | 242 | 62 |  | G. P. Newton, Grand Manan, N.B. |  |
| 80,793 | Freddie G...... ... | Digby | " .... |  | Bear River, N.S | 440 | 155 | 61 |  | Charles B. Bowers, Westport, N.S. |  |
| 103,719 | Freddie M | Yarmouth .... .. | " .... | 1890 | Belliveau's Cove,N.S | 285 | 120 | 50 |  | G. A. Brush, Yarmouth, N.S. |  |
| 71,333 | Freddie M. Reynolds | Barrington . . | " $\quad$. |  | Clyde, N.S.. | 546 | 189 | 79 |  | M. D. Newell, Cape Island, |  |
| 88,411 | Frederica . | St. John, N.B.. | Bktn-Bkglt. | 1884 | Portland, N.B | 1460 | 312 | 130 |  | Fredk. E. Sayre, St. John, N.B. |  |
| 61,414 | Frederick William.. | Chatham, N.B | Schr-Glt | 1874 | Richibucto, N.B.. | 506 | 155 | 55 |  | R. O'Leary, Campbellton, N.B. |  |
| 97,046 | Fredonia. | Liverpool......... | " .... |  | East Berlin, N.S.. |  | 120 |  |  | J. W. Remby, West Dublin, N.S. |  |
| 103,021 | Free Trade | Parrsboro'.... |  | 1895 | Parrsboro', N.S | 711 | 225 | 75 |  | D. A. Huntley, Parrsboro', N.S. |  |

## Marine and Fisheries-List of Shipping.


habetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Ligtr alphabetique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  |  | Port of Registry. |  | + | Where Buil |  | Registe mensio mensio | ns. <br> ns. |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port denregistrement. | Gréement. | $\begin{aligned} & \text { O } \\ & 0 \\ & 0 \\ & \text { \# } \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur on armateur-gérant, et adresse. | Oin classé. |
|  |  |  |  |  |  | Ft. 10ths | Ft. 10ths | Pt. 10ths |  |  |  |
| 92,466 | G. H. Gardiner..... | Charlottetown. . . | Schr -Glt'... | $1888$ | New London, P.E.I. | 439 | 145 | 52 |  | George H. Pursey, Rustico, P.E.I. |  |
| 85,382 | G. H. Marryatt. . . | Halifax. | " | 1883 | Mahone Bay, N.S... | 422 | 160 | 66 |  | John Graham, Bayfield, N.S. . |  |
| 92,292 | G. H. Morse. | Ottawa. | Barge... | 1886 | Ottawa, Ont | 1120 | 226 | 70 | 162 | The Ottawa Trans. Co., (L Ltd.), |  |
| 74,243 | G. H. Norman. | Montreal | Sloop | 1876 | Iberville, Que. | 600 | 167 | 54 | 41 | Ottawa, Ont. <br> Eusèbe Dubeau, Iberville, Que. |  |
| 100,311 | G. H. Perry | Yarmouth | Sehr-Glt. | 1891 | Meteghan, N.S. | 816 | 270 | 80 |  | J. F. Watson, St. John, N.B. . |  |
| 75,607 | G. M. Dutcher. | Digby.. |  | 1878 | Digby, N.S. | 556 | 178 | 60 |  | E. Burnham, Digby, N.S. |  |
| 85,603 | G. P. Taylor....... | Yarmouth .. .... | " ... | 1882 | Carleton, N.B | 410 | 140 | 50 |  | James N. Gardner, Yarmouth, |  |
| 85,607 | G. Walter Scott. | Parrsboro'.... |  | 1883 | Cambridge, N.B.... | 756 | 255 | 68 |  | W. W. Grahan, Parrsboro', N.S. |  |
| 103,490 | Gabuola | Victoria | Yawl.. | 1896 | Gabuola Island, B.C. | 405 | 158 | 52 |  | Henry Bolmers, Nanaimo, B.C. |  |
| 100,116 | Gadabout. | Parrsboro'. | Schr-Glt . . . | 1892 | Two Rivers, N.S.... | 841 | 260 | 69 | $99$ | B. B. Barnhill, Two Rivers, |  |
| 80,089 | Galatea. . | St. John, N.B. | $B k-B q$ | 1881 | Harvey, N.B. | 1940 | $383$ | 227 | 1122 | S. S. Olive, St. John, N.B.... |  |
| 100,480 | Gallant. | Lunenburg | Schr-Glt | 1892 | La Have, N.S. . | 618 | 208 | 83 |  | E. Richard, La Have, N.S. |  |
| 100,778 | Gambetta. | Chatham, N.B.... | " | 1891 | Caraquet, N.B. | 360 | 128 | 54 | 13 | C. Hubbard, Caraquet, N.B.. |  |
| 100,501 | Gamma. | Victoria. | Scow-Chd... |  | Victoria, B.C. | 740 | 238 | 48 |  | Edgar C. Baker, Victoria, B.C. |  |

## Marine and Fisheries-List of Shipping.

|  |  |  |  |  | S |  |  |  |  | 10.P. Rive, Caraquet, N.B |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 9, | Garfield Whis | Parrsboro |  | 1890 | Apple River, N.S. | 808 | 26 | 71 |  | 99 C. T. White, Apple River, N.S |
| 33,530 C | G | Port Hope | " |  | Port Huron, U.S | 2 | 248 | 83 |  | 33 John Breen, M.O. and William |
| 97,083 | C | Lunenbur |  |  | Petite Rivière, N.S. |  | 194 | 76 |  | 51 J. ${ }^{\text {Lickey. }}$ S. Sprry, Petite Rivière, |
| 80 | Garne | Montrea | Barge.. .. | 1882 | Montreal, | 1092 | 22 | 70 |  | 153 Dickson Anderson, Montreal, |
| 90,676 | Garn | lburn | Bgtn-Bkglt. | 1886 | Lockeport | 800 | 22 | 99 |  | 98 Annie. Longhurst, Lockeport, |
| 103,065 | G | Yarmout | Schr-Glt ... | 1895 | Yarmouth | 487 | 171 | 59 |  | 27 E. K. ${ }^{\text {N.S }}$ Snow, Port La Tour, N.S |
| 83,085 | G | Chatham | " .... | 1881 | Port N.S. Hawkesbury, |  | 23 | 97 |  | 95 W. S. Loggie Co., Chatham, N.B. |
| 103,014 |  | Parrsbor | " | 1894 | Port Gireville, N.S.. | 780 | 231 | 62 |  | T. M. Dodeworth, Parrsboro', |
| 83,260 | G | Di | " |  | Granville, N.S. | 8 | 15 | 63 |  | 20 D. O. Sproul, Digby, N. |
| 59,379 |  | St. | $1{ }^{1}$.... |  | Pembroke, Maine, U.S. | 570 | 18 | 80 |  | 47 S. Watt, Grand Manan, N. |
| 75,860 | G | w |  |  | Clare, N.S......... |  | 247 | 2 |  | 1 Charles T. Warner, Plympton, N. S. |
| $\bigcirc 92.68$ | Gazell | P | Bgtn--Bkg | 1891 | Ri | 1798 | 360 | 208 |  | 999 Daniel Sutherland, Pictou, N.S |
| ${ }_{\odot}^{8}{ }_{100,919}$ |  | Chathan, | Schr-Glt |  |  | 372 | 13 | 50 |  | 12 C. Robin, Collas \& Co., Jerses |
| 100,954 |  |  |  |  |  | 8 | 122 | 46 |  | ubbard, Cara |
| 97 | Gédéon | Q | Barge . . .... |  | om | 1072 | 22 | 75 |  | 141 W. Bibeau, St. Thomas, Que |
| 96,733 | Gem | Chathan | Schr-Glt . . . |  |  | 351 | 117 | 50 |  | bin Collas \& Co., Jersey.. |
| 103,339 |  |  |  | 5 | P | 1040 | 23 | 68 |  | 16 Ida Bibeau, Pierreville, Que |
| 88,668 | Ge | Ch | Schr-Glt .... | 885 |  |  |  |  |  | ere, |
|  | G | H |  |  | Mahone Bay, N |  | 190 | 72 |  | Fleming, Ketch Harbour, S |
| 92,673 | Gen | $\cdot{ }^{\mathbf{P} \mathrm{i}}$ |  | 1887 | Murray Harbour, <br> P.E.I. | 423 |  |  |  | 22 D. A. McKinnon, Murray Harbour, P.E.I. |
| 83,318 | Genest | Charlott | " .... |  | East Port Medway, N.S. | 455 | 17 | 70 |  | 29 Wm. McClure, Pictou, N.S.... |
| 92,361 | Ge | S | " .... |  | Gibson, N.B. |  | 268 | 80 |  | John Gibson, Marysville, N.B. |
| 30,436 |  | Barringt |  | 1891 |  |  | 183 | 73 |  | 32 George Denton, Westport, N.S |
| 96,9 | , | C | Bktn-Bkglt. | 1891 | Bideford, P.E.I.... | 1497 | 302 | 149 |  | 19 William Richards, Bideford, P.E.I. |

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétiques des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| ¢. |  | Port of Registry. |  |  | Where Buit |  | Registe mensio | r <br> ns. |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | trement. | Gréement. | 旡 | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | clas |
|  |  |  |  |  |  | Ft. 10ths ${ }^{\text {Pr }}$ | Ft. 10 ths | Ft. 10ths |  |  |  |
| 103,766 | Genesta | Chatham, N.B. | Schr-Glt | 1896 | Caraquet, N.B.. | 349 | 120 | 50 |  | T. Ahier, Shiplegan, N.B.. |  |
| 88,347 | Geneva | Victoria | " | 1884 | Lunenbung, N.S ... | 864 | 246 | 93 |  | John Kinsman, Victoria, B.C. |  |
| 100,818 | Geneva Ethel. | Barrington | " .... | 1894 | Lockeport, N.S. ... | 547 | 172 | 76 |  | C. E. Kenney, Cape Island, |  |
| 103,411 | Genevieve | Lunenburg | " .... | 1894 | Mahone Bay, N.S.. | 824 | 235 | 96 |  | N.S. |  |
| 72,170 | Genoa | Windsor, N.S | Bgtn-Bkglt. | 1877 | Hantsport, N.S. .... | 1330 | 314 | 177 | 461 | E. Churchill \& Sons, Hantsport. |  |
| 103,618 | Genser | Quebec | Schr-Glt | 1894 | Chateau Richer, Que | 582 | 194 | 70 |  | A. Harvey, Grand Bay, Que |  |
| 61,622 | Gentile | Guysboro' | " .... | 1877 | New Harbour, N.S.. | 530 | 168 | 68 |  | Joseph M. Gillie, New Har- |  |
| 35,622 | George | Halifax |  |  | United States | 542 | 15.5 | 66 |  | Norman McLeod, Coddles Harbour, N.S. |  |
| 54,091 | George. | Quebec | Bgtn-Bkglt.. | $\text { . } 1866$ | Petpiswick, N.S.. | 930 | 249 | 120 |  | J. S. Thom, Quebec, Que. |  |
| 83,321 | George | Ottawa, Ont | Barge | 1881 | Ottawa, Ont. | 1096 | 222 | 79 |  | The Ottawa Trans. Co., Ltd., Ottaw Ont |  |
| 88,469 | George Clark, jr | Arichat. | Schr-Gilt | 1866 | Essex, Mass., U.S . | 722 | 210 | 77 |  | E. Boudreau, Esquimaux Point, Que. |  |
| 77,819 | George Dow | Port Row | " .... | 1875 | Long Point, Ont ... | 420 | 130 | 46 |  | Wm. McCulla, Port Credit, Ont |  |
| 103,743 | George F. Mader | Lunenburg | ".. |  | Mahone Bay, N.S.. | 917 | 250 | 104 |  | C. U. Mader, Mahone Bay, N.S |  |
| 72,073 | George H. Weeks.. | Arichat | Sloop....... | 1875 | Maine, U.S....... | 424 | 149 | 48 |  | E. Brownell, Baie Verte, N.B. |  |

Marine and Fisheries-List of Shipping.


| Listr alphabétique des navires à voiles canadiens inscrits sur les registres, otc.-Suite. |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% |  | Port of Registry. |  | * |  |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
|  | Nom dū navire. | Port d'enregistrement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Oì classé. |
|  |  |  |  |  |  | Ft. 10ths | 4. 10ths | Ft. 10ths |  |  |  |
|  | Gipsy Queen ....... |  |  |  | Dog Lake, Ont ... | 944 | 196 | 55 |  | David Eligh, Marlborough, Ont. |  |
| $\stackrel{\square}{\circ} 59,497$ | Girl I Love. | Lunenburg . . | Schr-Glt | 1872 | West Dublin, N.S .. | 506 | 170 | 69 | 29 | A braham Street, St. John, N.B. |  |
| $72,332$ | Glad Tidings...... | St. John, N. B.... | " |  |  | 770 | 264 | 67 |  | Josiah Christopher, Hopewell, N.B. |  |
| $100,576$ | Glad Tidings . ... | Lunenburg ..... | " |  | Lunenburg, N.S... | $856$ | 246 | 92 |  | N.B. <br> H. Moser, Lunenburg, N.S. |  |
| $100,989$ | Gladiator. | Chatham, N.B.. | " | 1888 | Caraquet, N.B | 360 | 123 | 46 |  | P. Rive, Caraquet, N.B..... |  |
| 85,686 | Gladstone | Digby... | " |  | Bear River, N.S.... | 394 | 154 | -54 |  | A. J. Haycock, Westjort, N.S. |  |
|  | Gladstone | Kingston | " | 1869 | Dog Lake, Ont | 1025 | 245 | 88 |  | Thos. Currie, Seaforth, Ont.. |  |
| $100,109$ | Gladstone | Moncton |  | 1891 | Advocate, N.S..... | 1000 | 288 | 90 |  | Fred. W. Sumner, Moncton, N.B. |  |
| $100,964$ | Gladstone | Chathan, N.B... | " | $\text { . } 1888$ | Caraquet, N.B..... | 343 | 116 | 46 |  | P. Rive, Caraquet, N.B |  |
| 103,753 C | Gladys B. Suith. | Lunenburg . | " | 1897 | Lunenburg, N.S. | 983 | 253 | 100 |  | B. C. Smith, Lunenburg, N.S.. |  |
| 103,505 | Gladys May |  | " | 1896 | Shellurne, N.S.. | 990 | 250 | 100 |  | S. W. Oxner, Lunenburg, N.S. |  |
| $97,150 \mathrm{G}$ |  | St. Andrews.... | " | 1879 | West Point, N.S. | 340 | 130 | 50 |  | Victoria Cook, St. George, N.B. |  |
| 85,469 G | Gleaner | Quebec ..... . .. | " | 1883 | Little Metis, Que... | 645 | 200 | 70 |  | Rev. T. Roberge, St. Alexis, Que |  |
| 75,679 | Gleaner............. | " $\quad . . . . . . . \mid$ | \| ".. | 1877 | Esquimaux Point, Que. | , 567 | 180 | 73 | 41 | Point, Que. <br> Benj. Landry, Esquimaux |  |

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## Marine and Fisheries-List of Shipping.




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Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.



Marine and Fisheries-List of Shipping.

| 103,020 | O $\mathrm{H}_{\text {elen }}$ | Parrsboro | Schr-Glt |  | 55 Port Grenville, N.S. | ${ }^{64} 0$ | 216 |  | B. Hatfeld, |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 90,734 | Helen M. Crosby | Port Hawkesbury |  |  | 5 F | 725 | 207 | 71 | ${ }_{64} \mathrm{~J}$. ${ }_{\text {H }} \mathrm{W}$. Cruickshank, Port |
| 48,035 | He | Annapolis ....... |  | 1864 | 4 Wilmot, N.S | 820 | 240 | 101 | ${ }^{118}$ H. V. Crandall, New York, |
| 076 | H |  |  |  | 6 Bay St. George, Nfld. | 499 | 183 | 70 | ${ }^{3 \times}$ Emaniuel legg, Bay St. George, |
| 100,326 | H | Ya |  |  | Argyle, N | 340 | 122 | 50 | 13 W. McN |
| 100,585 | He | Mo | Sloop |  | Yama | 108 | 228 | 93 | 131 O. Latraverse, Sorel, Q |
| 100 | Hel | Par | Schr-Glt |  | 2 Parrsboro', N.S | 62 3 | 197 | 72 | 50, P. Mc. Laughin, Parstoro', N.S |
| 88,563 | Helena | Barrington |  |  | 3 Shelburne, | 860 | 240 | 97 | 112 W. H. Swine, Barrington, N.S. |
|  | H | Quebee | Barge |  | Notre Dame de Lévis, | 650 | 223 | 64 | 56 David E. Price, Quelee, Q |
| 52,4 | H |  | Sch |  | $4{ }^{\text {Cap }}$ St. ${ }^{\text {gue }}$ Ignace, Que. | 716 | 220 | 65 | 49 Louis La |
| 103,740 | H | Shelburne |  |  | Sa | 836 | 229 | 86 | ${ }^{90}$ Churchill Locke, Lockeport, |
|  | H | Victoria | Slop. |  | Victoria, B.C. | 375 | 114 | 40 | 11 C. E. E. Baker, Victoria, B.C... |
| * 100,544 | Hell | Digby | hr-C |  | Freport, N.S | 435 | 156 | 61 | 26 C. McDormand, Westiprt, N |
| 97, 157 | Hen | Victoria |  |  | 6 Washington, U.S | 526 | 196 | 50 | ${ }^{1}$ Thos. Flewin, Victoria, |
| 64,15 |  |  | loop. |  | 4 Skeena, B.C | 520 | 90 | 30 | ${ }_{11}$ Wm. Moore, Victoria, B. |
| 48,366 | Henry Fenwick | Guysbor | hr- |  | Booth Bay, U.S | 640 | 190 | 68 | ${ }^{43} \mathrm{~J}$. Murphy, Fren |
| 83,194 | H | Pictou, |  |  | Oerigomish, N.S | 684 | 221 | 78 | ${ }^{68}$ Thos. ${ }^{\text {N.S. }}$ C. Patton, Merigomish, |
| 103,717 | Hen | Ya | " | 1898 | 8 Pubnico, N.S | 330 | 125 | 57 | 10 A. C. D'Entremont, Pubn |
| 103,311 | Henry L. Phillip | Port Hawkesury |  |  | 8 Booth Bay, Maine, | 74 | 216 | 76 | 78.J. C. Skinner, Port Hastings, |
| 94,856 | Henry Nickerson | Par |  |  | 1 Bath, U.S........ | 747 | 214 | 77 | 70 M. Brewster, Harvey, N.B |
| 74,302 | Hon | Yarmonth | " |  | 5 United States. | 537 | 148 | 71 | ${ }^{34}$ A. D'Entremont, Pubrico, N. S . |
| 75,902 | Henry Swan | Chatham | " |  | Richibu | 702 | 224 | 76 | 63 |
| 42,077 | H |  |  |  |  | 683 | 220 | 86 | ${ }^{\text {80 }}$ St. Ciliair Jones, Weymouth, |
| 83,061 |  |  | Barge |  | tawa, ont | 1100 | 224 | 75 | ${ }_{162}^{162 \text { The Ottawa Trans. }{ }^{\text {Otawa }} \text { Ont., Ltd., }}$ |
|  | Herbert Dudley. | Ki |  |  |  | 120 | 245 | 1 | $\substack{\text { De Witt Carter, Collins Bay, } \\ \text { Ont. }}$ |


|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregis. trement. | Rig.Grément. |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Pt. 10tLs | t. 10ths | Pt. 10ths |  |  |  |
| 83,439 | Herbert Rice. | Weymouth .... | hr - -Glt | 1888 | Weymouth, N.S |  |  | 90 |  | JamesCosman, Meteghan River, N.S. |  |
| 100,994 | Hercule | Chatham, N.B. | " | 1891 | Shippegan, N.B. | 346 | 128 | 46 |  | P. Rive, Caraquet, N.B.... |  |
| 41,616 | Herma | Quebec. | " | 1858 | Rivière-du-Loup, Que | 575 | 178 | 78 |  | Jos. Desrosiers, Ste. Luce, Que. |  |
| 50,745 | Hermine |  | " |  | Bic, Que | 640 | 182 | 78 |  | James A. Butchart, Rimouski, |  |
| 59,943 | H |  |  |  | Anse St. Jean, Que.. | 560 | 180 | 78 |  | Réné Gagnon, St. Paul, Charle- |  |
|  |  |  |  |  |  |  |  |  |  | vuix, (que ${ }^{\text {a }}$, |  |
| 69,576 | Hermine |  | " |  | St. Gernain, Que | 400 | 136 | 64 |  | Théophile Bouchard, Bay St. Paul, Que. |  |
| 77,786 | Hesperus. | Halifax | " |  | Port Medway, N.S. . | 434 | 136 | 62 |  | Joseph Reno, Herring Cove, N.S. |  |
| 94,893 | Hesperus | Victoria | " | 1889 | Vancouver, B.C. | 355 | 123 | 55 |  | James Hunter, Victoria, B.C. |  |
| 77,756 | Hiawatha | helburn | " | 1880 | Jordan River, N.S. | 710 | 215 | 88 |  | C. Hardy, Mahone Bay, N.S.. |  |
| 96,904 | Hiawatha | Kingston | Barge | 1890 | Garden Island, Ont. | 1765 | 300 | 119 |  | Kingston and Montreal For- |  |
| 72,496 | Highland Beauty | Toronto | r-G1 |  | Oakville, Ont... | 800 | 159 | 66 |  | A. D. Williams, Toronto, Ont. |  |
| 69,097 | Highland Jane.. | Halifax | " |  | Jed•ore, N.S. | 520 | 171 | 74 |  | H. E. Hill, Musquodoboit, N.S. |  |
| 88,255 | Highlands | . John, N.B | Bk- Bq | 883 | Portland, N.B | 1996 | 382 | 226 |  | H. D. Troop, St. John, N.B. |  |
| 96,870 | Hilda | Prescott | Barge .... .. |  | Toronte, Ont.. ... | 1600 | 300 | 123 |  | Prescott Elevator Co., Prescott, |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| ¢ ¢ ¢ ¢ |  |  |  | : | Where Built |  | Registe mensio mensio |  |  | Owner, or Managing Owner, | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ort d’enregis- trement. | Grément. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. |  |
|  |  |  |  |  |  | 10ths | Ft. 10ths | t. 1 |  |  |  |
| 103,939 | H | Chatham, N.B | Schr-Glt | 1896 | Pokemonche, N.B. . | 340 | 120 | 50 | 11 | M. Dishs, Pokemouche, N.B |  |
|  |  |  |  | 1892 | Port Le Bear, N.S | 830 | 136 | 58 |  | ( C . H. Hiltz, Lockeport, N.S. |  |
| 97,057 | Horace B. |  |  |  |  | 1100 |  |  |  | The Ottawa Trans. Co., Ltd |  |
| 75,800 | Horace Donnelly . . | Ottawa. | Barge .... | 1879 | Hull, Que .... | 1100 | 227 | 73 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| 85,506 | Hor | St. John, N. B | Bktn-Bkglt. | 1882 | Carleton, N.B | 1400 | 300 | 130 | 407 | Howard D. Troop, St. John, N.B. |  |
| 103,119 | Hortense. | St. Andrew | Sloop. | 1895 | Meteghan, N.S | 310 | 130 | 64 |  | W. J. Morse, Campobello, N.B. |  |
| 100,906 | Hotspur. | Chatham, N.B | Schr-Gilt | 1891 | Caraquet, N.B | 370 | 127 | 46 |  | P. Rive, Caraquet, N.B. |  |
| 100,860 | Hovington. | Quebec | " | 1891 | Fscoumains, Que. | 384 | 144 | 46 |  | T. Caron, Escoumains, Que |  |
| 80,655 | Howard | Ottawa | Barge | 1880 | Montreal, Que.... | $1100$ | $220$ | 75 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| 52,024 | Howard | Shelburne | Schr-Glt | $1856$ | Jordan River, N.S.. | 683 | 203 | 79 |  | John Lemnox, Pubnico, N.S. |  |
| 96,822 | Howard | Lunenburg.. . | " |  | Chester Basin, N.S. . | 884 | 250 | 103 |  | James Iohnes, La Have, N.S. |  |
| 103,264 | Howard D. Troop. | St. John, N.B. |  |  | Liverpmol N.S | 850 | 220 | 87 |  | J. Sproul, St. John, N.B |  |
| $\mathbf{9 0 , 4 3 2}$ | Howard L. | Charlottetown | " ... |  | Unknown ...... .. | 766 | 210 | 77 |  | James G. Farrow, Hampton, P.E.I. |  |
| 100,569 | Howard Young. | Lunenburg.. | " . . |  | Lunenburg, N.S. | 825 | 244 | 89 |  | James Young, Lunenburg, N.S. |  |
| 103,448 | Hoyer | Ottaw |  | 1889 | Buckinghain, Que... | 710 | 176 | 50 | 32 | Geo. Bothwell, Buckingham, Que. |  |

## Marine and Fisheries-List of Shipping.


Alpeabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


62 Victoria Sessional Papers (No. 11B.) A. 1899

| Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-C Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.- $S u$ |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. Lieu deconstruction. |  |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | $\begin{gathered} \text { Where Clased. } \\ \text { Où classé. } \end{gathered}$ |
| 92,424 <br> © <br> 85,548 <br> 103,931 <br> 92,352 <br> 100,490 <br> 75,845 <br> 100,348 <br> 103,868 <br> $\ldots \ldots \ldots$ <br> 72,576 <br> 96,837 <br> 83,117 <br> 59,741 <br> 96,724 | Ireland <br> Irene. <br> Irene. <br> Irene. <br> Irene, M. B <br> Iris <br> Iris <br> Iris <br> Iron Kail. <br> Iroquois. <br> Irvin G. <br> Isabel <br> Isabel <br> Isabel $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ | Prescott <br> Halifax. <br> Chatham, N.B. <br> St. John, N.B <br> Lunenburg <br> Halifax. <br> Montreal. <br> Halifax. <br> Kingston. <br> Lunenburg. <br> Halifax. . <br> Charlottetown <br> Chatham, N.B. | Barge <br> Schr-Glt <br> Yacht <br> Sloop <br> Schr-Glt <br> Barge <br> Schr-Glt <br> Sloop. $\qquad$ $\qquad$ Schr-Glt . . | ( 1863 | Brockville, Ont <br> Shelburne, N.S <br> Caraquet, N.B. <br> St. Martin's, N.B... <br> Mahone Bay, N.S... <br> Peterborough, Ont. . <br> Port Hawksbury, N.S <br> Portsinouth, Ont <br> Garden Island, Ont.. <br> Lunenburg, N.S... <br> Wood Islands, P.E.I. <br> Shippegan, N.B. |  | $\left\|\begin{array}{rr} \text { rt. 10ths } \\ 28 & 0 \\ 21 & 3 \\ 12 & 6 \\ 25 & 7 \\ 21 & 3 \\ 18 & 1 \\ 7 & 4 \\ 7 & 8 \\ 11 & 2 \\ 26 & 1 \\ 23 & 6 \\ 8 & 5 \\ 13 & 4 \\ 11 & 8 \end{array}\right\|$ |  | 339 64 12 90 66 37 1 5 51 31 361 80 4 18 | James Buckley, Prescott, Ont Henry Cole, Chester, N.S.. <br> W. Fruing \& Co., Ltd., Jersey. Samuel F. Hattield, St. Juhn, N. $B$. <br> Eli Ernst, Mahone Bay, N.S. <br> Henry Jeffreys, Channel, Ntdd. <br> F. W. Barlow, Montreal, Que. <br> R. T. MacIlreith, Halifax, N.S. <br> J. McCormack, Point Pelee <br> Island, Ont. <br> Kingston and Montreal Forwarding Co., Kingeton, Ont W. Blanchard, Bay St. George, Nfld. <br> Henry E. Tyler, Halifax, N.S. <br> Neil McMillan, Wood Islands, <br> P.E.I. <br> W. Fruing \& Co., Jersey |  |

## Marine and Fisheries-List of Shipping


Alpiabstioal List of Canadian Registered Sailing


## Marine and Fisheries-List of Shipping.


Alphabetioal Libt of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétiques des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| ค゙่ |  | Port of Registry. |  | * | Where Built |  |  |  |  | Owner, or Managing Owner, and Address. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. | (1) | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 83,326 | J | Ottawa | Barge | 1881 | Hull, Que | 1107 |  | 78 |  | Ottawa, Ont <br> The Ottawa Trans. Co., Ltd., |  |
| 85,560 | Jacques | Yarmouth | Schr--Glt | 1884 | Eel Brook, N.S. | 665 | 203 | 77 |  | Fred. Porrier, Descousse, N.S. |  |
| 64,947 | Jacques Cartier | Quebec | Barge | 1871 | Batiscan, Que. | 866 | 205 | 65 |  | O. Spénard, St. Pierre des Bec- |  |
| $100,610$ | Jamboree | Shelburne | Yaw | 1893 | Shelburne, N.S.... | 440 | 115 | 83 |  | J. B. Bland, Gaspé, Que... |  |
| 83,124 | James. | Halifax | Schr-Glt | 1867 | Porter's Lake, N.S. . | 330 | 125 | 36 |  | John D. Storey, Halifax, N.S. |  |
| 83,338 | Ja | Otta | Barg | 1882 | Montreal, Que | 1086 | 226 | 64 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| 92,366 | James Barber ... | St. John, N.B | Schr-Git | 1887 | Waterborough, N.B. | . 790 | 269 | 66 |  | Abiathar F. Camp, Cambridge, $\mathrm{N} . \mathrm{B} .$ |  |
| 85,689 | James Beckwith | Halifax |  | 1847 | United States. . | 500 | 170 | 63 |  | D. T. Leslie, Halifax, N.S.... |  |
| 94,828 | James Brown. | Weymouth | Bgtn-Bkglt.. | 1891 | Port Gilhert, N.S... | 1150 | 287 | 126 |  | G. B. Lockhart, New York, U.S. |  |
| 85,717 | James Buckley | Prescott | Barge | 1884 | Quebec, Que | 1600 | 319 | 106 |  | Jas. Buckley, Prescott, Ont ... |  |
| $75,433$ | James Cunningham | Ottawa |  | 1877 | Hull, Que .. ...... | 1100 | 227 | 80 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| $84,824$ | James Davis. | Halifax | Schr-Glt | $1882$ | Humber Sound, Nfd. | 590 | 180 | 73 |  | Inkerman Allen, Botsford, N.B. |  |
| 83,067 | James Gordon | Otta | Barge | 1881 | Hull, Que ... | 1080 | 226 | 70 |  | The Ottawa Trans. Co., Ltd., |  |
| 74,039 | James Henry. | Sydney | Schr-Glt | 1876 | Bras d'Or, N.S. | 425 | 145 | 61 | 18 | Simon Deveux, Bras d'Or, N.S. |  |

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\left.\begin{array}{|l|l|l|l|}
110 & 0 & 22 & 7
\end{array}\right) 79 \text { 169 The Ottawa Trans. Co., Ltd., }
$$

 323 Hour，H．Gatfield，Amberstburg， 48 Wm．Harris，Gabarouse，C．B．． 63 William Roberts，Tatami－ 150 G．Wightman，Montague，P．E．I． 155 The Ottawa Trans．Co．，Lc．．，

号 113228 John B．Miller，Parry Sound，

 158 Montreal Transportation Co．， 32 J．B．Gerrior，West Arichat，要 65 A．Brien，Crapaud，P．E．I．．．．．． 45 Samuel J．Balcom，Sheet Mar－
 32 Charles E．Laverdière，Rat $114 \begin{aligned} & \text { Portage，Ont．} \\ & \text { Jos．Pichér，Longueuil，Que ．．．}\end{aligned}$ 98 Murdock McGregor，La Have， 18 R．Asselin，St．Michael，Que．． 438 The Montreal Transportation
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## Marine and Fisheries-List of Shipping.


phabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vebsels on Registry Books, \&c.-Continued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping


Alphabetical Ligt of Canadian Registered Sailing Vessels on Registry-Books, \&c.-Continued.

| 品. |  | Port of Registry. |  |  | Where Built. |  | Register mension mensio |  |  | Owner, or Managing Owner, and Address. | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ort d'enregistrement. | Gréement. |  | Lieu de conatruction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où class |
|  |  | St. John, N.B.. | Bk-Bq | ${ }^{1879}$ | Kingsport, N.S.... | t. 10 ths | Pt. 10 ths | Pt.10ths | \|1056 | Robert Thomson, jr., and John <br> H. Thomson, St. John, N.B. Saml. A. White, Halifax, N.S. |  |
| 80,005 | Kelvin. |  |  |  |  | 1870 | $373$ |  |  |  |  |
| N 83,111 | Kestrel. | Halifax. | Yawl-Chp... | 1877 | Dartmouth, N.S | 360 | 108 | 50 |  |  |  |
| -90,548 | Kildonan | Montrea | Schr-Glt | 1888 | Kingston, Ont | 1741 | 330 | 111 | 499 | Montreal Transportation Co., |  |
| 100,649 | Kilmeny. | Victo |  | 1893 | Victoria, B.C. | 468 | 140 | 58 |  | F. M. Nicholson, Victoria, B.C. |  |
| 40,304 | Kinan |  | - . |  | Burrard Inlet, B.C.. | 499 | 155 | 59 |  | J. J. Dawsett, Honolulu. |  |
| 92,507 | Kinetico. | St. Andrews |  | 1884 | Back Bay, N.B. | 296 | 112 | 60 |  | Andrew McGee, St. George, |  |
| 88,516 | Kingfisher | Sydney | Schr-Glt | 1886 | Ingonish, N.S. | 339 | 132 | 51 |  | Samuel Urizon, North Sydney, |  |
| 88,581 | Kingfisher. | Yarmouth | " | 1884 | Eel Brook, N.S.. | 598 | 191 | 73 | 47 | A. F. F. Stoneman, Yarmouth, |  |
| 96,978 | Kingsisher,.. | Ottawa. | " | 1892 | Shelburne, N.S.... | 1000 | 237 | 100 | 107 | The Minister of Marine and |  |
| 94,740 | Kings County | Windsor, N.S | Ship-3 m | 1890 | Kingsport, N.S | 2550 | 455 | 257 | 2225 | C. R. Burgess, Wolfville, N.S. |  |
| 103,958 | Kingston. | Montreal. | Barge |  | Kingston, Ont | 1810 |  | 120 |  | Montreal Transportation Co., Montreal, Que. |  |
| 100,981 | Kite. | Chatham, N.B | Schr-Glt | 1888 | Caraquet, N.B | 360 | 121 | 51 |  | C. Robin, Collas \& Co., Ltd., |  |
| 103,288 | Kit |  | " | 1895 | Shippegan, N.B. . | 347 | 120 | 48 |  | T. Ahier, Shippegan, N.B... |  |
| 103,732 | Klondyke | Parrsborv'........ |  |  | Port Granville, N.S. | 748 | 246 | 77 | 78 | H. Eldarkin \& Co., Port Granville, N,s. |  |

Marine and Fisheries-List of Shipping.


| 我商 | me | Yort of Registry． |  | 官 | Where Built． |  |  |  |  | Owner，or Managing Owner， and Address． | Where Classed． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréement． |  | Lieu de construction． |  |  |  |  | Armateur ou armateur－gérant， et adresse． | Où classé． |
|  |  |  |  |  |  | t． 10 ths | Ft．10ths | Ft． 10 ths |  |  |  |
| 90，887 | L＇Etoile ． | Yarmouth | Schr－Glt | 1888 | Tusket，N．S | 606 | 192 | 69 |  | A．O．Porter，Tusket Wedge， |  |
| \％103，980 | L＇Etoile de－la Mer． | Quebec． | ＂ | 1897 | Baie St．Paul，Que．． | 486 | 168 | 64 |  | P．Boily，Baie St．Paul，Que．． |  |
| 107，493 | L＇Etoile－de－la－Mer．．． |  | Sl | 1897 | St．Siméon，Que ． | 352 | 114 | 45 |  | F．Savard，St．Siméon，Que．．．． |  |
| 80，673 | L＇Exportation ．．．． | Montreal | Barge | 1881 | St．Aimé，Que | 956 | 204 | 65 |  | Ignace Caron，St．Aimé，Que．． |  |
| 52，494 | L＇Hon．J．Cauchon． | Quebec | Schr－Glt | $1865$ | Quebec，Que．．．．． | 694 | 203 | 88 |  | Joseph Blouin，St．Jean，Island |  |
| 65，913 | L＇Imperatrice．．． |  | ＂ | 1867 | Les Eboulements， | 515 | 189 | 76 |  | James A．Sharp，Summerside， |  |
| 100， 171 | L＇Imperial． | Montreal | Barge．． | 1891 | Que． <br> Pierreville，Que．．．．． | 1400 | 277 | 115 |  | The Canadian Forwarding and |  |
| $\begin{array}{r} 100,171 \\ 77,870 \end{array}$ | L'Islet. . .... | Quebec． | Sloop | 1878\| | L＇Islet，Que | 140 <br> 490 | 27 167 | 115 47 |  |  |  |
|  |  |  | Sloop．．．．．．． |  |  | 490 | 167 | 47 |  | Delphin Langlois，Isle Aux Grues，Que． |  |
| 94，871 | L＇Ivon | Montreal． |  | 1889 | Pierreville，Que．．．．． | 1078 | 228 | 82 | 166 | Prospère Laplante，Lachine． Que． |  |
| 92，558 | L＇Union． | ＂ | Barge． | 1888 | Yamaska，Que | 1320 | 269 | 110 | 303 | A．Romer，Montreal，Que．．．． |  |
| 103，625 | La Bienvenue．．．．．． | Quebec | Sehr－Glt | 1896 | Baie St．Paul，Que． | 534 | 182 | 72 |  | J．Simard，Baie St．Paul，Que． |  |
| 88，316 | La Canadienne．．．．．． | ＂ | ＂ | \|1885| | Ste．Luce，Que．．．．． | 648 | 193 | 74 |  | Francois Gagnon，Cap Chatte， |  |
| 103，355 | La Clerina． | ＂ | ＂ | 1894 | Green Island，Que ．． | 422 | 136 | 58 |  | N．${ }^{\text {Que．Levesque，Green }}$ Island， |  |
| 96，838 | La France | Lunenburg．．．．．． |  | 1890 | Lunenburg，N．S．．．． | 764 | 222 | 85 |  | S．W．Oxner，Lunenburg，N．S． |  |

## Marine and Fisheries-List of Shipping.


Alpiabbitioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Libtr alpiabétiquer des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping

Alpiabstioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Lists alphabetiques des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| ¢ |  | Purt of Registry. |  | 家 | Whure Buik |  |  |  |  | Owner, or Managing Owner, and Address. | Where Classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérint, et adresse. | Oú clase |
|  |  |  |  |  |  | Ft. 10ths | Pt. 10ths | ft. 1 uths |  |  |  |
| 103,333 | Laura | Montreal. . . . . . | Barge |  | Yamaska, Que |  |  | 112 |  | Canadian Forwarding and Export Co., Montreal, Que. |  |
| \% 103,540 | Laur | Halifax | Schr-Glt | 1896 | Chezetcrok, N.S .. | 498 | 169 | 68 |  | Jos. Belfountaine, Chezetcook, N. S . |  |
| 107,501 | Laura | Quebec | Sloop | 1897 | Tadousac, Que. . . | 372 | 138 | 49 |  | B. Caron, Tadousac, Que..... |  |
| 80,980 | Laura B. | Sydney | Schr-Glt |  | St. Anne, N. S. | 742 | 236 | 87 |  | Solomon Bonnell, Petites, Nfld. |  |
| 71,329 | Laura C. | Amherst | " | 187 | Tidnish, N.S. | 510 | 173 | 60 |  | Jacob Pollard, Port Elgin,N.B. |  |
| 103,738 | Laura C. Hall | Parraboro' | " | . 1898 | Parrsboro', N.S.... | 810 | 256 | 81 |  | R. Archibald, Joggins, N.S. |  |
| 9 9 ,788 | Laura C. Zwicker... | Lanenburg . | " | . 1889 | Mahone Bay, N.S. | 713 |  | 92 |  | Abraham Ernst, Mahone Bay, - N.S. |  |
| 61,615 | Laura Cox. | Guysboro'. | " |  | Country Harbour, N.S. | $587$ | 205 | 71 |  | C.H. Harrington et al, Sydney, N.S. |  |
| 88,565 | Laura D. | Kingston | Sloop | 1884 | Kingston, Ont ...... | 646 | 167 | 50 |  | Chauncy Daryan, Simcoe Isld., Ont. |  |
| 100,244 | Laura D. | Halifax | Schr-Glt . |  | Sheet Harbour, N.S. | 598 | 183 | 70 |  | Thomas J. Crockett, Halifax, N.S. |  |
| 74,054 | Laura E. Douglas. . | Barrington | " . |  | Port Clyde, N.S... | 588 | 188 | 71 |  | J. A. Steele, Kichmond, N.S. |  |
| 72,239 | Laura H. | St. John, N.B. |  |  | $5 \text { Kingston, King's Co., }$ $\mathrm{N} . \mathrm{B}$ |  | 200 | 59 |  | K. F. Burns, Bathurst, N.B... |  |
| 90,888 | Laura J | Yarmouth. | " . |  | Tusket Wedge, N.S. | 690 |  | 71 |  | Charles M. Boudreau, Tusket Wedge. N.S. |  |
| 96,832 | Laura M. Knork. | Lunenburg . ... |  |  | Lunenburg, N.S ... | 747 | 235 | 91 |  | J. Harrigan, Lunenburg, N.S. |  |

## Marine and Fisheries-List of Shipping.


Alpfabeticial Libt of Canadian Registered Sailing Veasels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.


Alphabbtioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.

abbtical Libt of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registrès, etc.-Suite.

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Marine and Fisheries-List of Shipping.

Alphabetioal List of Canadian Registered Sailing Veessels on Registry Books, \&c.-Continued.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant. ot adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Pt. 1 |  |  |  |
| 100,097 | Lizzie $\mathbf{R}$ | St. John, N.B. | Schr-Glt | 1892 | Cambridge, N.B. | 740 | 250 | 49 | 80 | A.D.McLean, Cambridge, N.B. |  |
| N 100,316 | Lizzie S. | Yarnout | " | 1892 | Yarmouth, N.S | 300 | 110 | 45 |  | Win. Surette, Yarmouth, N.S.. |  |
| 59,342 | Lizzie S. McGee | Andrew | " | 1861 | St. (jeorge, N.B | 350 | 130 | 59 |  | Joseph McGee, St. George |  |
| 92,365 | Lizzie W.. | St. John, N.B.... |  | 1887 | Greenwich, N.B | 420 | 156 | 54 | 17 | Annie George, Parrsboro', N.S. |  |
| 83,494 | Lizzie Wharton. | Weymouth. . . . |  | 1884 | Brooklyn, N.S | 856 | 256 | 96 |  | Francis LeBlanc, Belliveau's |  |
| 88,266 | Lizzie Young | St. John, N.B. |  | 1883 | Musquash, N.B | 371 | 139 | 52 |  | Cove, N.S. Michael Quig, Musquash, N.B. |  |
| 85,534 | Lloyd | Yarmouth |  | 1883 | Maitland, N.S | 454 | 163 | 60 |  | T. Corning, Beaver River, N.S. |  |
| 75,497 | Lochiel | Charlottetown | " |  | Murray River,P.E.I. | 560 | 190 | 76 |  | George Wright, Richibucto, |  |
| 61,523 | Lochiel. | Arichat. |  |  | Shelburne, N.S... | 873 | 220 | 93 |  | John Pertus, Descousse, N.S. |  |
| 61,833 | Lorkwood | St. John, N.B | Bk--Bq. | 1872 | Port Gilbert, N.S | 1750 | 355 | 216 |  | C. A. Palmer, St. John, N.B |  |
| 66,924 | Lois. | Charlottetown | hr-Glt | 1858 | Marblehead, Mass. U.S. | 730 | 204 | 74 |  | A. Landry, Lower Montague, P.E.I. |  |
| 64,114 | Lone Star | Halifax |  | 1866 | Marie Joseph, N.S. . |  | 166 | 66 |  | F. $\begin{aligned} & \text { Ingersoll, } \\ & \text { Manan, N.B. }\end{aligned}$ sen., Grand |  |
|  | Longueuil | Montreal. | Barge | 1868 | Montreal, Que .... | 1711 | 211 | 91 |  | E. Haynemand, Lanoraie, Que. |  |
| 83,465 | Look Out | St. Andrews | Schr-Glt | 1857 | Essex, Maine, U.S . | 632 | 196 | 71 |  | F. Wooster, Grand Manan, N.B |  |

## Marine and Fisheries-List of Shipping.


Alphabetioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| \% ¢\%.". |  | Port of Registry. |  |  | Where Built |  | Registe mensio imensio | re. |  | Owner, or Managing Owner, | W |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | $\begin{aligned} & \text { ort d'enregis } \\ & \text { trement. } \end{aligned}$ | Gréement. | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | Pt. 10the | 1othe | Ft. 10ths |  |  |  |
| 94,685 | Louis Luby. | Halifax. . . . . . | Schr-Glt |  | Chezetcook, N.S ... | 598 | 190 |  |  | Simon Lapierre, Chezetcook. N.S. |  |
| 69,925 | Louis Lumina | Quebec | Barge .. | 1869 | Bastican, Que. | 983 | 230 | 57 | 82 | A. A. Larocque, Sorel, Que.... |  |
| 61,433 | Louisa | Chatham, N.B. | Schr-Glt | 1864 | Shippegan, N.B... | 340 | 105 | 40 |  | John Noel, Shippegan, N.B... |  |
| 83,426 | Louisa. | St. John, N.B. | " $\quad$. | 1880 | Port Gilbert, N.S... | 400 | 135 | 56 |  | B. Haregrove, Chance Harbour, N.B. |  |
| 80,777 | Louisa | Sarnia .. | " | 1866 | Swan Creek, U.S | 540 | 155 | 40 | 30 | Amos Little, Wallaceburg, Ont. |  |
| 96,775 | Louise | Port Hawkesbury. | " | 1894 | Cheticamp, N.S. | 380 | 115 | 53 |  | P. Boudrot, Cheticamp, N.S... |  |
| 83,402 | Louisa Maud | Halifax. | " | 1882 | Indian Harbour, N.S | 438 | 153 | 63 |  | Wesley Crooks, Peggy's Cove, N.S. |  |
| 38,517 | Louise | Sydney . | " | 1882 | Guysboro', N.S ... | 985 | 274 | 108 |  | Dominick Landry, Arichat, N.S. |  |
| 80,614 | Louise. | Yarmouth. | " | 1881 | Tusket Wedge, N.S. | 790 |  | 88 |  | A. O. Porter, Tusket Wedge, N.S. |  |
| 92,338 | Louise | Quebec. | " | 886 | Ste. Luce, Que.... | 400 | 134 | 46 |  | A. Letellier, Quebec, Que...... |  |
| 43,451 | Louise Anna. |  | " |  | St. Thomas, Que. | 666 |  | 82 |  | Pierre Galarneau, Percé, Gaspé, Que. |  |
| 92,349 | Louisia. | " . ........ | " ... | 1888 | LesEboulements, Que | 692 | 217 | 80 |  | T. Simard, St. Alphonse, Que.. |  |
| 69,619 | Louisiana | " .......... | " .... |  | Grondines, Que..... | 843 | 235 | 95 |  | R. Thibaudeau, Portneuf, Que., |  |
| 103,721 | Louvima | Parrsboro | Bktn-Bkglt. |  | Port Greville, N.S. | 1692 | 364 | 128 |  | J. J. Warner, Bridgewater, N.S. |  |




Marine and Fisheries-List of Shipping.

Alpiabetical Iist of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| థ̀:. |  | Port of Registry. |  |  | Where Built. |  | Registe mensio mensio |  |  | Owner, or Managing Owner, and Address | d. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | clas |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 90,475 | Magrie | Maitland | hr-Glt . | 1888 | Noël, N.S. | 519 | 170 | 62 |  | Charles N. Hines, Noël, N.S... |  |
| - 90,713 | Maggie A. | Halifax | " |  | Moser's River, N.S. . | 572 | 200 | 78 |  | Thomas Dicks, Channel, New- |  |
| -90,621 | Maggie Alice | Charlottetown |  |  | Souris, P.E.I | 745 | 230 | 84 |  | $\begin{aligned} & \text { foundland. } \\ & \text { James Lanigan, Souris, P.E.I. } \end{aligned}$ |  |
|  |  | Charlottetown. |  |  |  | 95 0 | 23 |  |  |  |  |
| 107,064 | Maggie Alice. | St. John, . | Wdbt-Bab. . | 1897 | Range, N.B | 650 | 232 | 57 |  | Levi Miller, Waterborough, |  |
| 75,503 | Maggie B. | Charlottetown | Schr-Glt | 1877 | Buctouche, N.B. | 420 | 142 | 50 |  | C.C. McLean, Buctouche, N.B. |  |
| 90,874 | Maggie Bell. | Yarmouth | " | 1886 | Melbourne, N.S. . | 410 | 140 | 48 |  | D. Surette, Melbourne. N.S.. |  |
| 80,968 | Maggie Bell. | Halifax. | " | 1881 | George's River, N.S. | 593 | 205 | 80 |  | F. Crooks, Halifax, N.S. |  |
| 100,580 | Maggie E. C. | Lunenburg . | " | 1893 | Mahone Bay, N.S. | 418 | 155 | 61 |  | D. F. Covey, St. Margaret's Bay, N.S. |  |
| 103,509 | Maggie E. Z. |  | " |  | Lunenburg, N.S | 709 | 223 | 90 |  | H. Mosher, jun., Lunenburg, N.S. |  |
| 38,716 | Maggie H... | Chatham, N.B | " | 1866 | Petit Rocher, N.B.. | 635 | 190 | 83 |  | Jas. D. Irving, Richibucto, N.B. |  |
| 103,620 | Magrie H | Quebec ...... . | " | Ukn | Unknown | 704 | 18 c | 62 |  | A. Gagnon, Quebec, Que .... |  |
| 80,921 | Maggie Jane. | Charlottetown.. | " ... | 1880 | West Cape, P.E.I. | 558 | 172 | 62 |  | John D. Lavie, Souris, P.E.I.. |  |
| 85,639, | Maggie Jane. . | Yarmouth. | " | $1883$ | Mavileth, N.S | 402 | 123 | 51 |  | M. Trahan, Salmon River, N.S. |  |
| 88,277 | Maggie Jane. | St. John, N.B.. |  | 1883 | Beaver Harbour, N.B | 374 | 132 | 52 | $18$ | Thomas Bright, Pennfield,Charlotte Co., N.B. |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


Marine and Fisheries-List of Shipping.


## Marine and Fisheries-List of Shipping.


Alpiabitionl List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| 恖苞 |  | Port of Registry. |  |  | Where Built |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ort d'enregis. trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Oid classé. |
|  | Marie Arthémise. | " | Schr-Glt | 1870 | Rivière du Loup, Que | Pt. 10 Ohs | Ft. 10 ths | Ft. 10ths |  | Onésime Belanger, hamour- |  |
| 66,053 |  |  |  |  |  | 466 | 128 | 56 |  |  |  |
|  | Marie Arthémise . . . |  |  |  |  |  |  |  | aska, Que. |  |  |
| 83,342 | Marie Arthemise.... | " $\quad . . . . . . .$. | " | 1881 | Baie St. Paul, Que. . |  |  | 52 |  | Que. <br> Uude Harvey, he aux Coudres, |  |
| 92,764 | Marie Bertha. | " | " | 1887 | Cacouna, Que. .... | 440 | 148 | 60 |  | Firmin Paradis, Cacouna, Que. |  |
| 88,320 | Marie Blanche ..... |  | " |  | St. Siméon, Que .... | 540 | 172 | 68 |  | A. Roy dit Desjardins, St. Germain, Que. |  |
| 72, 882 | Marie C. Josephine.. | Chatham, N.B. | " | 1875 | Madisco, N.B. | 340 | 123 | 43 |  | E. Gudin, Madisco, N.B. ..... |  |
| 80,724 | Marie Caroline, Etwile de Mer |  | " | 1879 | Ste. Anne dela Poca tière, Que. | 467 | 151 | 66 |  | Auguste Lafrance, Ste. Anne de la Pocatiére, Que. |  |
| 103,278 | Marie Celia. | Chatham, N.B | " | $1891$ | Bathurst, N.B. ... | 370 | 125 | 52 |  | W.Fruin \& Co.,Shippegan N.B. |  |
| 100,861 | Marie Célina.. | Quebec | " | 1893 | Black Rive | 504 | 176 | 68 |  | J. Chadtier, Cacouna, Que., |  |
| 53,850 | Marie Célina. | " | " |  | St. Jean Port Joli, Que. | 550 | 169 | 74 |  | Louis Buis, St. Siméon, Que... |  |
| 59,858 | Marie Célina. | " $\quad . .$. . | " | 1868 | Chateau Richer, Que. | 595 | 174 | 63 |  | L. Bouchard, St. Siméon, Que. |  |
| 75,663 | Marie Clara. | " | " | 1871 | Bay St. Paul Que... | 425 | 135 | 60 |  | Prime Boily, Bay St. Paul, Que. |  |
| 103,136 | Marie Claude. | " | " |  | Sandy Bay, Que.. | 434 | 147 | 54 |  | U. Couillard, Sandy Bay, Que. |  |
| 103,369 | Marie Claudia..... |  | " |  | Les Escoumains, Que. |  |  |  |  | C. Belanger, Les Escoumains, Que. |  |
| 71,635 | Marie D'Alvin | Mon | Sloop... |  | Lanoraie, Que. | 1010 | 228 | 70 |  | B. Desrosiers, Lanoraie, Que... |  |

## Marine and Fisheries-List of Shipping.

| 1 | Marie Delphine | Digby | (Schr-Glt. |  | 1995\|Parrsboro', |  | 206 | 89 | ${ }^{67}$ A. Melanson, Plympton, |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 73,494 | Marie Do | mherst, M | " |  | 1882 Cabin Cove, Gaspe | 605 | 197 | f 9 | 44 Anaré Devaux, Magdalen |
| 32 M | Marie du Sacré Ceur | aspé | " |  | 1886 Esauimaux Point, | 576 | 180 | 80 | 46 conemime |
| 103,885 ${ }^{\text {M }}$ | Ma | Quebec. | " |  | I96 Isle Que Qux Coudres, Que | 46 | 150 | 56 | N. Point, Hueve ${ }^{\text {Isle }}$ aux Coudres, |
| M | Ma |  | " |  | 1874 Malbaie, Que. | 470 | 148 | 66 | ${ }^{27}$ Achilie Gagnon, Malbaie, Que. |
| M | Marie Elizabet | " | " |  | 1877 Isle aux Coudres, Que | 322 | 108 | 47 | ${ }^{11}$ Louis Tremblay, Isle aux Cou- |
| ,399 M | Marie Elizabeth | " | " |  | 1881 Kegakkn, Labrador. | 430 | 156 | 59 | 18 Thros, Duen ${ }^{\text {denss, }}$ Kegaska, La. |
| 100,366 | M | " | " |  | 1891 S | 468 | 162 | 56 | 23 P. Briour |
| ,322 | Marie Elmin | " | " |  | 1886 L es Eboulements, | 862 | 25 | 107 | 142 E. Menara, it |
| 77,67 | Mari | " | " |  | $8_{\text {bay St. Paul, Que }}^{\text {Que }}$ | 61.9 | 193 | 77 | 57 George Dufour, Itle aux Cou- |
| 64,974 M | Ma |  |  |  | 1871 Bay St. Paul, Que | 560 | 170 | 69 | 36 Benjamin Lapointe, St. Siméon, |
| M | Marie Emélie | " | op |  | 1846 Grondines, Q | 660 | 240 | 70 | ${ }_{85}$ Eddras Rioux, Batiscan, Que |
| 10 $88,315 \mathrm{M}$ | Marie | " | Schr- |  | 1884 Bay St. Paul, Que | 600 | 217 | 80 | 56 B. Boudreault, Anse St. Jean, |
| 33,300 M | Ma | " | " |  | 1857 Rimouski, Que. | 597 | 158 | 71 |  |
| 69,654 | Marie Emma. |  | " |  | 1874 Les Eboulements, | 385 | 129 | 58 | Jue. Bouchard, Bay St. Paul |
| ,011 M | Ma |  | " |  | Bay St. Paul, $Q$ | 504 | 175 | 62 | 31 F. The Stock well, Queb |
| 107,223 M | M | " | " |  | 1897 Bic, P.Q | 640 | 202 | 70 | ${ }_{56}$ P. Pincault, Rimouski, |
| M | Marie | nhe |  |  | 1877 Point Base, Gaspe Co, Ques, | 617 | 202 | 74 | ${ }^{47}$ W. G. G. Leslie, Magdalen Island, |
|  | Marie ${ }_{\text {Mer }}$ Etoile | ber | " |  | 72 Bny St . Paul, Que | 56 | 150 | 70 | ${ }^{32}$ Elie Roy, Bay St. Paul, Que... |
| 83,369 M | Marie Flora | " | " |  | $1882 \text { Bay St. Paul, Que }$ | 615 | 225 | 91 | ${ }^{3}$ Ben. Leveque, Chicoutimi, $Q$ |
| M | Marie Georgiana | " | " |  | 1873 Champlain | 1060 | 245 | 92 | 158 Ludger Sauvageau, Champl |
| 30,727 | Ma | " | " |  | Nicholas, | 74 | 215 | 68 | 68 F. X. Martel, Ste. Croix, Q |
| 80,761 M | Ma |  |  |  | 1881 IL es Eboulements, | 5 | 182 | 78 | ${ }^{38}$ Henry Dinning, Quebec, Que |
|  | M |  |  |  | 1873 Grondines, Que |  | 235 | 84 | ${ }^{128}$ J. Tremblay, Murray Bay, Que. |
| 103,985 ${ }^{\text {M }}$ | Larie Jeannie |  |  |  |  | 494 | 157 | 60 | 23 B. Bergeron, Les Eboulements, |

Alphabetical List of Canadian Registered Sailing
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. <br> Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | 室高 |  |  |  |  |
|  |  |  |  |  |  | 2. 1 Oths | Pt. 10thr | Ft. 10tha |  |  |  |
| 73,493 | Marie Joseph. | Amherst, M.I. | Schr-Glt | 1882 | Amherst, Gasje Co., Que. |  |  |  |  | Philip Gaudin, House Harbour, Magdalen Islands, Que. |  |
| 74,282 | Marie Joseph. | Queb | " |  | St. Roch des Aul. | 583 | 195 | 62 |  | Elzear Tremblay, Malbaie, Que. |  |
| 100,292 | Marie Joseph. | Chatham, N.B.. | " | 1891 | Shippegan, N.B.... | 364 | 123 | 46 |  | Lazare Gauvin, Shippegan, N.B |  |
| 96,777 | Marie Joseph. | Port Hawkesbury. | " | 1894 | Cheticamp, N.S... | 332 | 111 | 54 |  | V. Roach, Cheticamp, N.S. |  |
| 100,452 | Marie Joseph. | Quebec .... $\cdot$ | " | 1892 | St. Fulgense, Que... | 606 | 206 | 60 |  | Charles Lajoie, St. Fulgence, Que. |  |
| 107,495 | Marie Joseph. | Quebec. | " | 1898 | Natashquan, Que... | 450 | 138 | 60 |  | E. Carbonneau, Natashquan Que. |  |
| 85,757 | Marie Josephine.... | " | " |  | St. Michel, Que. . | 310 | 135 | 46 |  | Narcinse Levesque, Isle Verte, Que. |  |
| 53,868 | Marie Laure | " | " |  | St. Irénée, Que | 402 | 140 | 59 |  | Mrs. A. A. Lynch, Cacouna, |  |
| 83,346 | Marie Laure....... |  | " |  | Les Eboulenents, Que. | 497 | 168 | 68 |  | AmableLetourneau,St.Thomas, Que. |  |
| 77,886 | Marie Laure Atala.. | " .......... | " |  | Trois Pistoles, Que.. | 455 | 148 | 64 |  | Flavien Boullianne, Tadousac, Que. |  |
| 51,531 | Marie Léa. |  | " |  | Cape Chatte, Que... |  | 198 | 82 |  | T. J. Lamontague, Ste. Anne de Monts, Que. |  |
| 73,984 | Marie Léa. | " | Barge. | 186 | Queber, Que ...... | 650 | 221 | 59 | 49 | Lazare Lafleur, Ste. Croix, Que. |  |
| 80,741 | Marie Léda | " | Schr-Gilt |  | Baie des Mille Vaches, Que. |  | 168 | 64 |  | Luc Tremblay, Portneuf, Que. |  |
| 59,921 | Marie Léda | " ............ |  |  | L'Islet, (Que........ | 630 | 220 | 61 | $53 /$ | Wm. Tremblay, Ste. Jérôme de |  |

## Marine and Fisheries-List of Shipping.


Alpeabertoal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Tiste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries－List of Shipping．

|  <br>  <br>  <br>  <br>  <br>  <br>  <br> － <br>  <br>  <br>  ond＇reapuon ni）＇spuध <br>  <br>  ＇na！p－飞－u！b， － 9 ？＇＇smq $u$＇＇dnot np әара！ <br>  <br>  <br>  <br>  <br>  S．${ }^{\prime}{ }^{4 n o q u s} \mathrm{H}$ <br>  <br>  <br>  <br>  <br>  <br>  SN＇ч？ <br>  <br>  |  |  | 919 <br> － 22 <br> 082 <br> 888 <br> 010 <br> 9 坞 <br> 7 $\ddagger$ <br> 7 $\ddagger 2$ <br> 0 IE <br> 000 <br> 0 \＆ <br> 6 68 <br> z <br> 0 Ig <br> 9 9t <br> 9 Ib <br> 0 s9 <br> 029 <br> 079 <br> 929 <br> 0 Lt <br> 969 |  <br>  <br>  <br>  ．740＇sit！w projpeg 88 <br>  <br>  <br>  <br>  <br>  <br>  ……… anる ‘anos 00 <br>  <br>  <br>  <br>  <br>  <br>  ．．．．． <br>  S．N＇иоұяu！urg <br>  <br>  <br>  ${ }^{4} \mathrm{~S}^{\mathrm{N}}{ }^{-1}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

phabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabftique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.

| 42,078 | Mary E | Digby |  | $.18$ | St. Mary's Bay, N.S. |  |  |  |  | Wm. Warner, Plympton, N.S. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 38,393 | Mary Elizabe |  | " | 18 | West Arichat, N.S.. | 758 | 235 | 2 |  | E. Melanson, Plympton, |
| \# 35,295 | Mary Elizalu |  | " | 1843 | New Brunswi | 491 | 145 | 63 |  | Colin McKay, Shelburne, N.S. |
| i 85,693 | Mary Ellen | Chatham, N.B... | " | 18 | Belledune, N.B . . . | 361 | 130 | 45 |  | Gordon, Dalhousie, |
| 二 77,977 | M | ari | " | 1863 | San Francisco, | 750 | 23 | 0 |  | Buscowitz, Victoria, |
| 77,970 | Mary Emelin | St. | " | 1880 | Beaver Harbour, Charlotte Co.,N.B. | 360 | 132 | 56 |  | Jas. Murphy, Grand Manan, N.B. |
| 103,08 | Mary | Cha | " | \|1894| | 4araquet, N.B...... | 360 | 12 | 40 |  | Paulin, Caraquet, N.B. |
| 83,156 | Mary | Belleville | " | 1867 | S | 120 | 26 | 80 |  | Morden, Br |
| 80,026 | Mar | Y | " | 1878 | Canning, | 2 | 185 | 53 |  | A. W. Eakins, Yarmouth, N |
| 83,08 | Mary Floren | Port Hawkesbury | " | 83 | Moeer's River, N.S. | 596 | 196 | 78 |  | G. Brett, Bay of Islands, Newfoundland. |
| 64,620 | Mary | Parrsbor | " | 1872 | Alma, Albert Co., | 458 | 150 | 57 |  | Wm. Hill, Walton, N.S. |
| 73,491 | Mary | Aniherst | " | 1881 | Alright Island, Gaspe Co., Que. | 637 | 195 | 75 |  | W. G. Leslie, Grindstone Island, Magdalen Islands, Que. |
| 숫 42,2 | Mary | Ann | " | $61$ | Clements, N.S...... | 522 | 156 | 67 |  | Magdalen Islands, Que. |
| - 80,917 | Mary Jane | Halifax | " |  | Cape Wolfe, P.E.I. | 690 | 190 | 73 |  | Thos. Dunlop, Amherst, N.S |
| 77,854 | Ma | Sydney.......... | " |  | Cape North, N.S. | 5 | 150 | 51 |  | n. Gwinn, Cape North, N.S. |
| 80,819 | Mary J | Windsor, N.S | -Glt |  | rnwallis, N.S. | 0 | 110 | 53 |  | Wm. C. Bell, Cornwallis, N.s. |
| 92,509 | $\mathrm{Ma}$ | St. And |  |  | Beaver Harbour, N.B | 330 | 114 | 60 |  | Alfred Calder, Campobello, |
| 92,413 | Mary J | tham | " | 1888 | Tracadie, N.B | 375 | 130 | 54 |  | Théodore Savoy, Tracadie. N.B. |
| 74,352 | Mary | Pictou, N. | " | 1877 | Merigonishe, N.S | 561 | 181 | 74 |  | riah Matthew, Souris, P.E. |
| 92,568 | Mary | Shelburne . . . . . . . | " | 87 | Sheet Harbour, N.S. | 354 | 126 | 60 |  | Charles G. Acker, Chu N.S. |
| 72,066 | M |  | " |  |  | 450 | 159 | 63 |  | V. Jandry ct al, Petit de |
| 85.542 | Mary |  | Ship-3 |  | Little Brook, N.S | 2103 | 405 | 235 | 1499 | Wm. Burrill, Yarmouth, N.S. . |
| 96,769 | Ma | Port Hawkesbury. | Schr-Glt |  | Cheticamp, N.S. | 336 | 4 | 8 |  | Chaisson, Cheticamp, N |
| 92,420 | Mary L | Chatham |  | 1889 | Pokemouche, N.B | 354 | 132 | 52 |  | gie, Church Point, N.B. |
| 100,781 | Mary Louise |  |  |  | Caraquet, N.B..... | 367 | 123 | 45 |  | C. Hubbard, Caraquet, N.B... |

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

|  |  |  |  |  |  |  |  |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Griement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où class |
|  |  |  |  |  |  | 100 | Ft. 10ths | Ft. 10t |  |  |  |
| 83,095 | Mary Margaret. | Port Hawkesbury. | r-Glt | 1876 | South River, P.E.I. . |  |  | 61 |  | J. Chasson, Murray Harbour, P.E.I. |  |
| - 83,434 | Mary May | burn | " | 1886 | Gilbert's Cove, N.S. | 440 | 156 | 58 |  | A. J. Firth, Shelburne, N.S... |  |
| 103,859 | Mary | Halifax. | " | 1898 | Port Felix, N.S. . | 456 | 144 | 78 |  | B. David, Port Felix, N.S. . |  |
| 74,102 | Mary O'Dell. |  | " |  | St. Peter's, N.S. ... | 334 | 173 | 69 |  | E. A. Pennie, Sheet Harbour, |  |
| 85,653 | Mary O'Dell. |  | " |  | 'St. Margaret's Bay, N.S. | $348$ | 125 | 50 |  | Jas. L. Richardson, St. Margaret's Bay, N.S. |  |
| 88,583 | Mary O'Dell | Yarmouth. | " | 884 | Argyle, N.S | 405 | $135$ | 50 |  | Eli Surrette, Argyle, N.S...... |  |
| 83,497 | Mary $\mathbf{P}$ | Charlottetown. | " | 884 | Liverpool, N.S. |  | 260 | 108 |  | Walter Matheson, Charlottetown, P.E.I. |  |
| 66,963 | Mary Pickard | St. John, N.B.... | " |  | Upper Gagetown, Queen's Co., N.B. | $757$ | 250 | 70 |  | W.L. Gates, River Hébert, N.S. |  |
| 83,226 | Mary Queen.. | Charlottetown | " | 1881 | Fiftega Point, P.F.I. | 434 | 144 | 59 |  | Samuel White, Cape Figmont, P. F.I. |  |
| 100,957 | Mary R. | Chatham, N.B. | " | 1893 | Caraquet, N.B... | 381 | 131 | 55 |  | W. S. Loggie, Chatham, N.B.. |  |
| 77,780 | Mary S. Gordon. | Goderich. | " | 1882 | Kincardine, Ont | 560 | 170 | 49 |  | T. Strong, Port Elgin, Ont |  |
| 83,457 | Mary Taylor. | Victoria | " | $3751$ | Ulsalady, U.S. | $670$ | 203 | 80 |  | . A. Bachtel, Victuria, B.C. |  |
| 88,447 | Marv W. J | Halifax. ......... |  | 1884 | Moser's River, N.S. . | 658 | 212 | 79 |  | David McLeod, Charlottetown, P.E.I. |  |
| 59,247 | Marysville | St. John, N.B .... | Wdbt-Bàb. | 1869 | Westfield, King's Co. N.B | 752 | 255 |  |  | S. B. Kelly, River Hébert, N.S. |  |

## Marine and Fisheries-List of Shipping.

| 72,675 | $5$ |  | Schr-GIt . |  | Seattle, U |  |  | 46 |  | 40.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 38,945 | Matilda | Aric | . .... |  | $\underset{\sim}{\text { Port }} \underset{ }{\text { N. }}$ Hawkesbury, | 594 | 174 | 8 |  | D. N. Shaw, L'Ardoise, N.S. |
| Ш 77,895 | Ma | Sa | " .... |  | Shediac, N.B..... | 590 | 188 | 67 |  | 47 Thomas Haines, Richibucto, N.B. |
|  | Matilda. | M | Barge..... ... |  | Yamaska, | 1040 | 22 | 76 |  | J Courtean, Nicolet, |
| -7 97,069 | Ma | Charlottetown | Bktn-Bhglt. | . 1892 | Montague, P.E.I. | :19 | 300 | 2 |  | George Wightman, Montague, |
| 38,614 | Ma | Syd | Schr-Gl | . 1860 | G | 746 | 227 | 95 |  | Neil Curry \& Son, Sydney, |
| 92,572 | Ma | Halifa | " |  | Ship Harbour, N.S. | 470 | 177 | 3 |  | 32 Moses Chaisson, Margaree |
| 100,816 | Ma | Barrin | " |  | Shelburne, N.S...... | 520 | 16 | 62 |  | Har- |
| 71,036 | M | Dig | " | 6 | $\mathbf{Y}$ | 520 | 165 | 62 |  | Mitchell, Sandy Cove, N.S.. |
| 90,269 | Ma | H | " |  | Humber Sound, Nfld | 749 | 219 | 90 |  | 91 D. H. Webber, Jeddore, N |
| 83,092 | M | Port Hawkesb | " |  | Steep Creek, N.S | 286 | 110 | 6 |  | 11 W. Critchell, Steep Creek, N.S. |
| 94,679 | Maud Gillam | H | " | , | S | 760 | 220 | 86 |  | chael Gillam, |
| ¢ | Ma | St | " .... | . 1870 | Beaver Harbour, CharlotteCo.,N.B. | 520 | 155 | 56 |  | 21 Andrew H. Cheney, Grand |
| - 85,518 | Ma | Toronto | " | 4 | Port Credit, Ont. | 52 | 16 | 36 |  | Walker, Port Credit, Ont |
| 77,982 | Ma | Port Rowan ..... | " |  | Georgian Bay, Ont. | 520 | 0 | 60 |  | Mrs. R. Crooker, Port Rowan, Ont. |
| 94,749 | Ma | n, | " |  | Maquapit Lake, N.B | 655 |  | 4 |  | 63 Isaac H. Carle, Canning, N.B. |
| 109,376 |  | Sydnes | " |  | Cow Bay, N.S | 366 | 4 | 3 |  | 13 G. P. Leslie, Spry |
| 92,604 | Mau |  | " |  | Lunenburg, N.S. | 463 | 155 | 4 |  | D. \& O. Sproul, Digby, N.S |
| 92,703 | Ma |  |  |  | Rat Portage, Ont | 575 | 137 | 48 |  | ntario and Weestern Lum- |
| 103.088 | M | Chatham, N.B.... | Schr-Gl |  | Caraquet, N.B | 344 | 134 | 48 |  | M. Cormier, Caraquet, N.B... |
| 100,206 | Ma | Vancouver . ...... | Scow | 887 | Vancouver, B.C. | 680 |  | 44 |  | 46 (G. T. Legg, Vancouver, B.C. |
| 69,189 | May | Lunenburg ... .. | Bgtn-Bkg | 1874 | Lunenburg, N.S |  | 234 | 105 |  | Anderson \& Co., Lunenbung, N.S |
| - 80,654 | May |  | Barge |  | Montreal, Que | 0 | $225$ | 72 |  | 165 The Ottawa Trans. Co., Itd., |
| 100,227 | May | H | Schr-Gl |  | Sambro, N.S........ | 378 | 114 | 50 |  | 10 T. E. Little, Terrance Bay, N.S. |
| 103,022 | May | Parrsboro |  |  | Spencer's Island,N.S. | 380 | 120 | 54 |  | 12 H. Llewelyn, Parrsboro', N.S.. |

Alphabstical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．

| \％ |  | Port of Registry． |  | 䓵 | Where Built |  | Registe mensio imensio | ns． <br> ns． |  | Owner，or Managing Owner， |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréeuient． |  | Lieu de construction． |  | $\begin{aligned} & \text { 票高 } \\ & \text { 蜀镸 } \end{aligned}$ |  |  | Arnateur ou armateur－gérant， et adresse． | Où classé． |
|  |  |  |  |  |  | ：otha |  |  |  |  |  |
| 92，581 | May B． | Gaspé | Schr－Glt | 1888 | P．E．Island | 398 |  | 49 |  | Robert J．Vincent，Seal Rock， Gaspe，（Lue． |  |
| 66，981 | May Bell． | St．John，N．B | Wdbt－Rab． | 1874 | Cambridge，Queen＇s | 760 | 260 | 66 |  | C．A．Cannon，Harvey，N．B．．． |  |
| 94，793 | May English． | Richibucto． | Schr－Gelt | $1890$ | Co．，N．B． <br> Kingston，N． B | 330 | 130 | 54 |  | Daniel English，Kingston，N．B． |  |
| 103，057 | May | Yarmou | ＂ | 189 |  | 340 | 124 | f 1 |  | L．O．Blades，Pubnico，N．S |  |
| 100，614 | May Fl | Shelburn |  |  | Jordan River，N．S | 320 | 124 | 54 |  | J．E．Lloyd，Brighton，N．S |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 103，177 | May Flower | ＂ | ＂ |  | Little Harbour，N．S． | 323 | 116 | 56 |  | A．B．Hamilton，Carleton Vil－ lage，N．S． |  |
| 103，184 | May Flower |  | ＂ |  | Shelbume，N．S． | 460 | 155 | 65 |  | M．A．Vernon，Sand Pt，，N．S． |  |
| 100，020 | May Flower | Annapolis | ＂ | $1878$ | Clementspurt，N．S． | 324 | 115 | 51 |  | J．Burrille，Clementsport，N．S |  |
| 103，768 | May Flower | Chatham，N．B． | ＂ | 1896 | Caraquet，N．B | 3i 3 | 126 | 50 |  | H．Leboutillier，Caraquet，N．B． |  |
| 107，506 | May Flower | Quebec |  | 1897 | ＂ | 668 | 202 | 84 |  | J．Lantaigue，Caraquet，N．B．． |  |
| 69，213 | May Fly． | Lunenburg | ＂． |  | LaHave，N．S．．． | 390 | 135 | 50 |  | John A．Neville，Halifax，N．S． |  |
| 103，545 | May Fly．．．．．．．．．． | Halifax | Sloop | 1896 | Dartmouth，N．S． | 235 | 64 | 36 |  | A，W．Cogewell，Halifax，N．S． |  |
| 57，256 | May Lily． | Lunenburg | Schr－Glt | 1866 | LaHave，N．S．． | 470 | 168 | 64 |  | A．Young，Port Petpeswick， |  |
| 71，494 | May Queen | Charlottetown |  |  | Malpeque，P．E．I．．．． | 340 | 120 | 46 |  | James Ellis，Lat 12，P．E，I． |  |

Marine and Fisheries-List of Shipping.


## Marine and Fisheries-List of Shipping.


habitisal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing

| 安芭芭 |  | Port of Registry． |  |  |  |  | Registe mensio <br> mensi | r |  | Owner，or Managing Owner， |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | trement． | Gréement． |  | Lieu de construction． |  |  |  |  | Armateur ou armateur－gérant， et adresse． | Où class |
|  |  |  |  |  |  | 10ths | t． 10 has | ns |  |  |  |
| 80，863 | Minnie Scott． | Charlottetown | Schr－Glt | 1881 | Wallace，N．S | 464 | 156 | 65 |  | A．Grant，Port Elgin，N．B． |  |
| 83，397 | Minnie Skerry | Halifax | ${ }^{\prime}$ | 1882 | Mahone Bay，N．S．．． | 676 | 206 | 83 |  | Daniel Cronan，Halifax，N．S．． |  |
| 61，999 | Minnow | Lunenburg | ＂ | 1871 | Petite Rivière，N．S． | 583 | 196 | 44 |  | Olive Nowlan，Buctouche，N．B． |  |
| 107，121 | M | ＂ | ＂ | 1898 | Lunenburg，N．S | 1022 | 254 | 100 |  | D．Zwick，Lunenburg，N．S．．．． |  |
| 66，298 | Miramichi | Chatham，N．B | ．＂．．． |  | P．E．Island | 570 | 17.6 | 54 |  | Neil McFadgen，Augustine |  |
| 100，873 | Miranda B． | St．Jobn，N．B | Wdbt－Bàb ． | 1893 | Long Reach，N．B．．． | 735 | 270 | 63 |  | J．E．Moore，St．Jolin，N．B． |  |
| 103，422 | Mischief． | Lunenburg | Schr－Glt | 1895 | La Have， N S．．．．． | 734 | 226 | 84 |  | T．A．Wilson，Bridgewater， |  |
| 80，775 | Mittie． | Sarnia |  | $1881$ | Sarnia, Or | 540 | 155 | 40 |  | J．Jotinson，Boston，U．S．．．．．． |  |
| 88，402 | Mizpah．． | Digby． | ＂ | 1884 | Freeport，N．S． | 579 | 198 | 74 |  | E．Gaskell，Graud Manan，N．B． |  |
| 80，914 | Mohawke． | Prescott | Barge | 1872 | Garden Island，Ont． | 1540 | 260 | 100 | 341 | R．McCarthy，Prescott，Ont．．． |  |
| 85，470 | Moise | Quebec |  | 1883 | Yamaska，Que | 1034 | 226 | 73 | 124 | Moise Robidoux，Yamaska，Que． |  |
| 100，091 | Mola | St．John，N．B | Schr－Glt | 1892 | $\begin{aligned} & \text { Gardner's } \\ & \text { N.B. } \end{aligned}$ |  | 326 | 111 |  | John M．Smith，Windsor，N．S． |  |
| 94，772 | Molega | Lunenburg ．．．．．． |  |  | Lunenburg，N．S．．． |  |  | 86 |  | W．Wadnaan，Rose－Blanche， Newfoundland． |  |
| 103，599 | Mollie Myrer | Charlottetown ．．．． |  | 1897 | Souris，P．E．I．．．．．． $\mid$ | ｜340 | 120 | 54 |  | C．H．S．Sterns，Souris，P．E．I． |  |

## Marine and Fisheries-List of Shipping.


Alpabbetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Amateur ou armateur-gérant, et adresse. | $\begin{gathered} \text { Where Classed. } \\ \text { Oú classé. } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Ft. 10tha | t. 10 ths | tt. 10 ths |  |  |  |
| 38,413 | Morning Star |  | hr-(ilt |  | River Bourgeoise, N.S. |  | 159 | 66 | 25 | Amable Pate, River Bourgeoise, N.S. |  |
| 88,669 | Morning Star. | Chatham, n.B | " |  | Pokenouche, N.B... | 322 | 114 | 45 |  | Gustave Gionet, Pokemouche, |  |
| 54,134 | Morning Star. | Halifax. | " |  | Chezetcook, N.S.... | 420 | 155 | 64 |  | John Landry, Petit de Grat, |  |
| 35,548 | Morning Star . | Chatham, N.B... | " |  | Shippegan, N.B..... | 500 | 154 | 73 |  | A. Arseneau, Richibucto, N.B |  |
| 83,100 | Morning Star | Port Hawkesbury | " |  | Port Royal, N.S.... | 348 | 122 | 52 |  | Mathew Maddox, Grandique, N.S. |  |
| 72,992 | Morning Star | Toronto | " |  | Port Credit, Ont | c6 0 | 159 | 57 |  | Joseph Adamson, Toronto,Ont. |  |
| 74,322 | Morning Star | Yarnouth | " | 877 | Meteghan, N.S. | 502 | 167 | 61 |  | W. Lewis, Freeport, N.S |  |
| 80,677 | Moses | Montreal | Barge |  | Montreal, Que |  | 199 | 42 |  | The Gilbert Blasting and Dredg ing Co. (Limited), Montreal, Que. |  |
| 42,006 | Moses Black | Digby | Schr-Glt | 1858 | Wilmot, N.S. | 634 | 188 | 68 |  | Jar. Roy, Wilmot, N.S. |  |
| 83,312 | Mors Glen | Port Medway | Bgtn-Bkglt. | 1884 | Port Medway, N.S.. | 984 | 256 | 101 |  | Thomas Forham, Halifax, N.S. |  |
| 100,568 | Moss Ruse. | Lunenburg ...... | Schr-Glt |  | La Have, N. | 886 | 260 | 104 |  | J. Shankle, La Have, N.S..... |  |
| 88,361 | Mountain Chief. | Victoria. | " |  | Naastic, B.C....... |  |  |  |  | James Mawassum, Pachena, B.C. |  |
| 103,839 |  | bec | " | 1896 | Chateau Richer, Que | 340 | 118 | 46 |  | H. Caron, Chateau Richer, Que |  |
|  | Mowama.. | st. John, N.B.. |  |  | Black River, N.B. . . |  |  |  |  | John M. Smith, Windsor, N.S. |  |

## Marine and Fisheries-List of Shipping.


Alpanbettoal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| ¢ ¢ |  | Port of Registry. |  |  |  |  | Registe mensio imensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | rt d'enregg trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où claseé. |
|  |  |  |  |  |  | Pt. 10 has | Pt. 10tur | pt. 10ths |  |  |  |
| 90,659 | N. A. Laura | Yarmouth | chr-Glt | 1886 | Lockeport, N.S.... |  | 220 |  |  | Julien D'Entremont, Pubnico, N.S. |  |
| 80,367 | N. B. Morris. | Parreboro'. | Bk-Bq | 1880 | Parrshoro', N.S. | 1600 | 335 | 202 |  | P. E. Stewart, Cornwallis, N.S. |  |
| 75,627 | N. W. White. | Quebec. | Schr-Glt | 878 | Iordan River, N.S. | 820 | 228 | 92 | 99 | Albert Bouchard, Quebec, Que. |  |
| 97,197 | N. Paul . . . . . . . | Montreal | B |  | Sorel, Que . .. ... | 1001 | 229 | 85 |  | Wm. J. Poupore, Morrisburg, Ont. |  |
| 73,111 | Naiad Queen.. | Halifax. | Schr-Glt | 1848 | Cohasset, U.S. | 655 | 173 | 72 |  | R. I. Hart, Halifax, N.S |  |
| 38,351 | Nancy | Arichat. | " | 1851 | Poulamond, N.S.. | 419 | 126 | 59 |  | Wm. Levesconte, D'Escousse, N.S. |  |
| 37,010 | Nancy Anna | Parrsboro | " |  | Port la Tour, N.S... | 580 | 175 | 66 |  | R. S. Elliott, Parrsboro', N.S.. |  |
| 90,543 | Naomi | Otta | Barge. |  | Montreal, Que. | 1225 | 246 | 76 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| 77,967 | Nami | St. Andrews | Schr-Glt |  | Campobello, Charlotte Co., N.B. | $350$ | 128 | 50 |  | W. James, Campobello, N.B |  |
| 92,557 | Napolécon. | Montreal | op | 1888 | Pierreville, Que..... | 1044 | 228 | 74 |  | N. Myette, Sorel, Çue...... |  |
|  | Napoléon. | " | Barge |  | Gentilly, Que...... | 908 | 231 | 59 |  | Octave Lafleur, St. Jean, Que.. |  |
| 72,947 | Napoléon. | Quebec. | " |  |  | 958 | 235 | 70 |  | Ovide Baril, Gentilly, Que. |  |
| 103,249 | Napoleon | M | " ........ |  | Sorel, Que ......... | 1046 | 227 | 83 |  | N. Paul, Sorel, Que. |  |
| 103,629 | Napoleon. | Quebec. .... | Sloop..... |  | Les Escureuils, Que. | \|648 | 214 | 57 | 47 | A. Lemienx, Les Escureuils, Que. |  |

Marine and Fisheries-List of Shipping.

abetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

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|  <br>  |  |

A. Forcey, Channel, Newfound 33|A. Forcey, C 134 Wm. Glover, Campbellton, N.B. 196 Geo. H. Morden, Oak ville, Ont. 60 John Wolf, River Hebert, N.S. 31 M. Thibideau, Church Point, 114 Antoine L. Hurtubise, Mont504 Gypsum Packet Co., Ltd.,
 16 Alex. Shankle, Port Matoon, 393 George J. Troop, Halifax, N S. 79 Jonas Westhater, Lunenburg, 2 G. F. Pearson, Halifax, N.S... 52 John Haughn, La Have, N.S.. 151 The Ottawa Trans. Co., Ltd.,
 13 Wm. Murphy, Owl's Head, N.S. 31 J. A, Crocker, jun., Freeport, 79 Ronald Camphell, Summerside, 100 N. Vignean, Montreal, Que. .

 88 John Zink, Lunenburg, N.S. 17.J. Quigley, Gaspé, Que. . .

 $\begin{array}{ll}\infty & \infty \\ \infty & \infty\end{array}$ $\begin{array}{lll}10 & 9 & 7 \\ 7 & \infty & 20\end{array}$ $\stackrel{\rightharpoonup}{\sim}$



90,716 New Dominion иоти!иоб мәл $696^{\prime}$ 9 85,703 New Dominion 52,160 New England. 100,895 New Home.... 85,462 New Liverpool. 93,487 Newburgh. 90,568 Newsboy.. 94,833 Newsboy.. 90,861 Nicanor . 94,966 Nicanor . 103,854 Nifti.. ...... - गृв

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Contiued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| - $\dot{\text { ¢ }}$ |  | Port of Registry. |  | 家 | Where Built |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | ort d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé |
| 71,097 | Norah |  |  |  |  | Ft. 10 t | Pt. 10 this | Ft. 10ths |  |  |  |
|  |  |  | Sloop. <br> Barge . $\qquad$ <br> Schr-G1t | 1880 | Trenton, Ont. <br> Sorel, Que. | 520919 | 150 | $50$ | 29 | R. J. Bell, Belleville, Ont..... |  |
|  | Nor |  |  |  |  |  | 189 | $\begin{array}{ll} 6 & 1 \\ 7 & 1 \end{array}$ | 95 | E. LaRivière, Plantagenet,Ont. |  |
| 100,387 | Norina |  |  | $\begin{aligned} & 1866 \\ & 1804 \\ & \hline \end{aligned}$ | St. Anne, N.S |  | 172 |  | 31. | J. McLeod, St. Anne, N.S. |  |
| 64,029 | Norman B | Ligby | " | 1870 | Tiverton, N.S. | 478 | 142 | 67 | 20 | Abraham Lent, Freeport, N.S. |  |
| 103,284 | Normandy | Chatham, N.B | " |  | Shippegan, N.B. | 350 | 120 | 48 | 11 P | P. Rive, Caraquet, N.B...... |  |
| 59,465 | North America | Arichat. | " | 1870 | New Dublin, N.S. | 989 | 260 | 114 | 170 Simon .Joyce, D Escousse, N.S. |  |  |
| 80,601 | North America |  | " | 830 | Yarmouth, N.S | 910 | 246 | 98 |  |  |  |
| 33,603 | North Star | G | " |  | G | 511 | 150 | 64 | 119 Desiré Boudrot, D'Escousse, N.S |  |  |
| 83,107 | North Star | Halifax. | " | 1881 | Chezetcook, N.S. | 468 | 165 | 68 |  |  |  |
| 88,443 | North Star |  | " .. | 1884 | Wine Harbour, N.S. | 449 |  | 66 | 35 Robert Cooper, Wine Harbour, |  |  |
| 83,378 | North-wes | Toronto | " | 1882 | Bronté, Ont | 755 | 200 | 60 | 57 Edmund Goldring and Francis Goldring, Whitby, Ont. |  |  |
| 66,081 | Northern Bridge | Quebec |  | 1871 | Kamouraska, Que. |  |  | 52 | 20 Elzear Tremblay, St. Siméon, |  |  |
| 88,009 | Northern Empire | Windsor, N.S. | $\mathrm{Bk}-\mathrm{Bq}$ |  | Economy, Colchester Co., N.S. |  |  | 207 |  | D. P. Soley, Economy, Colchester Co., N.S. |  |
| 92,771 | Northern Light.. | New Westminste | Schr-Glt | 1887 | $\left\lvert\, \begin{aligned} & \text { New } \\ & \text { B.C. } \end{aligned}\right.$ | 350 | 120 | 40 |  | Geo. B. Main, Ladner, B.C.... |  |

## Marine and Fisheries-List of Shipping



Marine and Fisheries-List of Shipping.
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.

| ¢ ¢ ¢ |  | Port of Registry. |  | 兌 | Where Built. |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du Navire. | ort denr | Gréement. |  | Lieu de construction. |  | $\qquad$ |  |  | Armateur ou armateur-gérant, et adresse. | Oú clas |
|  |  |  |  |  |  | Ft. 10ths | 10 | Pt. 10ths |  |  |  |
| 103,638 | No. | Ottawa. | Barge | 1895 | Ostabonning, Que. . | 405 | 140 | 30 |  | Peter-Whelan, Ottawa, Ont |  |
| $\bigcirc 103,846$ | No. 2 | " |  |  | Rockland, Ont | 918 | 202 | 53 |  | Thos Graham, Ruekland, Ont. |  |
| ${ }^{\circ} 107,264$ | No. 2, Calum |  |  |  | Aylmer, Que.. | 515 | 122 | 30 |  | The Upper Ottawa Improve- |  |
|  |  |  |  |  |  |  |  |  |  | ment Co., Ottawa, Out. |  |
| 107,262 | No. 2, Cuyon |  |  |  | Quyon, Que... | 515 |  | 30 |  | The Upper Ottawa Improvement Co., Ottawa, Ont. |  |
| 100,523 | No. 3 | Parrsboro' | Schr-Glt |  | Gardner's Creek,N.B |  | 352 | 100 |  | Cumberland Railway and Coal |  |
| 103,038 | No. 3. | Ott | scow--Chd. . |  | Mattawa, Ont ... | 550 | 160 | 34 |  | Canadian Pacific Railway Co., Montreal, Que. |  |
| 100,526 | No. 4. | Parrsboro' | Schr-Glt |  | St. Martin's, N. $B$ | 1468 | 353 | 100 |  | Cumberland Kailway and Coal C.,., Montreal, Lue. |  |
| 103,039 | No. 4 | Otta | Scow-Chd. |  | Mattawa, Ont $\ldots .$. | 700 | 180 | 40 |  | Canadian Pacific Railway Co., Montreal, Que. |  |
| 103,876 | No. 4. | Montreal.. . .... | " |  | Toledo, U.S........ | 966 | ${ }^{26} 7$ | 54 |  | The MontrealS. \& G. Company, Montreal, Que. |  |
| 100,529 | No. 5. | Parrsboro' | Schr-Glt... | 1893 | Black River, N.B... | 1466 | 351 | 105 |  | Cumberland Railway and Coal Co.. Montreal, Que. |  |
| 103,877 | No. 5. | Montreal...... . . | Soow-Chd. | $\text { . } 1894$ | Toledo, U.S........ | 916 | 267 | 54 |  | The MontrealS. \& G. Company, <br> Montreal, Que. |  |
| 107,387 | No. 5. | Ottaw | Barge ....... | 1898 | Hull, Que | 340 | 160 | 26 |  | Jobn L. Wood, Montreal, Que. |  |
| 107,383 | No. 31 | " ..... .... | Scow--Chd. |  | " | 409 | 160 | 36 |  | E. J. Laverdure, Ottawa, Ont . |  |
| 107,384 | No. 34 |  |  |  |  | 409 |  | 36 |  |  |  |

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \[
\begin{aligned}
\& 92,469 \\
\& 59,367 \\
\& 83,168
\end{aligned}
\] \& \begin{tabular}{l}
Nutwood. \\
Nymph
\end{tabular} \& \begin{tabular}{l}
Charlottetown... \\
St. Andrews ... \\
Lunenburg
\end{tabular} \& \[
\left\lvert\, \begin{array}{r}
\text { Schr-Glt ... } \\
\prime \prime \\
\text { Yawl-Yole. }
\end{array}\right.
\] \& \& \begin{tabular}{l}
Souris, P.E.I. \\
Grand Manan. Char lotte Co., N.B.
\end{tabular} \& \begin{tabular}{l}
858 \\
340 \\
326
\end{tabular} \& \[
\begin{array}{r}
244 \\
125 \\
94
\end{array}
\] \& \[
\begin{aligned}
\& 93 \\
\& 48 \\
\& 38
\end{aligned}
\] \& \begin{tabular}{l}
99/John McLean, Souris, P.E.I. \\
11 Robert Spear, Fastport, U.S \\
6 F. E. Corbett Halifax N S
\end{tabular} \\
\hline 83,168 \& Nymphiaco

O. L. B .. \& Lunenburg ....... \& \begin{tabular}{l}
Yawl-Yole.. <br>
Schr-Glt ...

 \& 1878 \& 

Halifax, N.S. <br>
Cheticamp, N.S.
\end{tabular} \& 326

371 \& 94
117 \& 38
50

50 \& | 6 F. E. Corbett, Halifax, N.S . |
| :--- |
| Boudrot, Cheticamp, N.S .. | <br>

\hline 77,571 \& E. Owens \& Montreal \& Barge \& \& Hull, Que. . ... .. \& 904 \& 19 \& 62 \& 4 <br>
\hline 94,7\%9 \& O. P. Silver \& Lunenbur \& Schr-Glt .... \& \& L \& 766 \& 23 \& 86 \& 89 Charles L. Silver, Lunenburg, N.S. <br>
\hline 103,782 \& Oasis \& S \& \& \& Shelburne, N.S. ... \& 0 \& 234 \& 91 \& 98.J. A. McGowan,Shelburne,N.S. <br>
\hline 85,632 \& Ocean \& v \& \& \& Lunenburg, N.S.... \& 4 \& 225 \& 02 \& 87 R. Hall, Vic <br>
\hline 54,139 \& Ocean \& Halifax \& " $\quad . .$. \& \& Chezet \& 8 \& 14 \& 61 \& 19 Isidore Fougere, Port Rich- <br>
\hline 75,427 \& Ocean \& Anna \& \& \& Granville, N.S...... \& 3 \& 19 \& 70 \& aseph Corbitt, Hampton, N.S. <br>
\hline 37,573 \& O \& \& " \& \& LaHave, N.S. \& \& 143 \& 59 \& Giasson, Natashquan, Quc. <br>
\hline 36,141 \& O \& Charl \& "... \& \& Sable River, N.S \& 2 \& 17 \& 73 \& Snith, Buc <br>
\hline \& O \& Halifax \& \& \& Little River, N.S ... \& 4 \& 16 \& 63 \& <br>
\hline 83 \& \& \& " $\quad . .$. \& \& Chez \& \& \& 55 \& 19.Jas. W. Misener, Chezetcook, N.S. <br>
\hline \& O \& \& \& \& Clare, N.S.......... \& \& \& 56 \& 17 Albert Morrell, Digby, N.S.... <br>
\hline 80,883 \& O \& St. \& oop \& \& Boston, Mass., U.S.. \& 488 \& 16 \& 61 \& 21 Wm . Benson, Grand Manan, N.B. <br>
\hline 103,485 \& O \& Vic \& r-- \& \& . \& 7 \& 19 \& 92 \& 55 Harry Fisher, Victoria, B.C... <br>
\hline 36.453 \& O \& Sh \& \& \& \& \& \& 55 \& L <br>
\hline \& O \& \& \& \&  \& 441 \& 145 \& 61 \& 20 Samuel Moore, North Sydney, <br>

\hline 103,568 \& Octav \& Mon \&  \& \& \& \& \& \& $$
108 \left\lvert\, \begin{aligned}
& \text { Victor Glader, St. François du } \\
& \text { Lac, Que. }
\end{aligned}\right.
$$ <br>

\hline \& \& \& \& \& \& \& 90 \& 30 \& <br>
\hline \& \& \& \& \& \& \& \& \& 34 H. M. Irvine, Granville, N. <br>
\hline
\end{tabular}

| Liste alphabétique des navires à voiles canadiens inscrits sur les registres，etc．－Suite． |  |  |  |  |  |  |  |  |  |  |  | N |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 曻 |  | Port of Registry． |  | ＊ | B |  | Registe mensio mensio | rin． | $\text { \|c:0} \mid$ | Owner，or Managing Owner， |  | ${ }^{\circ}$ |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréement． | $\begin{aligned} & \text { ig } \\ & 0 \\ & 0 \\ & 1 \\ & 3 \\ & \text { an } \end{aligned}$ | Lieu de construction． | $\qquad$ |  |  |  | Armateur ou armateur－gérant， et adresse． | Où classé． | 6 0 8 8 |
|  |  |  |  |  |  | 10thy， 1 |  |  |  |  |  | \％ |
|  | Oddfellow | Toronto | Schr－Glt ． | 1848 | Oakville，Ont． | 660 | 160 | 74 |  | Eleanor Robertson，Port Hope， |  |  |
| $\underset{\infty}{N} 80,1 \mathrm{co}$ | Ohio | St．Juhn，N．B | Bgtn--Bkglt . | 1882 | Portland，N．B | 1276 |  | 130 |  | John W．Scammell，St．John， N．B． |  | \％ |
| $80,663$ |  | Montreal．．．．． | Barge | 1831 | Sorel，Que | 980 | 226 | 89 |  | O．Gatineau，Contrecerur，Que． |  | 㝘 |
| 94，837 | Olga | St．Andrews．．．．． | Schr－Glt | 1889 | West Isles，N．B．．．． | 312 | 115 | 55 |  | Lincoln Richardmon，West Isles， N．B． |  | を |
| 103，029 | Olga． | Parrsboro＇，N．S． | ．．．．． | 1896 | Port Greville，N．S．． | 854 | 250 | 60 |  | H．Elderkin \＆Co．，Port Gre－ ville，N．S． |  | 0 |
| 80，052 | Olio． | St．John，N．B | ＂．．．． | 1880 | St．Martin＇s，N．B．．． | 830 | 261 | 77 |  | R．W．Williams，St．John，N．B． |  | － |
| 75，570 | Olive Branch． | Lunenburg | ＂ | 1877 | Aspatugan，N．S．．．． | 370 | 132 | 58 |  | J．E．Shatford，St．Margaret＇s Bay，N．S． |  | 苞 |
| 74，387 | Olive Branch ．．．．． | Toronto． | ＂ | 1875 | Port Credit，Ont．．．． | 510 | 140 | 45 |  | Charlotte Reid，Township of Turonto，Ont． |  |  |
| 61，630 | Olive I．．． | Halifax．．．．．．．．． |  | 1881 | Coddle＇s Harbour， | 623 | 203 | 84 |  | Janes Malcolm，Port Malcolm， |  |  |
| 92，384 | Oliver Mowat．．．． | Kingston ．．．．．．．． |  | 1873 | Millhaven，Ont．．．．． | 1312 | 259 | 106 |  | John McLennan，Bowmanville， |  |  |
| 55，533 | Olivia | Charlottetown |  |  | Tatamagouche，N．S． | 522 |  | 77 |  | Ont． <br> E．Sinclair，Miramichi，N．B．．． |  |  |
| 85,999 | Olivia． | Digby | ＂．．． |  | Cambridge，N．B．．．． | 790 | 270 | 81 |  | C．T．Rice，Bear River，N．S． |  | $p$ |
| 85，428 | Olivia Abbey．．．． | St．Catharines | Scow－Chd．．． | 1884 | Port Robinson，Ont． | 1000 | 230 | 50 |  | John Bradley，Merriton，Ont． |  | $\cdots$ |
| 74，398 | Olympia． | Toronto．． | Schr－Glt | 1879 | Bronté，Ont ．．．．．．． | 570 | 155 | 36 |  | Joseph Featherstone，Township of Turonto，Out． |  | －80 |

## Marine and Fisheries-List of Shipping.



| 97,061 | Omega. |
| :---: | :---: |
| 100,743 | Onnega. |
| 107,136 | Omega. |
| 94,825 | On Tir |
| 103,381 | One |
|  | One (1) |
|  | One (1) Pie |
| 53,930 | Only Son |
| 61,916 | Only Son |
| 94,732 | Only Son |
| 80,913 | Onondaga |
| 100,002 | Onora |
| 77,775 | Ontario. |
| 70,291 | Ontario. |
| 72,190 | Ontario. |
|  | Ontario. |
|  | Ontario. |
| 94,786 | Ontario. |
| 61,967 | Onward |
| 88,344 | Onward |
| 71,397 | Onward |
| 72,681 | Onward |
| 75,716 | Onward |
| 94,993 | Onward |
| 103,258 | Onward |

Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

|  | Name of Ship. Nom du navire. | Port of Registry. Port d'enregis. trement. | $\stackrel{\text { Rig. }}{\text { Gréement. }}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Ft. 10ths | Ht. 10ths | Ft. 10 ths |  | - |  |
| 88,318 | Our Maud. | Quebec. . . . . . . . . | Schr-Glt | 1885 | Little Métis, Que. | 616 | 170 | (f) 0 | 30 | J. Sim, Little Métis, Que. |  |
|  | Ouse.. | Montreal. | Barge.. | 1869 | Sorel, (Que ... | 913 | 189 | 51 | 91 | T. Owens, Stonefield, Que. . |  |
| 91,641 | Ovando. | Lunenburg | Schr-Git |  | New Dublin, N.S... | 739 | 235 | 90 | 88 | Robert Dawson, jr., Bridgewater, N.S. |  |
| 100,264 | Oweenee.. .... . | Windsor, N.S. | Ship-3 m | 1891 | Stockton-on-Tees, G.B. | $3090$ | 420 | 246 | 2334 | Oweenee Shiy, Co. (Limited), London, Eng. |  |
| 72,560 | Ox. | Kingston. | Barge | 1873 | Kingston, Ont...... | 1040 | 229 | ( 7 | 130 | Alex. Gunn, Kingston, Ont.... |  |
| 38,421 | P. L. G | Charlottetown.. | Schr- (ilt | 1861 | Little River, Richmond Co., N.S. | $660$ |  | 92 | 67 | John K. Warren, Charlottetown, P.E.I. |  |
| 100,904 | P. T. S. ... | Chatham, N.B.... | " | 1892 | Caraquet, N.B...... | 340 | 123 | 46 | 11 | K. Young, Caraquet, N. B..... |  |
| 61,979 | P. C. Hill . | Halifax. . | " | 1870 | Jeddore, N.S....... | 450 |  | 62 |  | Philip N.S. |  |
|  | P. G. Young. | Port Dover.. | " ... | 1864 | Normandale, Ont... | 730 | 170 | 60 | 70 | Medlis \& Arnott, Torunto, Ont. |  |
| 94,703 | P. \& E. Small. | Sydney... | " | 1869 | United States | 747 | 213 | 78 | 70 | J. C. l'eters, Montague, P.E.I. |  |
| 88,580 | P. Bennett. | \|Kingston......... | " |  | Port Rowan, Ont.... | 890 | 216 | 70 |  | Collins' Bay Raft Co., Collins' Bay, Ont. |  |

## Marine and Fisheries-List of Shipping.

| 88,298 | P. Cormie | Quebec..... .... | . Barg | 1884 | Ya | 11053 | 223 | 80 |  | $2 \mathrm{Mrs}$. P. C |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 66,060 | P. |  | Schr-Gl |  | Ste. Anne de Monts, Que. | 700 | 205 | 97 |  | L. P. DeCourval, Arthabaskaville, Que. |
| 80,670 | P. | Ottawa | Barge | 881 | Montebello, © Cue... | 1068 | 225 | 67 |  | The Ottawa Trans. Co., Ltd., |
| 36,511 | P. Martin | ifa | r- | 860 | Liverpool, N.S | 598 | 16 | 9 |  | Richard Hawes, Spry Bay,N.S. |
| 57,708 | P |  |  | 68 | Lowisburg, N.S.. | 691 | 202 | 72 |  | Michael Hall, L'Ardoisc, N.S. |
| 100,808 | Pachwelli | Vieto | ' |  | J | 500 | 16 | 48 |  | Jinmie, Natinat, B.C. . ... |
|  | Paci | M | Bar | 73 | Yaniaska, | 1048 | 228 | 2 |  | Louis Delinle, Valleyfield, Qua |
| 33,359 | Pacifique | Quebec | Schr-G1 |  | Les Ecureuils, Que. | 612 | 158 | 61 |  | Michel Levaille, Les Ecureuils, Que. |
| 100,515 | Pa | Parrs | " | 1892 S | Spencer's Island, N.S | 66 | 211 | 73 |  | Burpee Tupper, Spencer's Is- <br> land, N.S. |
| 80,889 | Pai | St. Andrews | " |  | Haute, Maine, | 31 | 100 | 48 |  | Th. H.'Smith, West Isles, N.B. |
| 94,890 | Palais | Montreal | B | S | Sorel, Que | 472 | 15 | 22 |  | Wm. Paul, Sorel, Que |
| 100,207 | Pa | C | Schr-G | 1892 | Shippegan, N.B | 369 | 133 | 46 |  | Thos. Ahier, Shippegan, N.B |
| \% 0 ¢0,724 | Paloma. | To | Barge . | 1885 | Bobcaygeon, Ont | 90 | 22 \% | 56 |  | rent Valley Navigation Co., Bohcaygeon, Ont. |
| - 100,336 | P | Lunenbur | Schr--G | 1894 | Lunenburg, N.S. | 851 | 243 | 92 |  | W. Miller, Lunenbur |
| 100,246 | P | Halifa | " | $66 \mid S$ | S | 975 | 256 | 139 |  | The Dominion Coal Co., Ltd., Glace Ray, N.S. |
|  | Pa |  | " | 1868 | Port Colborne, Ont | 55 | 232 | 101 |  | J. A. Glass,' Sarn |
| 100,078 |  | St. John, | " | 891 | Greenwich, N.B | 836 | 270 | 73 |  | H. A. Holder, St. |
| 100,486 |  | Lunenburg |  |  | Lunenburg, N.S | 665 | 208 | 81 |  | Abraham Cook, Lunenburg, |
| 88,617 |  |  | " | 884 | wa | 702 | 213 | 82 |  | James R. Rudolf, Lunenburg, N.S. |
| 100,241 | Pa | Halifa | " | 994 | Mahone Bay, N.S | 476 | 168 | 68 |  | Geo. Schnare, Pennant, N.S... |
| 41,922 |  | Liverpool | " | 1859 | Port Medway, N.S | 565 |  | 69 |  | m. Gosbee, Can |
| 85,331 | Pa |  | " | $82 \mid 1$ | hone Bay, N.S | 793 | 24 | 92 | 107 | Harlan F |
| 100,996 | Pa |  | " |  | Shippegan, N.B | 340 | 126 | 44 |  | P. Rive, Caraquet |
| 107,403 |  | Montreal. |  |  |  | 856 | 199 | 50 |  | E. Daneau, Pierreville, Que. |
| 90,615 | Par | Mo | Schr-( |  | Bucksport, U.S.... | 969 | 252 | 85 |  | A. W. Adams, St. John, N.B.. |

Marine and Fisheries－List of Shipping．
Alphabetical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．

| 这. |  | Port of Registry． |  |  | Where Built． |  | Register mension mensio |  |  | Owner，or Managing Owner， and Address． | Where Classed． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { 号品 } \\ & \text { 总 } \\ & \text { 曾見 } \end{aligned}$ | Nom du navire． | Port d＇enregis－ trement． | Gréement． | 碳 | Lieu de construction． |  |  |  | $\begin{aligned} & \text { y } \\ & 4 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | Armateur ou armateur－gérant， et adresse． | Où classé． |
| 85，337 <br> 74，386 <br> 38，462 <br> $\mathbf{9 0 , 8 7 7}$ | Parthenia． | Lunenburg | Schr－Glt ． | 1882 | Lunenburg，N．S．．．． | Ft．10thes | Ft．10ths |  | 99 | A．Sebeau，Port Medway，N．S． |  |
|  |  |  |  |  |  | 798 | 240 | $96$ |  |  |  |
|  | Parthenon | Toronto | 11 | 1877 | Oakville，Ont ． | 620 | 185 | 65 |  | Robert McDonald，Hallowell， Ont． |  |
|  | Partners． | Arichat． |  | 1865 | RiverBourgeoise，N．S | 536 | 159 | 65 | 25 | A．Sampson，River Bourgeoise， N．S． |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  | Partridge | Yarmouth | ＂ | 1887 | Sluice Point，N．S．． | 645 | 196 | 75 |  | Joseph Goicoltchea，Arichat， N．S． |  |
|  | Passport | Montreal | Barge | 1864 | St．Bonaventure，Que． | 864 | 226 | 57 | $74 \cdot$ | F．Lab－lle，Sorel，Que． |  |
| 107，533 | Pastime | St．John，N | Sloop | 1897 | St．John，N．B | 243 | 86 | 27 | 3 E．N．Herrington，St．John， N．B． |  |  |
| 100，776 | Patrick | Chatham，N．B．．． | Schr－Glt | 1890 | Caraquet，N．B．．．．．． | 369 | 122 | 50 | 11 | P．Rive，Caraquet，N．B．．．．．．． |  |
| 94，857 | Patriot | Port Hawkesbury． | ＂．．． | 1890 | Advocate，N．S．．．．． | 845 | 261 | 78 | 107 | Jeremiah De Coste，Harbour an Bouche，N．S． |  |
| 100，187 | Patriot | Montreal | Sloop ．．．．．．． | 1891 | Pierreville，Que．．．．． | 934 | 222 | 55 |  | F．Yergeau，Quebec，Que．．．．．． |  |
|  | Paul |  | Barge | 1873 | Yamaska，Que．．．．．． | 1028 | 215 | 66 |  | J．B．C．St．Jean，Sorel，Que．． |  |
| 41，321 | Peace ．．．．．．．．．． | New Carlisle <br> St．John，N．B <br> Kingston | Schr－Glt ．．．． | 1851 | Paspebiac，Que．．．．． | 570 |  | 79 | 36 G．F．Denault，Gaspé，Que．．．． |  |  |
| 80，028 | Pearl． |  | ＂．．． | $1880$ | ＇Holderville，King＇s Co．，N．B． | $670$ | $216$ | 59 | 47 | Plymouth R．Stewart，Alma， Albert Co．，N．B． |  |
|  | Pear |  | ＂ | 1868 | Battersea，Ont．．．．．． | 734 | 179 | 63 | 76 | Patrick Flynn，Marysburgh， |  |
| 96，755 | Pear1 | St．John，N．B ． |  |  | Kingston，N．B．．．．．． | 626 | 226 | 61 |  | Henry G．McDougall，St． George，N B． |  |


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  |  | Port of Registry. |  |  | Where Built |  | Register mension mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 50,875 | Petre | Chatham, N.B. | Schr-Glt | 1866 | Madisco, N.B. |  | 128 | 52 |  | Robt. Armstrong, Bathurst, |  |
| -59,327 | P | St. Andrews. | " |  | Tremont, U.S | 340 | 108 | 56 | 13. | Wm. Holland, Lepreaux, N.B. |  |
| 71,394 | Petrel | Parrsboro'. | " | 1878 | Parrsboro', N.S... | 581 | 204 | 62 |  | J. T. 'Johnson, Parrsboro', N.s. |  |
| 85,383 | Petre | Halifax | Sloo | 1862 | Halifax, N.S. | 330 | 116 | 46 |  | Gcrald C. S. Handoock, Hali- |  |
| 100,213 | P |  | Schr-Glt | 1891 | Dartmouth, N.S. | 724 | 179 | 105 |  | fax, N.S. John Hayes, Halifax, N.S..... |  |
| 100,742 | Pet | Windsor, N.S.... |  | 1867 | Bath, U.S. | 828 | 250 | 66 |  | I. B. Slocumb, Harbourville, |  |
| 92,588 | Petrel | Gaspé.. ... .. .. |  | 1894 | Grand River, Que. | 366 | 120 | 52 |  | .J. N.LeBlanc, Grand River, Que. |  |
| 103,76t | Pe | Chatham, N.B.... | " | 1896 | Shippegan, N.B.... | 360 | 120 | 48 |  | T. Ahier, Shiplegan, N.B. |  |
| 61,399 | Phant |  | " | 1871 | Miramichi, N.B.. | 47 g | 142 | 57 |  | John Read, Tidnish, N.S. |  |
| 92,471 | Phantom.. | Charlottetown... | " | 1888 | Priest Pond, P.E.I. | 413 | 87 | 74 |  | Donald C. Lesslie, Priest Pond |  |
| 100,510 | Phantom No. 2. | Victoria. | Scow-Chd. | 1891 | Victoria, B.C. | 700 | 260 | 60 |  | J. A. Sayward, Victoria, B.C.. |  |
| 54,082 | Pheasant. | Amherst, M.I. | Schr-Glt | 1866 | La Have, N.S ... | 510 | 176 | 75 |  | J. N. Arseneau, Magdalen Islands, Que. |  |
| 100,870 | Philip Kearney..... | Quebec. | Barge |  | Northumberland, <br> NY US | 948 | 184 |  |  | Wm. P'rice, Quebec, Que. ..... |  |
| 71,645 | Philippe | Montreal | Sloop | 1873 | Yamaska, Que ..... | 966 | 223 | 63 |  | N. Turcotte, St. Edouards,Que. |  |



Marine and Fisheries-List of Shipping.
Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Lists alphabetigus des navires a voiles canadiens inscrits sur les registres, etc.-Suite.


Marine and Fisheries-List of Shipping.

phabetioal List of Canadian Registered Sailing Vessels on Registry Books, dc.-Continmed.
Listr alphabétiqus des navires a voiles canadiens inscrits sur les registres, etc.-Suite.

| 安. |  | Port of Registry. |  | 苍 | Where Built. |  | Register mension nension |  |  | Owner, or Managing Owner, and Address. | , |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. | $\begin{aligned} & 0.0 \\ & 0 \\ & 1 \\ & 1 \\ & 0 \\ & \hline \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | Ft. 10 tas | 10ths | Pt. 10 ths |  |  |  |
| 80,963 | Princess | Sydney | Schr-Glt |  | Glace Bay, N.S... |  |  |  |  | W. H. McAlpine, Louisburg, N.S. |  |
| 80 77,736 | Princess | Digby | " | 1857 | Port Gilbert, N.S... |  |  |  |  | Jones Morehouse et al, Brighton, N.S. |  |
| 100,219 | Princess | Halifax . |  |  | Chezetcook, N.S. . | $428$ | 147 | 52 |  | John Bellfontain, Chezetcook, N.S. |  |
| 83,257 | Princess Louise | Annapolis ... .. | " | 1883 | Granville, N.S. | 472 | 162 | 65 |  | Joseph Hall, Granville, N. S... |  |
| 78,044 | Princess Louise | Chatham, N.B.. | " | 1879 | Chatham, N.B | 490 | 162 | 63 |  | R. R. Call, Newcastle, N.B.... |  |
| 38,407 | Princess Royal. | Arichat. | " | 1860 | L'Ardoise, N.S | 481 | 165 | 70 |  | J. T. Jean, Arichat, N.S. |  |
| 83,265 | Prize (The). | Annapolis . | " | 1885 | St. John, N.B | 320 | 100 | 44 |  | Sydney Oliver, Granville, N.S.. |  |
| 34,718 | Proctor | Digby . | " | 1885 | Granville, N.S | 455 | 134 | 68 |  | Robert Beeler, Clements, N.S.. |  |
| 42,437 | Progrees | Gaspé. | " | 1872 | Esquimaux Point, | $608$ | 209 | 80 |  | N. Boudreau, Esquimaux Point, Que. |  |
| 77,620 | Progress | Liverpool. | " | 1899 | Lunenburg, N.S ... | 696 | 214 | 82 |  | N. Dexter ct al, Liverpool, N.S. |  |
| 72,936 | Progress | Quebec. | " | 1875 | Mallaie, Que. | 544 | 178 | 71 |  | Fabien Cloutier, Quebec, Que.. |  |
| 59,241 | Progress | St. John, N.B.... |  |  | Grand Lake, Queen's <br> Co., N.B. |  |  | 68 |  | G. W. Erb, St. John, N.B.... |  |
| 94,677 | Progress | Halifax | " | 1889 | Spry Bay, N.S.. | 394 | 127 | 56 |  | Robert Lealie, Halifax, N. S... |  |
| 103,977 | Progress . | Quebec. . . . . . . |  |  | St. Siméon, Que ... | 644 | 210 | 84 |  | A. Bellez, St. Siméon, Que ... |  |

## Marine and Fisheries-List of Shipping.


Alpiabstioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.

| 100,987 |  | Chatham, | Schr-Git |  | Caraquet, N.B |  |  | 46 |  | 10\|R. You |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 103,476 | Qu | Victoria........... | " | 1895 | Ma | 520 | 160 | 55 |  | 25 A. Brown, Massett, B.C. |
| 103,474 | Queen May |  | " |  | Victoria, | 430 | 13 | 46 |  | 19 B. Stonne, Victoria |
| 55,018 | Queen | Queb | " ... | 67 | Grondines, Que | 835 | 235 | 85 |  | D. Banville, Matane, Qu |
| 52,179 | Queen of Clippe | St. John, N.B | Wdbt--Bab |  | Grand Lake, Queen's Co., N.B. | 725 | 240 | 65 |  | 6 Joseph M. Belyea, Greenwich, King's Co., N.B. |
| 36,136 | Queen o | Guy | Schr-Glt .... | 57 | Chezetcook, N.S.... | 488 | 159 | 64 |  | .Giftin, Isaac's Harbour, N.S. |
| 69,187 | Queen of the F | Luner | " |  | Lunenburg, | 610 | 20 | 76 |  | 46 W. H. Brookfield, Halifax, N.S. |
| 77,626 | Queen of the Lakes. | Kingston |  |  | Portsmouth, |  | 233 | 103 |  | 90 George A. Richardson, King. ston, Ont. |
|  | Queen of the North | Toront | Brig | 1861 | Nottawasaga, Ont... | 1250 | 232 | 108 |  | Henry M. Jackman, Toronto, Ont. |
| 100,057 | Quetay | St. John, N.B.... | Schr-Glt . |  | St. John, N.B | 944 | 262 | 75 |  | M. Taylor, St. John, N.B. |
| 96,761 | Qui | Po | " |  | Cheticamp, N.S. .... |  | 13 | 51 |  | Philip Le Montais, Cheticamp, N.S. |
| 57,681 | Quick S | Halifax | " |  | .S. | 36 | 152 | 60 |  | Bay, |
| ¢6\% 69,191 | Quicks |  |  |  | La Have, N.S | 470 | 167 | 68 |  | John H. Fader, St. Margaret's Bay, N.S. |
| ¢ 41,982 |  | Quebe | " |  | Bu | 468 | 4 | 49 |  | A. E. Talbot, Ste. Anne de la Pocatière, Que. |
| 88,504 | Quic | Sydne | " |  | Lin | 380 | 124 | 53 |  | redk. Marsh, Lingan, N.S... |
| 46,485 | Quic | Port Hawkesbury. |  |  | Mahone Bay, N.S... | 644 | 201 | 78 |  | J. Murray, Port Richmond, N.S. |
| 57,732 |  |  |  |  | Londonderry, N.S.. |  |  |  |  | $\begin{aligned} & \text { Isanc Morris, Port Greville, } \\ & \text { N.S. } \end{aligned}$ |
| 74,064 | R. A. S |  | ow-C | 77 | River Thames, Ont. | 400 | 126 | 32 |  | Horace Bartlett, Sarnia, Ont .. |
| 77,991 | R. C. W. MacCuaig. |  | rge |  | H |  | 7 | 77 |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |
| 94,847 | R. |  |  |  | Marine City, U.S |  |  | 62 |  | Onht. |
| 100,806 |  |  |  |  | Fairhaven, U.S |  | 46 | 66 |  | Omes Hunter, Victoria, B.C.. |
| 80,669 | R. O. Byers........ | Otta |  | $381]$ | Montebello, Que.... | $1069$ | 225 | 68 |  | $\begin{aligned} & \text { The Ottawa Trans. Co. Ltd., } \\ & \text { Ottawa, Ont. } \end{aligned}$ |

## Marine and Fisheries-List of Shipping.


Alphabifical List of Canadian Registeied Sailing

| 发完 | Name of Ship. | Port of Registry. | Rig. | \# | Where Built. |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Ou classé. |
|  |  |  |  |  |  | 4. 10 the |  |  |  |  |  |
| 88,324 | Redoubtable | Quebec | Schr--Glt | 886 | t. Alexis, Que | 640 | 204 | 83 | 67 | W. Dolbel, Grand Bay |  |
| 77,605 | Reform | Lunenburg . | " | 18 | Bridgewater, N.S... | 645 | 210 | 80 |  | Damase Burgon, St. Pierre, |  |
| 85,748 | Regina.. | Quebec. |  |  | Ste. Anne de Monts, | 715 | 224 | 79 |  |  |  |
|  |  |  |  |  | Que. |  |  |  |  | Chas. Simard, Sl. Alexis, Que. |  |
| 103,613 | Regina. |  | Sloop. |  | Bay St. Paul, Que... | 516 | 189 | 50 |  | A. Lavoie, Bay St. Paul, Que. |  |
| 85,423 | Regina.. | Montreal | $\text { Schr-Glt .. }\{$ | $\left\lvert\, \begin{gathered} 1870 \\ 1886 \end{gathered}\right.$ | \} Kingston, Ont.... | 1710 | 257 | 113 |  | Montreal Transportation Co., |  |
| 103,735 | Regina....... . | Parrsboro'. | , | 1898 | Port Greville, N.S. | 760 | 237 | 65 |  | Montreal, Que. <br> H. Elderkin \& Co., Port Gre- <br> ville N S |  |
| 83,133 | Regina B. | Halifax | " | 1881 | La Have, N.S | 753 | 224 | 86 |  | M. Vile, Williams, Musquodoboit, |  |
| 66,073 | Regina Cæli. | Quebec | Barge |  | Ste. Croix, Que...... | 732 | 190 | 64 |  | N.S. <br> F. X. Sevigny dit Lafleur, St. |  |
| 103,706 | Regine.. | Yarmouth ........ | Sloop ........ | 1896 | Pubnico, N.S ..... | 357 | 125 | 58 |  |  |  |
| $90,569$ | Reindeer.. | Toronto | Schr-Glt |  |  |  |  |  |  | in.s. |  |
|  |  |  |  |  | Port Credit, Ont. | 445 | 134 | 36 |  | Benjamin B. Lynd, Parkdale Ont. |  |
|  | Reine Eliza | Que | " .... | 1871 | Portneuf, Que....... |  |  | 85 |  | Eusèbe Lacourcière Batiscan, Champlain Co., Que. |  |
| 37,067 | Reine Victoria.....: | " | " |  | Ste. Anne, Que ...... | 576 | 195 | 55 |  | Jos. Caron, St.t. Rochdes |  |
| 42,707 | Reine Victoria. | " $\quad . . . . . .$. | " | 1859 | Batiscan, Que | 960 | 225 | 64 |  | Omer Lafleur, Ste. Croix, Que.. |  |
| 64,977 | Reine Victoria |  |  | 1871 | Champlain, Que..... | 920 | 220 | 84 |  | Wm. Carrier, Quebec, Que. . .. |  |

## Marine and Fisheries-List of Shipping.


Alphabefical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．
Lists alphabétiques des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

| ＊ |  | of |  |  |  |  |  |  |  | Owner，or Managing Owner， |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis． trement． | Gréement． |  | Lieu de construction． |  | 室豆弟 |  |  | Armateur ou armateur－gérant， et adresse． | Où clase |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 103，078 | Reward | Chatham，N．B | Schr－Glt |  | Shippegan，N．B | 376 | 130 | 53 |  | J．DeGrace，Shippegan，N．B ．． |  |
| 80，600 |  | St．John，N．B． |  |  | St．Martin＇s，N．B．．． | 664 | 225 | 68 |  | R．Carson，St．Martin＇s，N．B．． |  |
| ${ }_{49,473}$ |  | Barrington |  |  | Westport，N．S．．．． |  | 200 | 78 |  | Wm．Henderson，Wallace，N．S． |  |
| 103，209 | Rhoda | Liverpool ．． |  |  | Liverpool，N．S．．．．．． |  | 280 | 111 |  | J．C．Jeniss，Liverpool，N．S．．． |  |
| 92，320 | Rialto． | Shelburne |  |  | Liverpool，N．S．．．．．． | 600 | 200 | 75 |  | Albert E．Thorburn，Shelburne， |  |
| 94，882 | Richard | Montreal | Barge |  | Sorel，Que．．．．．．．．． |  | 283 | 124 |  | Chas．Richard，Sorel，Que．．．．． |  |
| 74，406 | Richard． | Chatham，N．B | Bk－Bq． |  | Richibucto，N．B． | 1340 | 306 | 186 |  | H．O＇Leary，Richibucto，N．B．． |  |
| 55，911 | Richard． | Quebec |  |  | Queber，Que．． | 352 | 140 | 41 |  | Wm．Venner，Quebec，Que． |  |
| 73028 | Richard．．．．．．．．．．． | Amherst，M．I | Schr－Glt |  | Old Harry，Gaspé Co．，Que． |  | 178 | 77 |  | W．G．Leslio，Grindstone Island， Que． |  |
| 37，172 | Richard Simonds． | St．John，N．B ． | ＂ |  | Portiand，St．John， N．B． |  | 198 | 75 |  | J．Brown，Margaretsville，N．S．． |  |
| 72，009 | Richmond Queen．． | Halifax． |  |  | Little River，N．S．．．． | 354 | 167 | 153 |  | Arsene Doucet，Grand Etang， N．S． |  |
|  | Rideau | Kingston | Barge |  | Kingston，Ont ．．．．．． |  | 228 | 63 |  | George Chaffey，Kingston，Ont． |  |
| 100，932 | Rideau | Ottawa | Dredge．． |  | Welland，Ont | 708 | 254 | 44 |  | The Minister of Railways and Canals，Ottawa，Ont． |  |
| 100，588 | Riley | Montreal | Sloop ．．．．．． |  | Yamaska，Que ．．． | 1276 | 260 | 100 |  | Canadian Forwarding \＆E．Co．， Montreal，Que． |  |

## Marine and Fisheries-List of Shipping.


Alphabetioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping.


Alphabetioal List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．
Lists hiphabétique des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

| 安官官 |  | Port of Registry． |  |  | Where |  | Registe mensio mensio |  |  | Owner，or Managing Owner， and Address． |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréement． | $\left\|\begin{array}{c} 0 \\ 0 \\ \vdots \\ \vdots \\ \text { 品 } \end{array}\right\|$ | Lieu de construction． |  |  |  |  | Armateur ou armateur－gérant， et adresse． | Où classé． |
|  |  |  |  |  |  | t． 10 mhs | Pt． 1 | ths |  |  |  |
| 69，639 | Rose Anna． | Quebec | Schr－Glt |  | Jean Port Joli， | 452 | 165 | 65 |  | P．Blais，Kamouraska，Que．． |  |
| 71，632 | Rose Delima． | Montreal | Sloop | 1873 | Pierreville，Que．．．．． | 980 | 220 | 65 |  | O．Jourdain，Champlain，Que．． |  |
| 100，724 | Rnse Delima | ＂ | Barge | 3 | Lachine，Que．． | 1181 | 231 | 84 |  | P．Laplante，Lachine，Que． |  |
| 103，978 | Rose Mysterieuse | Quebec | Schr－Glt ．．． | 1896 | Les Ecureuils，Que． | 558 | 170 | 59 |  | J．B．Dussault，Les Ecureuils， |  |
| 90，262 | Rosemary | Charlottetown | ． | 1885 | Bonne Bay，Nff ．．．． | 820 | 220 | 100 |  | J．Rue．Larkin，Richmond，P．E．I． |  |
| 80，628 | Roseneath | Yarmouth | ＂．．．．． |  | Shelburne，N．S．． | 846 | 240 | 97 |  | Byron Hines，Yarmouth，N．S．． |  |
| 100，668 | Round Islander． | Kingston | Barge | 1895 | Verona，Ont． | 408 | 124 | 26 |  | Henry Bowden，Verona，Ont．． |  |
| 37，323 | Rover | Digby | Schr－Glt ．．． | 1845 | Granville，N．S．．．．． | 585 | 175 | 83 |  | Robert Haines，Long Island， |  |
| 41，948 | Rover | Quebec | Barge | 1859 | Quebec，Que | $1220$ | 227 | 101 |  | John Torrance，Montreal，Que． |  |
| 55，868 | Rover | ＂ |  | 1863 | Batiscan，Que． | 840 | 210 | 65 |  | Ed．Gendron，Batiscan，Que．． |  |
| 56，881 | Rover |  | Schr－Glt ．．．． | 1866 | Les Caps，Charlevoix， | 570 | 180 | 51 |  | Jac．Guay，Ste．Famille，Island of Orleans，Que． |  |
| 85，702 | Rover ．． | Wallaceburg．． | Barge | \|1884| | Wallaceburg，Ont．．． | 757 | 180 | 53 |  | Geo．Travis，Wallaceburg，Ont． |  |
| 103，391 | Rover | Deseronto | Schr－Glt | \|1894| | Napanee，Ont．．．．．． | 420 | 150 | 46 |  | J．Routley，Kingston，Ont．．．． |  |
| 103，046 | Rover | Otta | Barge ．．． |  | Ottawa，Ont．．．．．．．． | 966 | 188 | 60 |  | R．O＇Neil，Ottawa，Ont．．．．．． |  |

## Marine and Fisheries-List of Shipping.


Alphabifioal List of Canadian Registered Sailing Veesels on Registry Books，\＆c．－Continued．
Lisis alphabétiqus des navires à voiles canadiens inscrits sur les registres，etc．－Suite．

| 这 ${ }^{\text {E }}$ |  | Port of |  |  | Where Built |  |  |  |  | Owner，or Managing Owner， |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire． | Port d＇enregis－ trement． | Gréement． | $\begin{aligned} & \text { 䝭 } \\ & 0 \\ & 1 \\ & \text { 品 } \end{aligned}$ | Lieu de construction． |  |  |  | च | Armateur ou armateur－gérant， et adresse． | Où classé． |
|  |  |  |  |  |  | 10ths | P | Ft． 10 ths |  |  |  |
| 51，781 | S．F．Cove． | Halifax． | Schr－Glt | 1866 | Port Medway，N．S．． | 650 | 210 | 80 | 54 | Remi Fougère，D＇Escousse，N．S． |  |
| 96，810 | E．Parker |  | ＂ | 1891 | Owl＇s Head，N．S． | 498 | 168 | 69 |  | John E．Buckley，Halifax，N．S． |  |
| 56，818 | S．G．Irwin． | Arichat． | ＂．． |  | Shelburne，N．S．．． | 760 | 220 | 85 |  | John Pertus，jun．，D＇Escousse， |  |
| －50，674 | S．G．Marshall ．．．．． | Halifax．．．．．．． |  |  | Rustico，P．E．I． | 652 | 209 | 63 |  | H．A．Smith，Wellington，Kent |  |
| 103，992 | S．R．Wileon． | St．Andrews． |  |  | Chance Harbour，N．B | 265 | 116 | 70 |  | Co．，N．B． <br> H．Lambert，Grand Manan， |  |
| 103，992 |  |  |  |  | Chance Harbour，N．B | 265 | 116 | 8. |  | N．B．${ }^{\text {N }}$ ， |  |
| 72，643 | S．\＆J．Colliar | Bowmanville． | ＂ |  | Marysburg，Ont．．．． | 1060 | 238 | 87 |  | J．E．C．Farrington，Belleville， Ont． |  |
| 73，114 | S．MeKay | Halifax． | ＂ | 1876 | Chezetcook，N．S． | 390 | 120 | 55 |  | Robert McGrath，jr．，Halifax， N．s． |  |
| 90，455 | Sabaskong ．．．．．．． | Winnipeg． | Barg | $1882$ | Rat Portage，Ont．．．． | 515 | 147 | 52 |  | C．Lewis，Keewatin，Ont． |  |
| 37，630 | Sabine． | St．Andrews | Schr－Glt |  | Parrsboro＇，Cumber－ land，Co．，N．S． | 582 | 198 | 80 |  | Joseph Bennett，Boston，U．S．． |  |
| 103，070＇ | Sabitar． | Yarmouth． | Sloop | 1895 | Boston，U．S | 263 | 100 | 29 |  | C．T．Grantham，Yarmouth， N．S． |  |
| 80，592 | Sabrina． | St．John，N．B． | Schr－（exlt | 1883 | Yortland，N．B | 866 | 266 | 80 |  | D．d．Macdonald，Halifax，N．S． |  |
| 92，747 | Sackville Packet． | Sackville | ＂ | 1894 | Sackville，N．B | 788 | 264 | 75 |  | C．Pickard，Sackville，N．B．．．． |  |
| 74，139 | Sadie | Halifax | ＂．．． | 1876 | LaHave，N．S． | 580 | 193 | 75 |  | Josiah Fougère，Larry＇s River， |  |
| 90,868 | Sadie | Lunenburg ．．． |  |  | Lunenburg，N．S． | 742 | 230 | 85 |  | T．Backman，Lunenburg，N．S．． |  |

Marine and Fisheries-List of Shipping.

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Jistr alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.


## Marine and Fisheries-List of Shipping




## Marine and Fisheries-List of Shipping.


Alpabbetical List of Canadıan Registered Sailing Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.


Alphabetrcal List of Canadian Registered Sailing Veasels on Registry Books, \&c.-Continued.

| \% |  | Port of Registry. <br> Port d'enregistrement. | $\begin{gathered} \text { Rig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. Où classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | 2. 10ths | Pt. 10 ths | tha |  |  |  |
|  | Ste. Anne | Quebec. |  |  | Gentilly, Que... .. |  |  | 72 |  | Zéphis in Marchand, Champlain, Que. |  |
| 51,519 | Ste. Anne | " | Ship- 3 m | 1852 | Russia. . | 1470 | 325 | 200 | 67 |  |  |
| 88,319 | Ste. Anne | " | Schr-Glt |  | St. Antoine, Que.. | 346 | 135 | 53 |  | C. Vézina, Crane Island, Que.. |  |
| 53,822 | Ste. Anne | " $\quad . .$. |  |  | Grondines, Que..... | 874 |  | 81 | 107 | Zéphirin Deveau, St. Anne de la Pérade, Que. |  |
| 73,026 | Ste. Anne | "....... | " | 1878 | Betchouans, Que.... | 450 | 162 | 65 |  | Lazare Michaud, Isle Verte, Que. |  |
| $92,765$ | e. Ann | " ....... |  | 1886 | Bondésir, Que | 488 | 168 | 64 |  | J. Touchon, Bondésir, Que.... |  |
| $53,840$ | Ste. Anne | " | Barge |  | Ste. Anne de la Pérade, Que. | $884$ |  | 92 |  | Joseph Trottier, Grondines, Que. |  |
| 64,951 | Ste. Anne. | " $\quad .$. |  |  |  | 955 | $213$ | 72 |  | Pierre N. Pleau, Ste. Anne de la Pérade, Que. |  |
| 69,577 | Ste. Anne | ${ }^{\prime}$ | Schr-Glt ... |  | Ste. Anne, Chicoutimi, Que. | 632 | 198 | 73 |  | Mme. Salome Michaud (widow Docité Parent), Fraserville, Que. |  |
| 74,251 | Ste. Anne | " | Barge |  | Lanoraie, Que | 908 | 225 | 77 | 120 | Alfred Morin, Champlain, Que. |  |
| 85,466 | Ste. Anne | " ..... | Schr-Glt |  | Ste. Luce, Que. .... | 590 | 193 | 66 |  | A. Boucher, Ste. Luce, Que ... |  |
| 83,352 | Ste. Anne. |  |  |  | Seven Islands, Que. | 441 | 137 | 64 |  | D. Morin, L'Islet, Que....... |  |
|  | Ste. Anne. |  |  |  | St. Fabien, Que..... | 364 | 125 | 44 |  | Peter Fraser, Isle Verte, Que. . |  |
|  | Ste. Anne |  |  |  |  |  |  |  |  |  |  |

## Marine and Fisheries-List of Shipping.




## Marine and Fisheries-List of Shipping.

| $104,511 \mid \mathrm{Sos}_{0}$ | Sarah.. | $\begin{aligned} & \text { St. John, N.B.. } \\ & \text { Chathain, N.B. } \end{aligned}$ |  |  | Unknown ... . .... | $\cdot\left\|\begin{array}{ll} 47 & 0 \\ 38 & 1 \end{array}\right\|$ | $\left\lvert\, \begin{aligned} & 150 \\ & 130 \end{aligned}\right.$ | $\begin{aligned} & 67 \\ & 44 \end{aligned}$ | $\left\lvert\, \begin{array}{c\|c} 23 & \text { William Kussell, Grand Manan, } \\ \text { N N.B. } \\ \text { R. Young, Caraquet. N. B..... } \end{array}\right.$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 438 | Sarah A. Townsend. |  | " |  | 4 Pugwash, N.S.. .. | 935 | 253 | 8 | 149 Wm. H. Townsend, Louisturg, |
| 92,408 |  | Chatham, N.B | " |  | 7 M | 387 | 129 | 53 | Rubt. |
| ,152 S | Sarah Ann......... | Hal | " |  | 8 New Dublin, N.S. |  | 149 | 63 | 20. Tamess L. Oxner, Chester Baxin, |
| 103,010 S | S | Chatham, N | " |  | Caraquet, N.B. ..... | 365 | 122 | $4:$ | 10. J. Let Bonthilier, Caraquet, N.B |
| 59,388 ${ }^{\text {S }}$ | Sarah Beach ........ | St. Andrews | " |  | 6 St. Andrews, Char- | 510 |  | 56 | W. Webb, Lower Five Isles, |
| 94,756 S | S | St. John, N.B | " |  | Baxter's 'Harbour, |  |  | 61 | ${ }^{19}$ L. Houghton, Hall's Harbour, |
| S | S | Par | " |  | Parrstoro', N.S.... |  | 242 | 85 | 89 C. Dexter, Parsklun |
| ${ }^{55,483} 3$ | Sarah H. Seeton.... | Shellurn | " |  | Lockeport, N.S.... |  | 23 | 89 | 95 Albert Gamier, St. George's Bay, Nfld. |
| 75,639 |  | St. Catha | , |  | Port Robii:son, Ont. 1 |  | 245 | 95 | 238 J. S. Nesbit, Sarnia, Ont. |
| 100,746 S | S | Windsor | " |  | Baxter's <br> Narbour, <br> N.S. |  |  |  | 15 W. Brewster, Hall's Harbour, N.S. |
| ${\underset{G}{\omega}}^{\omega} 37,322 \mathrm{~S}$ | S | Digby | " |  | Hilisburg, N.S..... |  |  | 88 | 79 F. W.S. Ruggles ct al, Westiport, |
| ¢-1 $64,869 \mathrm{~S}$ | Sarah L. Oxner..... | Halifax. | " |  | 2 Port Medway, N.S. |  | 174 | 70 | 33 Edward Hayed, Herring Cove, N.S. |
| 103,252 S | S | ohn | " |  | 4 Black River, N.B.. | 690 | 23 | 58 | 77 J. McLeod, Black |
| 100,218 S | Sarah M. W....... | Halifax | " |  | $2 \text { St. Margaret's Bay, }$ | $382$ |  |  | $14 \begin{aligned} & \text { Hezekiah Wamboult, Indian } \\ & \text { Harbour, N.S. }\end{aligned}$ |
| 94, | Sarah P. Ayer ... | Charlot | " |  | Gloucester, Mass.U.S |  |  |  | 64 James A. Gordon, Alberton, |
| 88,495 S | Saskatchewa | Winnip | Barge. |  | 2 Winnipeg, Man.... |  | 24 |  |  |
| 88,2 |  | St. Andrews . . | Schr-Gl |  | Pembroke, Me., U.S | 4 | 159 |  | 26 F. B. Lent, Wentport, N.S |
| $97,063 \mathrm{~S}$ |  | Charlottetown. |  |  | Souris, P.E.I... ... |  | 24 | 85 | ${ }^{66}$ J. A. McKenzie, Baddeck, N.s. |
| 100,505 S |  | Victoria.... .. | w- |  | Victoria, B.C. ... | 680 | 200 | 42 | 41 (G. Byrnes, Victori |
| 69,170 | c | Syd |  |  | 3 Baddeck, N.S. | 445 | 12 | 57 | ${ }_{16}$ Samuel Buffét, La Poile, Nfid. |
|  | cy Jack | Por |  |  | Sandusky Creek, Ont | 0 | 16 | 60 | ${ }^{68}$ J. F. Macdonald, Toronto, |
| 00, |  | Vi |  |  |  |  | 198 | 82 | 38 |
| 90,480 S | Savona.. .... ... | Maitland......... | Ship-3 m.... |  | Maitland, N.S ... |  | 405 |  | 1584 M. Dickie, Truro, N.S |

Alphabetioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.

| . $\stackrel{\text { ¢ }}{ }$ |  | Port of Registry. |  | * | Whem Buit |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. | $\begin{aligned} & \text { 䟴 } \\ & 0 \\ & 1 \\ & \text { 荡 } \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur-gérant, et adresse. | Où classé. |
|  |  |  |  |  |  | 10ths | Pt. 10 hss | Pt. 10ths |  |  |  |
| 85,350 | Saxon | Lunenburg.. | Schr-Glt | 1883 | Lunenburg, N.S | 750 | 231 | 85 |  | A. L. Howard, Brownsburg, |  |
| ${ }_{\omega}^{\omega}$ 103,584 |  | Chatham, N.B |  |  | Shippegan, N.B.. | 372 | 122 | 48 |  | C. Robin, Collas \& Co., Ltd., |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 96,501 S | Sayre ........... | St. John | Bk-Bq.... |  | St. John, N.B ..... | 1810 | 367 | 154 | 684 | Fred'k. E. Sayre, St. John, N.B. |  |
| $100,799$ | Say ward No. 1..... | Victoria. | Barge....... |  | Victoria, B.C. ..... | $780$ | $275$ | 60 |  | Sayward Mill and Lumber Co., Victoria, B.C. |  |
| $92,627 \mathrm{~S}$ | Sceptre.... | Lunenburg.. | Bztn-Bkglt. . | 1887 | Lunenburg, N.S .. | 886 | 245 | 97 |  | $W_{\text {. N }}$ N. Zwicker, Lunenburg, N.S. |  |
| 64,997 | Scotia | Quebec | $\mid \mathbf{S}$ |  | St. Romuald, Que. . | 964 | 228 | 74 |  | Win. M. Macpherson, Quebec, Que. |  |
| 92,426 | Scotland.. | Prescott | Barge. | 1863 | Brockville, Ont..... | 1480 | 280 | 90 |  | James Buckley, Prescott, Ont. |  |
| 100,082 | Scud | St. John, N.B | Schr-Glt | 1891 | French Lake, N.B. . | 637 | 204 | 54 |  | H. V. Upton, French Lake, Sunbury Co., N.B. |  |
| 100,433 | Scud | M | " .... | 1891 | Hopewell, N.B ... | 348 | 121 | 51 |  | C. W. Edgett, Moncton, N.B. |  |
| 72,092 | Scud | Chatham, N.B |  | $1876$ | Richibucto, N.B.. | 520 | 178 | 66 |  | Robert Cochrane, Richibucto, N.B. |  |
| 85,737 | Scylia........ | Gaspé...... . |  | $1883$ | Mahone Bay, N.S. | 838 | 240 | 90 |  | Petroleum Oil Trust Company, Gaspé, Que. |  |
| 59,200 S | Sea Bird. | St. John, N.B | Wdbt-Bab | $1863$ | Greenwich, King's <br> Co., N.B. | 763 | 267 | 73 |  | J. D. Andrews, Westfield, N.B. |  |
| 41,567 | Sen Bird. | Quebec. | Schr-Glt |  | Gaepe, Que. | 569 | 180 | 70 |  | A. Gagnon, Murray Bay, Que. |  |
| 59,928 ${ }^{\text {S }}$ | Sea Bird... |  |  |  | Murray Bay, Quc... | 600 | 195 | 82 |  | F. Jean, Que. |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Coǹtinued.
Liste alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| -边 |  | Port of Registry. |  | 荷 | Where Buit |  | Registe mensio mensio |  |  | Owner, or Managing Owner, |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armateur on armateur-gérant, et adresse. | Où classe. |
|  |  |  |  |  |  | 101 | 10thx | Pt. 10ths |  |  |  |
| 71,308 | Mouse | Richibucto. | Schr-GIt ${ }^{\text {d }}$ | 1882 | Kingston, N.B. | 322 | 122 | 46 |  | John Doucett, Kingston, N.B. |  |
| 51,778 | Sea Nymph | Halifax. |  | 1865 | Liverpool, N.S | 600 | 205 | 70 |  |  |  |
|  |  |  |  |  | Li |  | 100 | 50 |  | N.S. ${ }^{\text {a }}$, |  |
| 92,513 | Sea Pink. | St. Andrews. | " .... |  | Briar Island, N.S. . | 290 | 100 | 50 |  | Alfred W. Wilcox, West Isles, N.B. |  |
| 92,629 | Sea Queen. | Lunenburg | " ... |  | Mill Cove, N.S. | 430 | 156 | 60 |  | Geo. D. Young, Mill Cove. |  |
| 100,744 | Sea Queen. | Windso | " .... | 1866 | United States. | 452 | 150 | 55 |  | Frank Curry, Harbourville, N.S. |  |
| 7,612 | Sa Slipper. | Lunenburg |  | 1858 | Mahone Bay, N.S. | 593 | 174 | 78 |  | A. McDonald, Harbour au l3ou- |  |
| 100,616 | Sea Slipper. | Shellurne |  |  | Green Harbour, N.S. | 326 | 128 | 51 |  | James Ensiow, Sr., Green Har- |  |
|  |  |  |  |  |  |  |  |  |  | bour, N.S. |  |
| 42,301 | ea Star | Quabeec | " ... |  | Torbay, N.S | 461 | 148 | 62 |  | C. LeBrun, Esquimaux Point, Que. |  |
| 75,680 | Sta Star |  | " ... | 1877 | Betchouans, Labra- | 574 | 195 | 80 |  | Louis P. de Courval, Artha |  |
| 96,731 | Sea Star | Chatham, N.B. | " |  |  | 357 | 128 | 48 |  | Juseph Savoy, Shippegan, N.B. |  |
| 74,160, | Seabird | Charlottetow | " |  | Murray Harbour, P.E.I. | 40 ; | 146 | 61 |  | Joseph White, Murray IIarbour, P.E.I. |  |
| 100,255 | Seaflee | Halifax. | " .... | 1889 | Little Harbour, N.S. | 370 | 124 | 60 |  | James'Stevens, Little Harbour, |  |
| 90,519 S | Seattle | Parrsboro'. | " |  | Economy. | 664 | 19 G | 73 |  | . P. Soley, Econony, N.S. ... |  |
| 88,229 | Seaway | Halifax........... | " ${ }^{\text {a }}$ |  | Chezetcook, N.S... | 138 | 152 | 64 |  | Galriel Murphy, Chezetcook, N.S. |  |

## Marine and Fisheries-List of Shipping


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..

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregis. twement. | $\underset{\text { Gréement. }}{\underset{\text { Rig. }}{ }}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. <br> Dimensions. |  |  |  | Owner, or Managing Owner, and Address. Armateur ou armateur-gérant, et adrusse. | $\begin{gathered} \text { Where Classed. } \\ \text { Où clansé. } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Ft. 10.hs | 20 | Fit 10ths |  |  |  |
| 96,798 | Sherbrook | Halifax. | Schr-Glt |  | t. Mary's N.S... | 752 | 226 | 90 |  | Charles A. Martell, Main à |  |
|  |  |  |  |  |  |  |  |  |  | Dieu, N.S. |  |
| 77,949 | Shoo Fly.. |  |  |  | Summerside, P.E.I. | 362 | 114 | 47 |  | Chomas R. Thompwou, Tignish, |  |
| 77,894 | Siddartha. | Sack ville | Bk-Bq |  | Sackville, N.B | 1465 | 325 | 129 |  | Josiah Wood, Sack ville, N.B |  |
| 96,928 | Sidonian | Charlottetown | Bktn-Bhglt. |  | Grand River, P.E.I. | 1480 | 295 | 149 |  | John Yeo, Port Hill, P.E.I. |  |
| 100,101 | Sierra | Parrsboro' . | Schr-Glt | 1891 | Eatonville, N.S. . | 880 | 276 | 95 |  | C. F. Eaton, Kentville, N.S. . |  |
| 94,804 | Sierra | Victoria | " |  | Unknown... | 500 | 175 | 45 |  | Lee Han, Victoria, B.C...... |  |
| 85,535 | Sigefrui. | Yarmouth | " |  | Tusket Wedge, N.S. | 616 | 189 | 70 |  | J. H. Porter, Tusket Weige, |  |
| 103,376' | Sigurros... | Winnipeg |  | 1893 | Icelandic River, Man |  | 125 | 48 |  | Kristyon Fiunson, Icelandic |  |
|  |  |  |  |  |  |  |  |  |  | River, Man. |  |
| 59,357 | Silver Bell. | St. Andrews. | " .... |  | Campobello, Charlotte Co., N.B. |  |  | 55 |  | Peter Malloch, Campobello, N.B. |  |
| 80,784 | Silver Cloud | Digby.. | " | 1880 | Brighton, N.S. | 588 | 186 | 70 |  | James A. Peters, Westport, |  |
| 100,961 | Silver Moon | Chatham, N.B. | " | 1893 | Shippegan, N.B. | 374 | 130 | 50 |  | W. S. Luggie, Chatham, N.B.. |  |
| 103,733 | Silver Spray | Parrnboro'. | " | 1897 | West Bay, N.S | 316 | 119 | 44 |  | R. Anderson, West Bay, N.S. |  |
| 74,096 | Silver Stream | Halifax | " | 77 | Seaforth, N.S. | 520 | 176 | 75 |  | David Mills, Chester, N.S |  |
| $100,062 \mathrm{~S}$ | Silver Wave.... .. | St. John, N.B .... |  | 1891 | St. Martin's, N.B... | 821 | 2591 | 73 |  | George R. McDonough, St. Martins, N.B. |  |

## Marine and Fisheries-List of Shipping


Lehabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Listr alphabitique des navirea al woiles canadiens inscrits sur les negistres, etc.-Suite.


Marine and Fisheries-List of Shipping.



## Marine and Fisheries-List of Shipping.


Imsits alphabétique des navires à voiles canadiens inscrits sur les registres, etc.-Surite.


## Marine and Fisherieg-Liat of Shipping.


habitioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Lasis alphabítique des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

| ¢ ¢ |  |  |  |  |  |  | Register mensio mensio |  | 宏: | Owner, or Managing Owner, and Address. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nom du navire. | Port d'enregistrement. | Gréement. | $\begin{aligned} & \text { Wi } \\ & 0 \\ & 1 \\ & 1 \\ & \text { 品 } \end{aligned}$ | Lieu de construction. |  |  |  |  | Armateur ou armateur gérant, et adresse.! | Où classé. |
| $\text { 74,048 } \mid \mathbf{S w}$ | Swallo | Sydney | Schr-Glt | 1877 | Bras d'Or, N.S.. ... | $\left\lvert\, \begin{gathered}\text { Ft. } 10 \text { ths } \\ 431 \\ 816\end{gathered}\right.$ | tt. 10 ths | $\begin{gathered} \text { Ft. 10ths } \\ 57 \end{gathered}$ |  | Wm. Carey, Bras d'Or, N. S... |  |
|  |  |  |  |  |  |  | 142 |  |  |  |  |
| ( 96,752 S | Swallow. | St. John, N.B .... | $\text { " } \quad \ldots$ | 1889 | Chipman, N.B..... |  | 263 | $57$ | 90 | R. D. Troop, St. John, N.B... |  |
|  |  | Jom, N.B.... |  |  |  |  |  |  | 26 Samuel G. Eccles, Westfield, |  |  |
| 100,065 S |  |  | " $\quad .$. |  | Westfield, N.B ..... | 528 |  | 46 | 26 Samuel G. Eccles, Westfield, <br> N.B. |  |  |
| 103,006 | Swallow | Chatham, N.B ... . |  |  | Shippegan, N.B..... |  | 122 | 46 | 11 T. Ahier, Shippegan, N.B..... |  |  |
| 43,467 | Swan | Quebec. | Barge |  | Quebec, Que. $\qquad$ |  |  | 49 | 293 James H. Henderson, Montreal, Que. |  |  |
| - 90,431 S | S | Barrington | Schr-Glt |  | Port Latour, N.S.... | 335 | 122 | 75 | 10 George Smith, Port Latour, |  |  |
| 100,609 S | Swan ..... | Shelburne |  |  | Shelburne, N.S...... | 730 | 192 | 83 | 120 Samuel Groves, Granville, N.S. |  |  |
| 100,011 ${ }^{\text {S }}$ | Swanhilda | Annapolis |  | 1892 | Granville, N.S...... | 87 <br> 1636 | 264 336 | 85 | 120 Samuel Groves, Granville, N.S. |  |  |
| 75,468 | Swansea | Windsor, N.S. | $B k-B q \ldots$ | 1877 | Hantsport, Hants Co., N.S. | $1636$ | 336 | $250$ | 746 The Ship Swansea Co., Itd., Hantsport, N.S. |  |  |
| 100,986 S | S | Chatham, N.B | Schr-G1 |  | Caraquet, N.B . ... |  |  | 50 | 11 C. Robin, Collas \& Co., Ltd., Jersey. |  |  |
| 90,493 | Swift Current | Halifax. .... .... | " $\quad$. |  | St. Margaret's Bay, N.S. | $\begin{array}{r} 648 \\ 1370 \end{array}$ | $\begin{aligned} & 220 \\ & 262 \end{aligned}$ | 78 119 | 63 W. Murray, Port Hawkesbury, N.S. <br> 291 John Williams, Toronto, Ont. |  |  |
| 72,953 | Sylvester Neelon. | St. Catharin |  |  |  |  |  |  |  |  |  |

## Marine and Fisheries-List of Shipping.


Alphabitionl List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Libtr alphabétiqus des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry <br> Port d'enregistrement. | $\begin{gathered} \text { Kig. } \\ \text { Gréement. } \end{gathered}$ |  | Where Built. <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, and Address. <br> Armateur ou armateur-gérant, et adresse. | $\begin{gathered} \text { Where Classed. } \\ \text { Où classé. } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 64,454 | rance $\mathbf{B}$ | t. John, N.B | Schr-Glt | 1870 | Johnston, N. B. | 316 | 271 | 71 | 91 | Joseph A. Likely,St.Jobn.N.B. |  |
| 59,149 | Tenıplar. |  | Wdbt-Bàb... | 1868 | Grand Lake, Queen's Co., N.B. | $747$ | $259$ | $69$ | ${ }^{78} \cdot$ | Geo. H. Shannon, St. John, |  |
| 74,122 | Temple Bar. | Port Medway. | Schr--Git | 1878 | East Port Medway, N.S. | 620 | 203 | 76 | $44 \cdot \mathrm{~J}$ | John H.Longmire, Bridgetown, N.S. |  |
| 90,784 | Teresa. | Victoria | " | 1883 | San Salvador. | 800 | 223 | 72 |  | P. A. Babbington, Victoria, B.C. |  |
| 100,777 | Teutonic | Chatham, N.B. | " | 1882 | Caraquet, N.B | 360 | 130 | 46 |  | C. Hubbard, Caraquet, N.B... |  |
|  | Teviot | Montreal. | Barge | 1863 | Montreal, Que | 1053 | 226 | 91 |  | J. Gagnion, Montreal, Que |  |
| 80,657 | Texas |  |  |  |  | 1410 |  | 80 |  | Dickson Anderson, Montreal, Que. |  |
| 88,090 | Thames | Ottawa. |  | 1880 | Hull, Que.... | $1197$ | $223$ | $70$ |  | The Ottawa Trans. Co., Ltd., Ottawa, Ont. |  |
| 100,015 | Thelma. | Annapolis | Schr-G | $\|1895\|$ | Granville, N.S. | 685 | 200 | 74 | $49 \mathrm{~V}$ | W. A. Pigott, Granville, N.S. . |  |
| $107,49$ | 2Themis | Quebec. | " | 1898 | Bay St. Paul, Que.. | 408 | 130 | 48 | $\left.17\right\|_{A}$ | A. H. Simard, Bay St.Paul, Que. |  |
| $41,963$ | Theodora..... ... |  |  |  | Malbaie, Que ...... | 565 | $185$ | 83 |  | Henry Simard, St. Etienne de la Malbaie, Que. |  |
| $80,351$ | Theodore H. Rand.. | Parrsboro'. | Ship--3 m. | 1878 | Parrsboro', N.S..... | 1940 | 308 | 226 |  | John Black, Glasgow, G.B.... |  |
| 90,894 | Theresa | Yarmouth |  | $1889$ | Fel Brook, N.S. | 438 | 146 | 51 |  | Eli Bourque, Eel Brook, N.S.. |  |
| 94,635 | Therese. |  |  |  | Shelburne, N.S.... | 1050 | 260 | 101 |  | Edward C. Hutchings, New York, U.S. |  |

Marine and Fisheries-List of Shipping.

Alpeabertical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Lists alphabétiquis des navires à voiles canadiens inscrits sur les registres, etc.-Suite.

|  | Name of Ship. <br> Nom du navire. | Port of Registry. <br> Port d'enregis. trement. |  |  | Where Built <br> Lieu de construction. | Register Dimensions. Dimensions. |  |  |  | Owner, or Managing Owner, one, and Address. <br> Armateur ou armateur-gérant, et adresse. | Where Classed. <br> Ou classé. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | 10ths | ns | ret 10 |  |  |  |
| 88,542 | ee Bell | Shelburne | Schr-Glt | 1884 | Lockeport, N.S.... | 790 | 230 | 90 | 92 | Enos Churchill, Lockeport, N.S |  |
| 42,432 | Three Brother | Gaspé. | " | 1866 | Esquimaux Point, Que. | 496 | 160 | 59 |  | Isidore Boudreau, Esquimanx Point, Que. |  |
| 96,738 | Three Brothers | Chatham, N,B. | " |  | Shippegan, N.B... | 352 | 125 | 48 |  | James Godin, Shippegan, N.B. |  |
| 59,495 | Three Brothers | Halifax. | " | 1872 | Martin's River, N.S. | 470 | 152 | 66 |  | Leander Tanner, Cole Harbour, N.S. |  |
| 80,737 | Three Brothers. | Quebec. | " |  | Les Eboulements, Que. | 432 | 155 | 71 |  | Edmond Bouchard, Les Eboulements, Que. |  |
| 88,325 | Three Brothers. |  | " |  | " ${ }^{\text {¢ }}$-... | 585 | 160 | 68 |  | X. Guérin, Mille Vaches, Que. |  |
| 80,717 | Three Brothers. | New Carlisle. | " | 1896 | Carleton, Que | 350 | 130 | 65 |  | E. Deyrs, Carleton, Que |  |
| 92,750 | Three Links | Sackville. | " | 8 | Sack ville, N. B | 493 | 170 | 56 |  | W. Egan, St. John, N.B ... |  |
| 100,814 | Three Sisters | Barrington. ..... | " ... |  | Bear Point, N.S.... | 385 | 130 | 42 |  | T. O. Brindley, Chebogue, N.S |  |
| 43,489 | Thrush.. | Quebec......... | Barge . | 1862 | Quebec, Que. . .... | 1400 | 302 | 95 |  | Theodore Hart, Montreal, Que. |  |
| 75,726 | Thrush. | Yarmouth | chr-G | 1878 | Cape St. Mary, N.S. | 400 | 137 | 54 |  | J. A. Doucette, Cape St. Mary, N. S . |  |
| 97,200 | Thrush | Montreal . | Barge | 1890 | Montreal, Que..... | 1810 | 344 | 117 |  | Kingston \& Montreal Forward- |  |
| 103,082 | Thrush. | Chatham, N.B | Schr-Gilt |  | Shippegan, N.B. | 324 | 120 | 48 |  | T. Ahier, Shippegan, N.B..... |  |
| 92,666 | Th | Ottawa. | Barge | 1887 | Rockland, Ont... .. | 1050 | 225 | 75 |  | The Ottawa Trans. Co., Ltd., Ottaws Ont |  |

## Marine and Fisheries-List of Shipping


phabetioal List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.
Liste alphabétique des navires à noiles canadiens inscrits sur les regiatmes, etc.-Suite.


## Marine and Fisheries-List of Shipping.



| ¢. ${ }_{\text {¢ }}$ |  | Portof Registry. |  |  | Where B |  | Registe menso mensio |  |  | Owner, or Managing Owner, and Address. | Where classed. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | N m d du navire. | Port d'enregis- trement. | Gréement. |  | Lieu de construction. |  |  |  |  | Armareur on armateur-gérant, et andresse. | Oì clas |
|  |  |  |  |  |  | Pt. 10 ths | Pt. 10ths | Ft. 10ths |  |  |  |
| 103,869 | Uganda .......... |  | Schr-Glt |  | Ship Harbour, N.S. |  |  |  |  | J. B. Stoddard, Ship Harbour, N.S. |  |
| \% | Umbrina. | Shelburne .... | " | 1888 | Shelburne, N.S.. | 850 | 223 | 97 |  | Joseph W. Peppest, North Sydney |  |
| 77,027 | Una. | Amherst, M.I | " |  | House Harbour, Gaspé Co. Cue. |  |  | 73 |  | O. Choverie, Magdalen Islands, Que. |  |
| 103,172 | U | Shelburne | " |  | Shelburne, N.S....... | 772 | 222 | 82 |  | Jas. T. Thompson, Halifax, N.S. |  |
| 100,235 | Una | Halifax.. |  |  | Pleasant Harbour, |  | 119 | 41 |  | J. Cronan, Halifax, N.S..... |  |
| 59,205 | Unanim | St. John, N.B | Bk-Bq... |  | St. Martin's, N.B... | 1560 | 342 | 199 | 747 | Geo. Bedell, Musquash, St. John Co., N.B. |  |
| 88,597 | Uncle Sam | Yarmouth.. | Schr-Glt | 1887 | East Pubnico, N.S. |  |  | 82 |  | Geo. D'Entremont, Pubnico, N.S. |  |
| 37,333 | Unicorn | Digby. | " | 1857 | Granville, N.S ..... | 704 | 206 | 76 |  | JohnFullerton et al, Cornwallis, N.S. |  |
| 72,095 | Union. | Chatham, N.B... | . $\quad$. |  | New Bandon, N.B.. | 675 | 201 | 101 |  | Lawrence Gerrior, Arichat,N.S. |  |
| 42,433 | Union | Gaspé. | " | 1867 | Gaspé, Que... | 404 | 126 | 52 |  | John Ascha, Anticosti, Que ... |  |
| 61,946 | Union | Halifax ........... | " | 1870 | Jeddore, N.S.. |  | 164 | 61 |  | B. Mountain, Lot 3, Alma, P.E.I. |  |
| 61,990 |  |  | " |  | Owl's Head, N.S ... | 412 | 142 | 64 |  | Alexander LeBlanc, Arichat, |  |
| 94,750 | Union | St. John, N.B | " ${ }^{\text {". }}$ |  | St. Martin's, N.B... | 790 | 266 | 73 |  | Geo. J. Speilds, Alma, Albert Co., N.B. |  |
| 69,603 | Union St. Joseph | Quebec ..... .. | Barge | . 1873 | Batiscan, Que....... | 961 | 225 | 75 | 103 | Hubert Preneveau, Ste. Geneviève de Batiscan, Que. |  |

## Marine and Fisheries-List of Shipping.


Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, \&c.-Continued.


## Marine and Fisheries-List of Shipping.



| 36,991 | Vegete.. . |
| ---: | ---: |
| 100,434 | Velina A. | | $\mathbf{7 8 , 8 6 3}$ | Venice... |
| ---: | :--- |
| $\mathbf{1 0 3 , 7 1 1}$ | Venite . . |
| 33,110 | Venture .. |
| $9 \mathbf{9 2 , 7 7 8}$ | Venture . |
| $\mathbf{9 6 , 7 8 1}$ | Venture |
| $\mathbf{9 2 , 3 1 5}$ | Venturer. |
| $\mathbf{1 0 0 , 8 9 6}$ | Venturer. | | 100,896 | Venturer.. |
| ---: | ---: |
| 61,401 | Venus.... |

 100,821 Venus. W్రీ $\mathbf{W}$ 103,058 Venus.
 85,758 Veruna
100,608 Vesper 69,200 Vesta .
 85,976 Vesta Pearl.


## Marine and Fisheries-List of Shipping.




## Marine and Fisheries-List of Shipping.




## Marine and Fisheries-List of Shipping.




## Marine and Fisheries-List of Shipping.




## Marine and Fisheries-List of Shipping.



## Marine and Fisheries-List of Shipping

| $\cdot\left\|\begin{array}{l} 1871 \\ 1881 \end{array}\right\|$ | River Ruscom, Ont. <br> Mreghan, N.S | $\begin{aligned} & 650 \\ & 694 \end{aligned}$ | $\begin{aligned} & 154 \\ & 220 \end{aligned}$ | 29 83 |  |  | J. Beausoleil, Sandwich East, Ont. <br> F. 13. Landry, D'Esconsse, N.S. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Li | 539 | 183 | 73 |  | 38 | hite, Marg |
| 1894 | Ch | 330 | 11 5 | 54 |  |  | ch, |
| 1888 | Meteg | 720 | 207 | 80 |  |  | W. E. Masson, Parrsboro', N.S. |
| 1896 | Pa | 825 | 248 | 81 |  |  | H |
| 1884 | Cap | 407 | 125 | 50 |  |  | H. Devean, Salmon River, |
| 1893 | Chez | 648 | 222 | 89 |  |  | - |
| 1883 | Mai | 530 | 160 | 66 |  |  | . |
| 1883 | Shel | 880 | 238 | 96 |  |  | Wm. H. Moore, North Sydney, N.S. |
|  |  | 410 | 14 | 58 |  | 18 L | Louis Boulet, Quebec, Que..... |
| 1877 | Margaretsville, | 680 | 248 | 75 |  |  | . |
| 1861 | Madi | 370 | 122 | 49 |  |  | G. R. Shotter, Victoria, B.C. . |
|  |  | 560 | 12 | 90 |  |  | Geo. A. Gooderhanı, Toronto, Ont. |
| 1877 | Green | 300 | 113 | 49 |  |  | Robt. McLellan, Dipper Harbour, St. John Co, N. B. |
| 1888 | Brid | 576 | 204 | 76 |  | 55 | it, |
|  | C | 450 | 160 | 70 |  |  |  |
|  |  | 47 |  | 73 |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | , |
| 1893 | Kingston, | 1795 | 346 | 145 | 68 | 11 | ., |
| 1883 |  | 1320 | 2.) 5 | 63 |  |  |  |
|  |  |  |  |  |  |  | Winnipeg, Man. |
| 1898 | Milidgeville, St. John, N.B. | 290 | 100 | 30 |  |  | Fairweather, St. John, N.B. |
|  | Quebec, Que | 1210 | 230 | 98 |  |  | ançois Sauvé, Beauharnois, |
|  |  | 1100 | 240 | 73 |  |  |  |
| 1 | River John, N.S | 1814 | 369 | 207 |  |  | Thomas Douglas, Maitland, N.S. |



|  | Willie |
| :---: | :---: |
| 75,869 | Willie A. |
| 73,962 | Willie $\mathbf{B}$ |
| 96,776 | Willie B |
| 90,886 | Willie D. |
| 103,030 | Willie D. |
| 85,559 | Willie $\mathbf{F}$ |
| 100,226 | Willie H. Cro |
| 85,541 | Willie M |
| 85,487 | Willie Mctow |
| 69.727 | Willow |
| 75,463 | Windsor Pac |
| ¢ 77,978 | Winged Raca |
| 103,671 | Winnetta. |
| 97,149 | Winnie. |
| 9+,642 | Winnie C |
| 94,959 | Winnie G. S |
| 90,723 | Winnie 1 |
| 77,972 | Winnifred |
| 100,711 | Winnipeg. |
| 88,493 | Winnipeg Ri |
| 107,539 | Winogene |
| 70,295 | Winona |
| 96,717 | Winona |
| 83,126 | Wolfe |

Alphabbtical List of Canadian Registered Sailing Vessels on Registry Books，\＆c．－Continued．

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Supplement No. I, to the Thirty-First Annual Report of the Department of Marine and Fisheries FISHERIES

## REPORT

OF THE

## CANADIAN LOBSTIER

## COMMISSION

1898



OTTAWA
PRINTED bY S. E. DAWSON, PRINTER TO 'THE QUEEN'S MOST EXCELLENT MAJESTY

## Lobster Commission.

## PREFATORY NOTE BY THE CHAIRMAN OF THE COMMISSION.

A brief explanatory word appears desirable in respect to the framing of the report and recommendations of the Commissioners.

Upon a subject of such proportions and complexity as the Lobster Industry of Canada, the perfect unanimity of eight or nine Commissioners on every detail was not to be expected ; but the findings set forth in the following pages, represent the consensus of opinion as expressed at the final meetings of the Commission in Ottawa. Upon certain points which two or three Commissioners strongly differed from their colleagues this dissent has in all cases been clearly recorded in the text of the report.

The Commissioners agreed in the decision to include in their report some notes on the habits, etc., of the lobster, which I had published two years ago, and thus add to the completeness and interest of the report. For the statements contained in these pages on the life history of the lobster I am alone responsible. For the rest of the report and the Commissioners' recommendations based thereon, the eight Commissioners are on the other hand responsible, as my own relation to the whole work of the Commission was purely of a formal nature. It was my custom to explain at each public sitting of the Commission this relation, in order to avoid any misapprehension as to the influence a Dominion official might be supposed by some to have upon the conclusions of the Commissioners.

As Dominion Commissioner of Fisheries, I was precluded from incorporating my views with those of my colleagues on the Commission; but as Chairman of the Commission I felt it to be my chief duty to facilitate in every way the progress of its work. Each Commissioner recorded in writing his conclusion upon the various points raised, and the report and recommendations were compiled, in the presence of the Commissioners, from the written views thus recorded. The mutual forbearance and spirit of concession exhibited at the sittings lightened my labours as Chairman of the Commission, labours which otherwise would have been beset by unusual difficulties. No members of a Commission of this nature could have shown more interest or zeal during a lengthy series of sittings, often extremely protracted, and involving during long journeys much personal discomfort from inclement weather. Finally, it is only just to acknowledge the warm interest taken in the Commission's work not only by Sir Louis Davies, Minister of Marine and Fisheries, who kept in communication with the Commission during its tour ; but also by the Hon. A. G. Blair, Minister of Railways and Canals, and the Hon. W. S. Fielding, Minister of Finance, who met the Commission personally at two points on the coast.

EDWARD E. PRINCE,
Chairman of the Lobster Commission.
Ottawa, April, 1899.
Lobsfer Commission Report


# REPORT 

# CANADIAN IUBSTER COMMISSION 

1898.

Ottawa, 25th April, 1899.
To the Honourable
Sir Louis H. Davies, K.C.M.G., Minister of Marine and Fisheries.

Sir,-In submitting the following report upon the lobster industry of Canada, the Commissioners-appointed by Order in Council of 27th September, 1898-realize that the subject that they have been charged to investigate and report upon is one of great magnitude and of no little complexity.

The lobster industry, during the last quarter of a century, has grown to be one of such importance along the seaboard of the maritime provinces, including Quebec, as to rank as of vital concern to the present population. The industry, while standing third in regard to its estimated value annually, has, it cannot be denied, become of first importance owing to the fact that there are many localities in which the population may be said to depend very largely upon the lobster fishery.

In accordance with the instructions attached to the Order in Council authorizing the Commission, a series of sixty-five sittings in the provinces of Quebec, New Brunswick, Nova Scotia and Prince Edward Island, was arranged. The places visited embraced the following :-Digby, Yarmouth, Lower East Pubnico, Lower Woods Harbour, Barrington Passage, Clark's Harbour, Halifax, Shelburne, Lockeport, Liverpool, Port Matoun, Lunenburg, Jeddore, Tangier, Salmon River, Sherbrooke, Goldborough (Isaac's Harbour), Canso, Guysborough, Arichat, Lower L'Ardoise, Louisburg, North Sydney, Neil's Harbour, North Ingonish, C.B., Bathurst, N.B., Shippegan, Douglastown, Newport, Percé, Port Daniel, P.Q., Chatham, N.B., Richibucto, Kingston, Buctouche, Shediac, Summerside, P.E.I., Egmont Bay, Tignish, Cape Bauld, N.B., Port Elgin, Pictou, Antigonish, River John, Port Hood, Margaree Harbour, Cheticamp, C.B., Pugwash and Wallace, N.S. On the north shore of the Gulf of St. Lawrence and the Magdalen Islands, where the lobster industry is of considerable proportions, sittings were not held, but at some of the sittings a certain amount of evidence in regard to these localities was obtained. Had it been possible, the Commissioners felt that they would have been considerably aided by visits to these two localities. It must be admitted, however, that on the whole the sittings were well attended and excited very general interest. In some cases the sittings were crowded, and the fishermen and packers exhibited the utmost willingness in aiding the Commission's work, by giving valuable evidence.

The work of the Commission was divided into two sections. Three of the Commissioners, Messrs. Moses H. Nickerson, of Clark's Harbour, William Whitman, of Guysborough, and Henry C. V. Le Vatte of Louisburg, Cape Breton, with the chairman (Professor Prince), commencing their work early in October and holding the opening sitting on 6th October at Digby, N.S., and proceeding around the coast of western Nova Scotia from Digby to Halifax, and thence eastward to Guysborough and onward to Neil's Harbour in Cape Breton, concluding the first series of sittings at N. Ingonish, C.B. on 5th November. The remaining members of the Commission, Messrs.

Archibald Currie, of Souris, P.E.I.; Patrick J. Sweeney, Shediac, New Brunswick ; Stephen E. Gallant, Richmond, P.E.I.; Robert Lindsay, Gaspé, P.Q.; Donald Campbell, Margree Forks, Cape Breton, and the chairman, commencing the second series of sittings at Bathurst, N.B. on 17 th November, and holding over thirty sittings at various points on the coasts of Nova Scotia, New Brunswick, Quebec and Prince Edward Island, the sittings being held in October, November and December, and the concluding ones in the months of March and April of this year.

Notwithstanding that the weather, during the whole time that the commission was holding its sittings, was unprecedentedly bad, rendering the tour of the commissioners extremely difficult and unpleasant, the sittings, with three or four exceptions, were held on the dates arranged for, and the Commissioners cannot forbear stating that the witnesses, both packers and fishermen and other parties interested, willingly attended and at considerable disadvantage, on account of the bad state of the roads and the stormy weather. Thus a large amount of valuable evidence based on practical experience was obtained at every sitting.

This information secured by the Commission will undoubtedly be of permanent value to the Department of Marine and Fisheries in connection with the future regulation of the lobster industry, and in addition to the evidence personally given by witnesses who appeared at the sittings, the Commissioners have received memorials and statements of views from parties who wished to add to the evidence given or to set forth the opinions which they were unable to personally present to the Commission. Indeed the Commission at the various sittings invited such additional evidence in writing, so that there might be no ground for complaint that any interested parties who had evidence to give, bad not an opportunity of laying it before the commission.

The Commissioners, in justice to themselves, beg to say that they have left nothing undone to make the evidence as complete as possible, and to obtain from every available source, information which would aid them in making the report as thorough and complete as possible. In some places a second sitting was held, and where necessary as at Halifax, a third sitting took place in order that all the evidence offered might be received.

While the points visited by the Commissioners included such localities as are of importance in connection with the lobster industry, there were many points which it would have been desirable for the Commissioners to have visited and to have locally obtained evidence, but the urgency of the Commision's work and the necessity of bringing it to a conclusion consistently with securing as great a completeness as possible, as well as the extreme inclemency of the weather prevailing during the time the sittings were being held, rendered a more extended tour out of the question, especially as the Honourable the Minister of Marine and Fisheries desired to have the report in bis hands with all possible despatch.

The Commissioners, with a view to giving greater completeness to their report, and to render accessible to all parties interested in the lobster industry, information upon the lobster, its habits, propagation, mode of life, \&c., as well as details respecting the artificial incubation of the lobsters' eggs, and the method of shipping lobsters alive adopted in other countries, decided to include in these pages certain portions of a special report, (published by the Department of Marine and Fisheries), from the pen of Professor Prince, Dominion Commissioner of Fisheries, and Chairman of the Lobster Commission. Only the more important parts of the article are here given, the full text being contained in Supplement No. 1, to the 29th Annual Report of the Department of Marine and Fisheries.

## Lobster Commission.

## Habits of the Lobster, \&c., by Professor Prince.

The Atlantic shores of Canada are perhaps the most remarkable lobster Former grounds in the world. Their extent and the abundant supplies of lobsters abundance of which, during the last twenty-five years they have produced, are not to be lobsters. paralled elsewhere. Not many years ago it was no uncommon spectacle to see, after a storm, miles of the shore strewn, between tide-marks with lobsters. In some localities in New Brunswick and Quebec lobsters in wind-rows four or five feet high were cast up by the waves and left stranded and dead along considerable lengths of the coast. As many as one thousand dead lobsters have been counted along two rods of shore and in some years, as in 1873, the destruction of lobsters in this way, especially along the Shippegan shore, Gloucester county, New Brunswick, was memorable.

Lobsters were so common that their value was not appreciated. Not only so, but extremely erroneous views prevailed as to the inexhaustibility of the Canadian lobster supply, and the peculiarities of the lobster's habits, migrations and distribution. It is only very recently that the possibility of the depletion of these crustaceans was realized by the fishing population and packers.

Sweden 200 years ago enacted laws to protect its lobster fisheries, the Increased earliest lobster regulations being enacted in 1686, and the Scandinavian value. lobster supply has outlasted that of all other European countries. Many considerations might be adduced to show that, unless overfishing and illegal capture be prevented, the lobster must inevitably become extinct in Canada as it has become practically in many other countries. Lobsters are admittedly becoming more and more scarce, while the demand and the market price continue to increase. A live lobster of 11 inches in length which ten years ago could not be sold for more than 1 or 2 cents will bring to the fishermen, especially early in the year 10 to 20 cents. A case of canned lobsters which sold in 1897 for $\$ 4$ or $\$ 5$ can now readily be sold for $\$ 8$ or $\$ 9$, or even more.

Among other reasons worthy of mention are its limited geographical range, Causes of its extremely local habits and migrations, its perils when shelling, the depletion. dangers that threaten the lobster's eggs, and the delicate character of the young fry for many months of their life. The enemies of the lobster are legion, and man adds infinitely to its dangers by spreading baited traps over the grounds which it haunts when it comes in from water to hatch its young. The principal fishing season covers the very months when the parents are hatching out their broods of fry.

The lobster is an inshore creature and does not wander far out to sea. Lobster's Its geographical range along the Atlantic shore is very limited, as no lobsters geographical are found north of Chateau Bay in Labrador or south of Delaware Break- range. water. A specimen is recorded as far south as Cape Hatteras, N.C., as taken by the United States Fish Commission Steamer "Albatross" in 1884, and this appears to be the most southerly record of its occurrence. The vast waters off Northern Labrador, Hudson's Bay and the Arctic circle appear to be destitute of this valuable crustacean, nor do the prolific shores of British Columbia yield any lobsters. Each particular bay or inshore area within the range above referred to may be said to have its own local supply of lobsters. Such localities, when once cleaned out, are not replenished in the way they would be, did schools of lobsters constantly move over extensive areas. Certain bays could be named which once abounded with lobsters, but reckless and illegal fishing cleaned them out and lobsters from the localities have not migrated in to take their vacant place.

In England, Scotland and Ireland as well as along the Atlantic coast Decrease in $\mathfrak{j}$ of the United States grounds have been overfished, which were once prolific other and valuable, and the lobster fisheries in those areas have practically ceased.

The New York Fishing Gazette, February 26, 1897, significantly published the following intimation :-
"It is believed that there will be no lobsters packed on the coast of Maine during the coming season. The principal packing will be done in the British Provinces."

In the Dominion of Canada there remains the last great lobster fishery of the world, and it is not too much to say that this fishery has reached a critical stage.

Small size in markets.

Increased lobster gear.

Local distribution of lobsters.

Habits of lobster.

The signs of exhaustion are unmistakable. Small immature lobsters, 5 to 8 or 9 inches long, which a few years ago were rejected with contempt are now eagerly taken, and form in some districts the staple article upon which the lobster canners depend. Instead of two or three lobsters sufficing to fill a 1 lb . can, not less than five, six, seven and even ten lobsters are now required.

Ten years ago the average size of lobsters was of 10 inches ( 2 lbs . weight), while thirty years ago an old fisherman has testified that 13 inches ( $3 \frac{1}{2} \mathrm{lbs}$.) was the average.

In order to keep up the catch each season the quantity of gear is being increased year by year all around the coast. Yet the average number of lobsters taken per trap has been steadily diminishing.

A prominent packer in Prince Edward Island publicly stated that in a certain cannery with which he was acquainted, the number of cans packed as compared with the number of traps fished from that factory showed this startling decrease :-during a period of six seasons at that factory the average number of 1 lb . cans to each trap fished was in 1891, 24 ; in 1892 it was $16 \frac{3}{4}$; in 1893 it was $13 \frac{1}{3}$; in 1894 it was $12 \frac{1}{2}$; in 1895 it was $7 \frac{3}{4}$, and in 1896 it was $5 \frac{1}{2}$.

The capture and packing of lobsters inferior in size and quality cannot continue, and the taking of "berried" females and even soft shell lobsters indicates the desperate efforts now being made to keep up the aggregate pack. In prolific inshore waters such as those of Newfoundland these strenuous attempts are viewed with the gravest fears by those qualified, by knowledge and business experience to judge. The best authority on United States fishing matters made a few weeks ago this announcement:-

Newfoundland lobster-packers propose to enter into the packing of this fish more largely than ever the coming season, and many new men will operate small factories in various parts of the island. This, in view of the fact that the ground all about the island is being overfished, would indicate that unless some restrictions other than those now in force are placed upon the fishery, the lobster in Newfoundland will soon be extinct.

Fishermen have discovered that lobsters can be caught in deeper water than was formerly fished ; but their occurrence in deeper water merely shows that the lobsters when they forsake the inshore shallow areas resort to these greater depths. Instead of moving, as many still think, over great portions of the coast, the lobsters, as the fact stated shows, migrate from deeper water into shallower and back again. No doubt the great schools pass the winter at depths of 40 or 50 fathoms; but during the warm summer months they move "into shallow water, 2 to 10 fathoms, where the females ripen their eggs and hatch them out.

When moving at leisure the lobster walks nimbly along on the tips of its toes holding its nipping claws slightly raised in front, waving its long feelers aloft, while the short second pair is held straight to the front like rigid bayonets. It turns its protruding stalked eyes in every direction. The tail is held spread out behind so as not to touch the ground.

When alarmed or in danger instead of proceeding forward, it swims backward by the convulsive and powerful strokes of its tail. It shoots along at a rate of twenty-five or thirty feet per second; but rapid swimming is so exhausting to the lobster that it is physically unable to continue this violent

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method of progression very long. Moreover, when swimming the lobster cannot see where it is going; it only sees the danger from which it is fleeing; but observers have noted with astonishment how accurately it directs its course. A lobster, it is said, will at times bound tail formost out of the narrow entrance of a lobster-trap in which it finds itself confined. The very young lobster uses its feathery feet for swimming, as will be described on a later page, and progresses rapidly head foremost quite in contrast to the habit of swimming backward in the adult.

The lobster is most active at night and shuns excess of light. It is impatient of heat or extreme cold, and under such conditions becomes sick and inactive ; but in water of a temperature of $40^{\circ}$ to $50^{\circ} \mathrm{F}$. it is most vigorous and healthy. The heart and principal blood-vessels of the lobster as well as the main venous sinuses lie in the back of the creature, hence exposure to the hot rays of the sun is rapidly fatal. Lobsters confined in inshore ponds and in floating cars die in great numbers from heat and exposure for the physiological reason just stated.

Lobsters may be almost said to be omnivorous, they are certainly not Food. particular in their diet and greedily devour fish alive, dead, or even putrid, seaweed, eelgrass (Zostera) shrimps, starfish, indeed anything in the shape of edible material. At times they turn cannibal and will devour each other, while they are fond of tearing off and eating the bunches of eggs attached to the lobster in a "berried" condition. Just as the owl and kingfisher reject the bones and indigestible portions of fish or animals which they have eaten, so the lobster ejects from its mouth the hard parts of the creatures which it has devoured. Such pieces cannot pass down the intestine, which is a slender delicate tube lying along the fleshy jointed tail of the lobster. The lobster has a keen sense of smell which is believed to be located on the under surface of the outer limb of each small pair of feelers (the antennules). No doubt it is mainly by the sense of smell that it is led into the baited cage or trap used in the lobster fishery. There is certainly no just reason for regarding putrid bait as more attractive than fresh bait. It is possible that semi-decayed fish may have a certain amount of luminosity or phosphorescence, which affects the lobster's sense of vision ; but the Norwegians have for centuries proved by practice that pieces of fresh flounder placed as bait in their cane traps form the best possible bait.

The dense armour of hard limy material which encases the lobster permits Structure of only of limited growth so that the shell must be cast off repeatedly, as the shell. lobster increases in size, season after season. This growth is most rapid in the very young or infant stages, hence moulting is then most frequent, as will be shown on a later page in the account of the life of the larval lobster. A lobster cannot continue to wear the same shell any more than a growing youth could continue to wear a small boy's suit after he has become a man. The shell consists of four layers:-(1) An outside horny layer, which shows no definite structure. Professor Herrick calls it the enamel layer. (2) A thicker canaliculated layer, crowded with lime salts, and coloured with pigment. Dr. Carpenter called it the "areolar" layer. (3) A very thick, non-coloured, laminated layer, recalling the structure of dentine in a tooth. It is Carpenter's "tubular" layer, and is the gleaming white part of the shell, which is so noticeable at the broken edge when a lobster shell is fractured. It is this layer which is absent in the case of Phyllosoma, and the glass crabs, Portunus, and others. (4) A very thin lamellar layer which is not calcified.

The inside lining is formed by a soft layer consisting of epithelial cells. These cells build up the shell, and become greatly enlarged and cylindrical, when actively secreting a new shell.

All four layers are pierced by delicate canals, viz. : the skin-gland ducts, the hair-pores, and the tegumental gland tubes. Inside the shell, of course, lie the great masses of white flesh or muscles; but there is an intervening
space between the shell and the muscles which is occupied by loose connective tissue, large blood-spaces, and the great glands, called by Professor Herrick "tegumental" glands.

The shell undergoes peculiar changes when the "shelling" period arrives. Some of the salts, which impart hardness to it, begin to disappear in such places as the middle of the great shield covering the head and thorax, and along each side of the snout and other parts. This change gives the elasticity required to allow of the shell being more easily thrown off. A thin skin forms underneath the shell, and the lobster then shows very evident signs of the painful process about to begin. A lobster about to moult loses its bright colour, acquires a loose lax appearance, and becomes very uneasy and shy. It seeks the shelter of rock clefts, or if these be not at hand, immerses itself in a soft sandy bottom, lying sidewise. It bends upon itself so that the skin connecting the shield and the tail burst. There are no violent convulsions such as some writers have described. The muscles of the limbs tug vigorously, and the great claws, soft and pliable as indian rubber, are withdrawn like the hand from a glove. The creature pushes itself through the gaping slit, the head being pulled out leaving the tail to be drawn out last of all. The newly shelled lobster has a limp and collapsed appearance, but its colours are extremely fresh and bright. Water is so rapidly absorbed through the soft new shell that the lobster enlarges and swells up with surprising rapidity. The empty cast-off shell resembles a dull dingy live lobster, as it is not always split although extremely brittle. At the end of a month the shell is not really hard; but still has a pliable leathery character. Many observers have declared that within twenty-four hours, or at most within a week the shell is perfectly hard. This is not so. A lobster is really not completely hard for seven or eight weeks after moulting. The process of shelling takes place every year, especially during the summer months, for which two reasons can be adduced. The water is warmer then, and the soft and sensitive lobster at that time escapes the peril of extreme cold. A vast number of females hatch their young in the warmer months, and, after hatching, they invariably cast-off the shell, partly no doubt to get rid of the clinging empty eggs, and their attachments, which become foul; but chiefly, as already indicated, owing to the growth of the animal inside its covering whereby the old shell becomes too small ior it. Actual observations on the shelling process are very meagre, indeed those of my friend the late George Brooke are almost the only continuous observations on record. His studies were carzied on in Scotland for about sixteen months, viz., from July, 1883, to 19 th November, 1884, during which time he found that four moultings took place, the size at each moult being :- $6 \frac{1}{15}$ inches, 8 inches, $8 \frac{14}{16}$ inches and $9 \frac{6}{16}$ inches, a total increase of $2 \frac{7}{16}$ inches. The dates, when the shelling process was effected were, 1st July and 25th December, in the first year, and 25th July and 19th November, in the second year. Professor Herrick justifiably calculates that, under natural conditions, a 6 inch lobster would attain a length of 9 or 10 inches in two years and that a 10 inch lobster is probably four and a-half or five years old. Of course during its more rapid growth in infancy, the shell is cast-off much more frequently. During the first six or eight weeks after hatching the young lobster moults not less than five or six times.

Before describing in detail the breeding habits, the production of egge and hatching of the young, a few words may be here said regarding the external features of the male and female lobsters. A comparison of a large number of specimens has shown that the male is more slender than the female and he possesses larger and stronger claws. The body of the female is not only broader, but the side plates or flaps at the margin of each tail ring are deepened in order to provide a larger space under the tail for the reception of the bunches of eggs. The first pair of legs in the lobster are the "nipping claws" or large forceps, and there are four pairs of true walking limbs.

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Behind the walking legs there are five pairs of smaller limbs called "swimmerets." In the male the first pair of swimmerets are transformed into stout rods each consisting of two joints, while at the inner edge of the basal joint of the fourth or last pair of walking legs a minute opening may be noted, on close examination, which is the aperture of the seminal duct. In the female, on the other hand, the first pair of swimmerets consists of a slender feattery rod, composed of one long joint and twelve or thirteen very small joints. The second pair of walking legs show a couple of small opening (oviducal apertures) at the base similar to those in the male, but in the interspace between the third pair of walking limbs is placed the V -shaped sperm pouch. It is a very sensitive organ studded with small sensory hairs, and in the male deposits a thick gummy matter which acquires a somewhat solid character after a short time. A most reliable distinguishing external feature in the two sexes is the position of the small sex apertures. In the female they are at the base of the second pair of walking legs, and in the male at the base of the fourth, or last pair.

It is necessary to describe the structure of the egg-forming and sperm-Male's sperproducing organs before the peculiar features seen in the breeding of lobsters maries. can be understood. The latter organs or spermaries can be seen upon cutting open,the back of a male lobster. A pair of slender much corrugated tubes appears passing down the back, and placed immediately above the massive green liver. They rudely resemble the letter $H$ as the two tubes are connected by a slender bridge, immediately behind which connection there passes off on either side a duct. Each duct swells to form a sperm vesicle before terminating in the small external opening or sperm aperture, already described as occurring at the base of the last pair of walking legs.

In the female, the ovaries where the eggs are formed have also the charac- Female's ter of a pair of tubes passing along the back behind the eyes and immediately ${ }^{\text {ovaries. }}$ under the shield or shell forming the forepart of the back of the lobster. When in a mature condition they extend along two-thirds of the length of the body from the fourth or fifth ring of the jointed tail almost to the eyesockets. They exhibit much variation in colour as they approach ihe ripe stage, recalling the green, pink and yellow ovaries of certain fish such as Cyclopterus, for the ovaries of the female lobster may be either of a cream yellow, a pale flesh tint, or a light olive green colour. When the lobster is boiled, the eggs contained in the ovaries, if fairly ripe, turn to an intense red colour and are known as coral. In some great markets (as for instance London) lobsters containing coral are prized for culinary purposes especially for lobster sauces, etc., and this demand for ripe females has no doubt had much to do with the depletion of lobsters in Britain.

At the spawing time the eggs enlarge and become loose in the ovary. Egg deposiThey then glide down the oviducal tubes, their passage being facilitated by tion. a fluid, which is secreted at that time by the swollen cells lining the oviduct and they are rapidly ejected from the two orifices, already described as occurring at the bases of the second pair of walking legs. Each egg is globular or rather spheroidal, about ${ }_{10}^{18}$ inch in diameter. They are received in the space inclosed by the incurved tail of the lobster, and become glued to the five pairs of feathery swimmerets so that they hang like crowded bunches of grapes. The liquid glue is secreted by the glands in the skin or rather shell, in the tail region, and it hardens on exposure to water. The eggs are dark green, almost black; the colour being due to the yolk which is visible through the transparent shell or chorion. Unless they are vivified the eggs come to nothing; but the further changes in the progress of the fertilized eggs will be briefly described below.

In order that the sperms emitted from these two small openings, in the Pairing promale lobster, shall be transferred to the female, pairing must take place. cess. No doubt the peculiar first pair of swimmerets are utilized in pairing; but full and accurate observations regarding the pairing of lobsters remain yet
to be made. Sufficient information is afforded by the structure of the organs described in the foregoing account, and by what is known in many other creatures of the same subkingdom (Arthropoda) to establish the fact. That pairing takes place admits of no doubt. It must, in many respects, resemble the pairing of spiders, in which creatures, we know that the male takes a quantity of sperms from underside of its body, and by means of its pointed second pair of limbs (the pedipalps) transfers these sperms to the special receptacle of its mate. The sperms of the lobster differ from those of most animals, because they are apparently motionless and are able to retain their vitality for a long period of time. In most animals the sperms exhibit wonderful activity for a very short time, when they lose their activity and vitality. The lobster's sperms may be described as star-like in form and massed together in a gelatinous capsule (distinguished as a spermatophor). Probably the first pair of swimmerets, which in the male are of very peculiar shape, convey the spermatophors to the female. They are received, no doubt, when lying in a reverse position, and the female stores them in the triangular sperm-receptacle. In the animal kingdom, as a rule, pairing takes place just before or coincidently with the spawning time, and the eggs are at once and directly vivified or fertilized. But in the lobster the conditions are peculiar, and wholly different. The male does not directly fertilize the eggs; but the motionless sperms, transferred to the female at the pairing time, are stored up by the female until required. If pairing occurs in the fall, when lobsters are found to migrate inshore in great numbers (say in October or November and several months after the hatching period is over), the sperms emitted by the male at that time must be carried by the female for from six to nine months when the female deposits her eggs in spring or summer. April to July seems to be the main time on our shores, then extruded eggs come into contact with the stored up sperms which are now poured out. By the contact of the eggs and the sperms the eggs are at once vivified.

Changes immediately commence within each egg. The dark-coloured yolk divides up into segments during the first two or three days. This is what is called the cleavage of the egg, and at its conclusion it has the appearance of a thimble-berry or bramble-berry. A thin skin forms inside the egg-shell, and both unite to form a double capsule. It has been frequently noticed that when a young embryo lobster is artificially removed from the shell, the antennæ or horns are found attached to this inner layer of the capsule and are often torn off with the shell.

During the first ten to fifteen days, while one side of the yolk remains

The embryo within the egg.

Hatching. dark, the other side becomes clear and shows a little creature like a spider lying on its back inside the egg. This is the embryo lobster.

The formation of this embryo, embracing the process of cleavage just described, may be rapid, under a high temperature, or very slow if the temperature of the surrounding water be very low.

There can be no doubt that lobsters, which extrude their eggs in April, May and June, accomplish the hatching of their fry in a few weeks, whereas the late spawners, during the months of September, October and November, probably do not hatch their young for six or eight months. This accounts for the fact noticed by Dr. Fullerton, that a female lobster in the middle of November was found carrying eggs which were in the stage that in the case of other female lobsters was not reached until about the middle of May. Professor Herrick, it is true, quotes a case of the hatching out of eggs in the latter part of January, under a temperature of $36^{\circ}$ F., which had been removed from a female at Christmas. Such facts support the assertion that lobsters may hatch during every month in the year. "I am satisfied," said an experienced fisherman in Prince Edward Island, "that lobsters spawn all the year around." Yet certain months, June, July and August, embrace the principal part of the year during which most female lobsters are in

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Canada found carrying berries. The Department of Marine and Fisheries has been able to confirm this after conducting artificial lobster hatching at Pictou, N.S., for the last five years, the supplies of eggs being mainly obtained from May 15th to early in July or late in June, and the fry as a rule hatching out in from seven to fourteen or twenty-one days. Some very mature eggs hatch within twenty-four hours after being received at the hatchery.

The course followed in artificial hatching in the Department's establishment is briefly described below.

After the eggs are received from the lobster canneries, usually at the rate Artificial of $1 \frac{1}{2}$ millions per day, they are placed in glass hatching jars through which hatching in pure sea-water constantly passes, and this circulation keeps them in motion. The hatching jars are upright cylindrical vases, with a central glass tube supplying water which passes up through the jar and escapes by a conical tip at the top of the jar.

About the middle of June the earliest lobster fry hatch out, and are carried by the circulating stream into a capacious reception trough, which receives the waste water.

When the hatching-out begins the assistants are kept busy night and day attending to the eggs and fry to see that they do not collect and clog together, as they soon die under such circumstances.

When the time for distribution comes, the fry are placed in barrels cf sea-water, open at the top, and conveyed out to sea on a small stean tug.

They are not simply thrown overboard; but from a low steamer are scattered by means of small tin dippers, or passed through a hose, one inch in diameter and about eight feet long, provided with a funnel-shaped box at the top ; they are scattered about one million to the mile over a distance of 60 miles. The bottom is rock and kelp, and the fry are distributed not less than three miles from shore.

The number of eggs placed in the hatching jars is about 65 millions each season, and the eggs are so healthy that at no time have more than a hundred dead eggs been found in all the jars.

Female lobsters are found from 6 inches to 8 inches in length bearing eggs, but the larger lobsters carry proportionately far more eggs.

Since the Bay View hatchery, Pictou, N.S., was opened, over $500,000,000$ of fry have been hatched, the number being as below for the following years, viz. :-

| 1891. | 7,000,000 |
| :---: | :---: |
| 1892. | 63,500,000 |
| 1893. | 153,600,000 |
| 1894. | 160,000,000 |
| 1895. | 100,000,000 |

Before emerging trom the egg, the advanced embryo lobster is shielded very effectively from harm. Thus there are (1) the shell of the lobster, (2) a temporary larval skin, which fits around the shell like a glove, (3) the eggshell or primary chorion : (4) the secondary egg-membrane which is outside. The chorion is formed in the oviduct and is attached only at the stalk to the secondary, outside shell, the latter is thick and translucent and secreted in the cement glands. Both shells split, like a bean, into two halves at the time of hatching, and the larva comes out tail foremost. It is very unlike the lobster in form and habits. It rises to the surface of the sea and appears to frequent the upper waters for over two months, as Professor G. O. Sars, the famous Norse naturalist long ago conjectured, during which time it undergoes a series of changes described as follows, in which seven stages may be distinguished.

Larval life. (1.) The newly hatched larva which exhibits a short shrimplike body and ringed tail stretched out almost horizontally. It is of glassy transparency, with gleaming emerald eyes, and possesses a huge pointed snout or rostrum, consisting of a central blade and a lateral spike on each side. Two pairs of very short horns protrude in front (antennæ and antennulæ), the second pair being forked or split into two. Four of the six tail-joints bear spines, two on each side, and one in the middle standing erect. Most young marine larvæ, having the pelagic habits of the lobster, carry for some days a small bag of yolk; but all trace of the green yolk has disappeared by the time the young lobster hatches out. The yellow liver is plainly visible through the translucent shell. There are no swimmerets along the under surface of the tail ; but minute buds indicate their future position. The jointed foot jaws and the five pairs of legs are paddle-like, and the creature shoots forward through the water with great rapidity. The triangular tail is provided with spines and is fringed with hairs. In length the larve is over $\frac{1}{3}$ of an inch ( 7.50 to 8.50 mm . long.) from the tip of the snout to the end of the tail.
(2.) During the second week after hatching five changes may be noted: (a) the snout becomes toothed and is less blade-like in character; (b) paired swimmerets grow out along the under side of the tail : the second to the fifth tail rings ; (c) green colour appears along the back region. The length increases by nearly one-twelfth of an inch, and the larva is now about half an inch long ( 9.50 to 11 mm .)
(3.) During the third week the principal change is the development of the nipper-claws or chele. All the feet hitherto were adapted for swimming and the first pair (or nippers) differed little from the rest; but at íhis stage they become proportionately much larger and their inner margins exhibit serrations or tooth-like projections. The eye still shows a bright metallic lustre, and green spots distinctly appear in the thin shell minglod with a brown coloration. This stage appears to rarely last more than a week.
(4.) The fourth or fifth week witnesses further changes. In outline the small lobster shows a resemblance to the adult lobster greater than it has hitherto exhibited. It has, after moulting, increased in length, and measures more than half an inch ( 13 to 15 mm .) The erect spines down the back have gone, while a deeper colour, brown or green, extends over the shell, and the nipping claws are of a warm brown or reddish colour.
(5.) The young lobster, six weeks to two months old, still swims about actively near the surface. Though its prevailing reddish brown tint renders it less inconspicuous than in its younger stages when its glassy translucency is more marked, yet it is really a small insignificant object $\frac{3}{4}$ inch to $\frac{2}{3}$ inch long, and not readily distinguished from the small fishes, young cod, gurnard, sculpins, \&c., which abound in the same surface waters. A young lobster at this stage is often mistaken for a larval gurnard (Prionotos) as both swim rapidly forward in a similar way, and the moving reddish claws of the lobster bear no little resemblance to the orange tinted pectoral wings, or fins, of the minute gurnard. The snout is narrower and therefore appears more prominent and pointed, while the feathery outer joint or exopodite of the swimming feet becomes much diminished. This last feature, with the loss of the glassy translucency, characteristic of previous stages, indicates that the young lobster is about to take to the bottom.
(6.) One or two weeks later when the lobster measures a fraction more in length ( 15 to 17 mm .) it changes its swimming pelagic habit and comes inshore. Its colour is darker than hitherto, though there is great variation in this respect. Dark green, pale bluish or greenish brown are most frequent. As Professor Herrick points out there appear at this time on the head shield two white spots, really points of internal attachment for tendons. very apparent a little behind the eyes. The projecting edge (pleuron) on

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each side of the first tail ring is also white. The snout or rostrum measures about one-quarter of the length of the head shield (or cephalothorax).
(7.) During the third month of larval life which Herrick divides into two stages, the changes are mainly internal, and only the trained specialist is able to notice the slight external modifications which take place. The most important point is the assumption of the external characters of sex. The males and females, in early larval stages cannot be distinguished. Up to the sixth or eighth week the first pair of swimmerets beneath the tail are mere rounded tubercles, and up to the stage now described the oviducal openings on the second pair of walking limbs are not apparent in the female. They now appear distinctly, and from this stage onwards the changes which take place are mainly connected with growth and increase in size. The young lobster thus passes through changes in early life of a very striking character. In outline it changes less no doubt than the shore crab, but in habits, mode of progression, food, \&c., the changes are momentous. From a transparent free swimming, alnost translucent, mite in the open sea, it becomes transformed into a heavy opaque bottom-living scavenger. As the length of $\frac{4}{8}$ of an inch is approached ( 19.5 or 20 mm .) the eyes begin to grow more rapidly and during the stages immediately subsequent are unduly prominent. This in fact is true of young marine larve generally. Of course young lobsters, like other developing aquatic organisms vary in rate of growth and features of colour, \&c., but the foregoing brief sketch may be said to represent the average larval life of the lobster. As in its mature adult stages so in its early days its food is varied. Minute marine plants, algae, diatoms, as well as minute crustaceans, copepods or water fleas, \&c., chiefly constitute its food. Cannibalism is frequent, and the method adopted of attacking each other is very striking, as the young lobster barely a few weeks old invariably selects the most vulnerable point, viz.: the opening behind the head-shield. The stronger larva springs upon the back of the weaker and savagely bites him at the point named. Larval lobsters feed chiefly at night, hence their illimitable myriads are not readily noted by fishermen or sailors; but on bright sunny days they rise to the surface of the sea. Light has a fascination which is common to many creatures in the water.

Considering the countless millions scattered every season through the Rare captures ses, near the lobster breeding grounds, it is astonishing that so few have of larval been seen or captured. I have myself received specimens of some of the lobsters. stages described on three occasions only. They were captured in the Straits of Northumberland, where, during the latter portion of the summer, certain areas must be crowded with various stages. Prior to the capture of my specimens the only actual record in Canadian waters which I can find is that of Mr. J. F. Whiteaves, of the Geological Survey, who eighteen years ago, captured specimens half an inch long in the months of July and August off Pictou Island, N.S. The fact is that the free-swimming lobster larvex, like other young pelagic creatures, range within one or two fathoms of the surface of the sea, not quite at the surface where the concussion of the waves would be hurtful. The late Dr. Honeyman (of Halifax, N.S) is recorded to have computed the following table of growth :-

$$
\begin{aligned}
& \text { Young reddish transparent lobster. } 6 \text { weeks old is } \frac{1}{2} \mathrm{in.} \mathrm{in} \mathrm{length.} \\
& \text { Small, but perfect lobster } \ldots \ldots .16 \text { do } 1 \mathrm{in.} \text { to } 1 \frac{1}{2} \mathrm{in} \text {. } \\
& \text { Larger hard shelled lobster } \ldots \ldots .1 \text { year old is } 4 \mathrm{in.} \text { to } 4 \frac{1}{2} \mathrm{in} \text {. }
\end{aligned}
$$

I have not been able to ascertain on what grounds this computation was made, though some of the details given are very remarkable and of extreme interest, dating back as they do ten or fifteen years. The post-larval growth of the lobster, it must be confessed, is even now largely a matter of conjecture; but some data exist. Professor Herrick succeeded in keeping one specimen alive, which hatched out on 27 th May and lived until 11th

Growth and maturity.

Lobster's
fertility compared with fishes, etc.

September, a period of 107 days, in which period it increased about three times its original size.

We have seen that the adult lobster has been proved by actual observations to grow about $2 \frac{1}{2}$ inches in sixteen and a half months, and the larval lobster has been demonstrated to grow in three and a half months no less than half an inch, and these facts go to show that in four or five years it is quite possible for the mature size to be reached, and at that age no doubt many females carry spawn.

They continue to grow for a period of many years as is proved by the capture occasionally of gigantic specimens. These are more rare than formerly, but in 1897 a fine specimen was taken off the New Jersey coast, which measured three and one-half feet in length, two feet round the body, feelers one and one-half feet long, small legs one foot long, left claw two feet long and ten inches wide, tail fourteen inches from end of tail to hody.

Quite recently (27th April, 1899), a monster example was taken by Mr. Eben Crosby, and his two boys, when lobster fishing off Chebogue Point, near Yarmouth, Nova Scotia. It had one claw in the trap when it was hauled up, and is stated, in the Yarmouth Times, to have measured three feet in length. When the two large claws were spread apart the distance from the tip of one claw to the tip of the other was nearly seven feet, while the walking legs were described as of the thickness of a man's thumb. It was 25 pounds in weight, and was too large to place in the usual crates used for shipping live lobsters. It was sold to an American buyer and shipped the same evening to Boston.

Professor Herrick arrived at the conclusion that very few spawn before reaching a length of 9 inches; but so many "berried" specimens $7 \frac{1}{4}$ to 8 inches in length have reached me from various parts of the Canadian coast that a considerable proportion of females would appear to carry spawn at 8 inches and under. The ratio of reproductiveness is, however, so low in these small female lobsters that the abundance of lobsters in any locality must depend upon the larger females. A 7 -inch lobster will produce 5,000 eggs, whereas when one inch larger the number of eggs carried is just about double that quantity. A 10 -inch lobster carries as a rule 18,000 or 20,000 eggs; but when 14 inches long the number of eggs is 40,000 , and at 16 inches the number is estimated at no less than 80,000 eggs. Variations are not infrequent, and a 10 -inch lobster may produce only 12,000 or 14,000 eggs; but on the other hand one specimen of this size is recorded which carried 21,000 eggs.

These figures might appear large did we not know, by comparison with other marine creatures of economic importance, that the lobster is perhaps the least productive numerically of all. A herring deposits double the number of eggs produced on an average by the lobster; a mackerel four times as many, a cod four hundred times, and a Canadian oyster four thousand times as many. No wonder that no lobster fishery in any country has been able for many years to withstand the tremendous annual drain implied by a large market. The lobster fishery of Canada, it is estimated, annually destroys between sixty and one hundred millions of lobsters, a considerable proportion of these being females about to spawn, or recently spawned. It is indeed astonishing that our lobster grounds have been able to hold out so long with this gigantic destruction going on year after year.

The destruction does not end merely with the annual loss of many millions of parent lobsters, for the loss of the spawn about to be laid, or already deposited and soraped from the lobsters before being landed, cannot be ignored. In the department's report for 1890, the late Lieut. Gordon laid stress, and rightly so, on this waste of eggs, which is so readily overlooked, and he referred to certain means which might effect (to quote from his report p. 18) " the saving of the ova, the destruction of which now, perhaps, more than anything else, militates against the speedy restoration of the

## Lobster Commission.

fishery. To show that this is no idle statement, the case of a cannery putting up 2,000 cases, or 96,000 lbs., may be taken ; these require say half a million lobsters to put up, and my inquiries show that probably 1 in 5 are 'berried' lobsters-say 100,000 . Now, take even one-half of this, and say that 50,000 'berried' lobsters each carrying about 20,000 exuded ova, were destroyed in putting up the 2,000 cases, we have no less than $1,000,000,000$ ova destroyed; and if this rule be applied to the 220,000 cases which constituted the product of the fishery for the year 1889, we have a number of $110,000,000,000$ as the wanton destruction of ova which it is possible to save-at any rate, in some small measure; for even a saving of 1 per cent of such a total represents a number the magnitude of which figures fail to bring home to the mind."

Closely connected with the interesting questions respecting the repro- Biennial ductive capacity of the lobster, and the probable interval elapsing before it spawning. reaches maturity and reproduces, is the further question as to the frequency of spawning.

A very questionable opinion was in circulation some years ago that the female lobster spawns once in two years. Curiously enough this notion first put forward hy parties wholly untrained and unqualified to frame a reliable judgment has received countenance recently from men of scientific standing. Professor Garman, and more recently Professor Herrick, have favoured the idea, and Dr. Fullarton has also adopted it in his recent Scottish paper on Lobster 1)evelopment, though the evidence when analysed instead of establishing biennial spawning all points the other way: Herrick indeed himself found in "paper shell" lobsters in July that just after the brood had hatched and the moulting was over the eggs in the ovaries were no less than half the size of mature ova. Ehrenbaum inferred that the female lobster spawns every fourth year, and the evidence on which this new view is based would just as conclusively prove that the lobster spawns quadrennially. My own embryological studies upon a variety of marine fishes and other creatures have established beyond question in my mind that the growth of the ovarian ovum may be astonishingly hastened after the dispersion superficially of the nucleoli over the surface of the nucleus or germinal vesicle.

In the female Gastrosteus, ova developed and ripened in the months of July, August and September, when the conditions were most favourable, in periods of from 60 to 80 days, and passed through stages which later in the year occupied no less than 220 to 240 days. Yet Prof. Herrick does not hesitate to affirm concerning this supposed biennial spawning that to prove it requires only the dissection of a female with eggs ready to hatch in June, July or August, and it will be found that "the ovarian eggs have had, in all these cases, from ten months to a year's growth "-the very point in fact being assumed which requires proof. Further on in his excellent memoir he adds: "That the spawning periods are thus two years apart is a valid inference drawn from the study of the anatomy of these organs."

We have, indeed, available the fullest scientific proof that a Decapod, closely allied to the lobster, spawn: not once in two years, but twice in one year, thus the shrimp, Crangon vulgaris spawns in April and May as well as in early November. A valid inference would be that the lobster spawns not less frequently than once a year. Dr. Fullarton, in adopting Herrick's view, says: "From an examination of the ovaries of lobsters which had shortly before hatched a brood, and others periodically between that time and the following January, it is certain that lobsters do not breed annually." As I have shown a mere anatomical examination of the ovaries is insufficient, to establish any such conclusion, and an embryologist familiar with the various stages of egg-maturation, in different animal types, is bound to pronounce any such inference as unwarranted, collateral evidence being all unfavourable to the theory of biennial spawning.

Annual spawning.

Enemies and diseasen.

When again Professor Herrick affirms in these words: "When the external eggs are ready to hatch the ovarian ova have had nearly a year's growth," an experienced embryologist could accept this opinion with diffculty. My own observations, for which Canada offers opportunities incomparably greater than those of any other country, lead me to the view that lobsters as a rule spawn annually, and that a female lobster which has hatched her brood early in the season does in many cases produce a second crop of eggs late in the fall which are carried all winter. The details of my examination of a large number of specimens supporting this view cannot be given here ; but will be published in due course elsewhere.

There is certainly little justification physiological or anatomical for holding with Fullarton that in no case "lobsters that had just hatched a brood, had eggs in the ovary which could become fully ripe under a good many months." The oftquoted case of the lobster in Rothesay Aquarium, Scotland, which was carrying ova when placed in the tanks in August, 1886, and did not complete the hatching of the same until August, 1887, though larva hatched out as early as April, 1887, proves only that the conditions were abnormal and unfavourable. The fact that the brood were hatching for a period of five months, April to August, from eggs which were extruded the summer before fully demonstrates the abnormality of this special case. The fact that the lobster spawns annually is evidenced by :-
(1.) The fairly uniform proportion of "berried" females taken season after season.
(2.) The occurrence of the berried conditions in all sizes of females from 7 inches to 18 inches. It might be expected that females of certain specified sizes would never or rarely be found with eggs were biennial spawning a fact.
(3.) Exact researches upon allied decapod crustaceans prove the greater frequency of spawning.
(4.) The rapid growth of ovarian eggs so familiar to embryologists is unfavourable to the biennial theory.
As with other valuable inhabitants of the sea the lobster's enemie's are legion. In its earliest days the young swimming larve are sadly decimated during the first eight or ten weeks of their life, when as we have seen they range from $\frac{1}{3}$ inch to $\frac{2}{3}$ inch in length. Physical and chemical impurities also kill them. Later they are more hardy; but intense cold and excessive heat are equally fatal. Adult lobsters confined in floating cars are found to die in great numbers when the sun's rays are powerful. I have examined such cars and found a large proportion in a sick and dying condition.

Almost every predaceous fish in the sea devours the lobster. The mackerel feeds largely on the larval lobster, while the cod, haddock, pollock, seabass, skate, etc., eat it when it attains a larger size ; but to add to its dangers and enemies I have found in Nova Scotia that crows are most destructive, for when the tide goes down these birds destroy the lobsters left among rocks and sea-weed. They pierce the shield of the lobster where the heart and main blood vessels are situated and the crustacean is at once rendered helpless and is devoured by its assailant. The Hocks of crows busy amongst the rocks inshore must destroy large quantities of this valuable crustacean. Boeckh has described a curious habit in the Scandinavian crows. They seize the lobster and fly up into the air with it and let it fall, breaking its hard shell into fragments and exposing the delicate masses of flesh in the claws and tail.

The lobster suffers from few diseases or parasitic affections. A large Gregarine (G. giganteum) abounds in the intestine as Van Beneden found, and a peculiar Trematode worm occurs in the liver. Prof. Herrick remarks that no specific disease characterizes this crustacean, though Mr. Rathbun has described a tumoid protruberance on the outside of the carapace which was attributed to a wound. As a matter of fact an internal disease does, in

## Lobster Commission.

rare instances, affect the lobster, and Professor McIntosh, many years ago, described a tumour which originated in the wall of the grinding stomach and pushed its way through the carapace behind the eyes. The tumour enlarged and finally resulted in the death of the lobster, which was a very large and old specimen.

The lobster has more than the usual quota of perils to face, and man's systematic destruction has not merely added to them, but overbalanced them all. It is probably in early larval life that the decimation of the lobster chiefly takes place, for there are few fishes in the sea that will not eagerly devour the young as they flit in cloudy masses through the water.

The influences fatal, or at least hurtful, to the lobster in mature life have been already pointed out; but there is one to be added, viz., fresh water. Lobsters avoid localities where fresh water streams run in unmingled with salt water. In shipping live lobsters packed in ice, the fresh water trickling down from the melting ice is most harmful and untimately fatal.

With proper precautions, however, lobsters may be carried alive and Shipping live healthy over great distances. Early this century some loyal Nova Scotians lobsters. shipped in a sailing vessel several barrels of lobsters to King George III. They reached London safely and alive. In 1862, some tubs of sea-water containing live lobsters were sent from Maine, U.S., via Halifax, to the Emperor Napoleon III., and a few years ago the Otago Acclimatisation Society, Dunedin, New Zealand, succeeded in carrying live lobsters from England. In the first attempt only twelve were sent ; three died during the first week though the rest survived, feed well during the voyage, and at the end of the 54 days sail were planted in a healthy condition at the Antipodes. The Society was encouraged by this success to arrange for a second shipment; but all died on account of the detention of the ship for a month by a broken shaft at sea. The extensive exportation of live lobsters is in Canada a comparatively new thing, and is growing rapidly. What its effect upon the lobster supply will be, remains to be seen.

For many years very large exportations of live lobsters have been made from Norway averaging in value $\$ 150,000$ per annum, the number actually taken in the fishery ranging from 800,000 to $1,000,000$ lobsters, and most of them destined for the English market.

The method of packing and shipping them may be described as follows:The boxes generally used have the following outside dimensions: Length, 39 inches ; breadt, 19 inches, and height 15 inches. If ice is used they are made 4 inches lower. Each box contains from 100 to 120 lobsters. Sometimus smaller boxes are used, with the following dimensions: Length, 24 inches; breadth, 19 ; height 13 . Between the boards there are suitable openings to admit fresh air.

In summer there is placed at the bottom of the box a layer of ice two or three inches thick, and on this a frame, so that the lobsters are not disturbed in their position even if the ice melts. On this frame there is first spread a thin layer of fresh heather, long thin grass or straw, on which the lobsters are laid carefully, back downward, the tail being bent forward and across the box, with the claws turned inside towards the centre. When the box is full some heather or straw is spread over the lobsters and the box is closed. Heather is preferable to straw, as the latter spoils on account of the moisture caused by the ice, and the lobsters cannot well endure any bad odour. For this reason it is not advisable to use dry sea-weeds, which formerly were often employed. Old sail-cloth dipped in sea-water forms an excellent cover as it keeps moist and cool for a long time. If ice cannot be had, heather soaked in sea-water may be used, dry fresh straw, or sail-cloth. During the cooler season only heather or straw should be placed at the top and bottom of the box.

In winter the sides of the box may be lined on the inside with paper, so as to protect the lobsters against the cold, but there should not be any paper
either at the top or bottom, as the lobsters would be stifled, owing to the lack of air. When the lobsters have not been kept prisoners for more than eight days, they will, when packed in boxes in the manner described above, keep for four days. The fresher the lobsters the better they are able to stand the fatigue of the voyage.

The boxes are placed on the deck in such a position that the water from the melting ice does not reach the lobsters, which cannot well endure fresh water, and so that the lobsters are protected against rain, as rain water is very apt to injure them. Lobsters which during transportation have been exposed to the rain, when placed in tanks generally lose their claws. The persons who ship lobsters usually see to it that the boxes are placed in propur position on board the steamer. It always appears best to place the boxes containing lobsters on the forepart of the steamers, so that the fish may get the benefit of the spray from the waves.

## GENERAL REMARKS.

With respect to the growth and present extent of the lobster industry as a whole, the following statistics from official sources are given in accordance with the specific instructions contained in the Order in Council appointing this Commission.

Table showing the total yield ard value of the Lobster Fishery from 1869 to 1897.

| Year. | Lobsters preserved. |  | Lobsters shipped alive or fresh. |  | tal Value. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number of cans. | Value. | Tons. | Value. |  |
|  |  | 8 |  | \$ | 8 |
| 1869 | 61,100 | 15,275 |  |  | 15,275 |
| 1870 | 591,500 | 92,575 |  |  | 92,575 |
| 1871. | 1,130,000 | 282,500 |  |  | 282,500 |
| 1812. | 3,565,863 | 882,633 |  |  | 882,633 |
| 1873. | 4,864,993 | 1,214,749 |  |  | 1,214,749 |
| 1874 | 8,117,221 | 2,022,581 |  |  | 2,022,581 |
| 1875 | 6,514,380 | 1,638,659 |  |  | 1,638,659 |
| 1876. | $5,373,083$ | 795,082 |  |  | 795,082 |
| 1877. | 8,086,819 | 1,213,085 |  |  | 1,213,085 |
| 1878. | 10,714,611 | 1,689,681 |  |  | 1,689,681 |
| 1879. | 10,244,329 | 1,650,290 |  |  | 1,650, 240 |
| 1880. | 13,105,072 | 2,143,312 |  |  | 2,143,312 |
| 1881. | 17,490,523 | 2,939,221 | 543 | 16,640 | 2,955,861 |
| 1882. | 16,808,730 | 2,780,445 | 2,005 | 69,210 | 2,849,705 |
| 1883. | 13,364,020 | 1,889,265 | 1,860 | 59,988 | 1,949,253 |
| 1884. | 15.933,283 | 2,259,892 | 3,065 | 91,967 | 2,351,859 |
| 1885. | 17,303,038 | 2,463,780 | 4,998 | 149,951 | 2,613,731 |
| 1886 | 16,434,421 | 2,35\%,659 | 8,662 | 281,734 | 2,638,314 |
| 1887. | 12,185,687 | 1,462,282 | 9,092 | 371,826 | 1,834,108 |
| 1888. | 9,597,773 | 1,207,033 | 6,288 | 276,354 | 1,483,388 |
| 1889. | 10,637,233 | 1,276,468 | 5,247 | 208,020 | 1,484,488 |
| 1890 | 11,559,984 | 1,387,198 | 6,748 | 261,146 | 1,648,344 |
| 1891 | 14,285, 157 | 1,999,921 | 6,312 | 252,500 | 2,252.421 |
| 1892 | 12,524,498 | 1,758,425 | 6,028 | 2388,300 | 1,996,725 |
| 1893. | 13,674,713 | 1,914,458 | 7,347 | 570,110 | 2,484,568 |
| 1194. | 13,333,693 | 1,803,257 | 7,565 | 367,375 | 2,370,832 |
| 1895 | 12,345,592 | 1,666,388 | 7,374 | 543,708 | $2,210,096$ |
| 1896. | 10,906,638 | 1,526,428 | 8,988 12,591 | 678,834 $1,259,155$ | $\begin{aligned} & 2,205,762 \\ & 3,485,265 \end{aligned}$ |
| 1897. | 11,130,554 | 2,226,111 | 12,591 | 1,259,155 | 3,485,265 |

## Lobster Commission.

Table showing the yield and value of the lobster fisheries since 1869 , in Canada.

| Year. |  | Lobsters. |  |
| :---: | :---: | :---: | :---: |
|  |  | Lbs. | Value. |
|  |  |  | 8 |
| 1869. |  | 61,100 | 15,275 |
| 1870. |  | 591,500 | 92,575 |
| 1871. |  | 1,130,000 | 282,500 |
| 1872 |  | 3,565,863 | 882,633 |
| 1873. |  | 4, 564,493 | 1,214,749 |
| 1874. |  | 8,117,221 | 2,022,581 |
| 1875. |  | 6,514,380 | 1,638,659 |
| 1876. |  | 5,373,083 | 795,082 |
| 1877. |  | 8,086,819 | 1,213,085 |
| 1378 |  | 10,714,611 | 1,689,681 |
| 1879. |  | 10,244,329 | 1,650,290 |
| 1880. |  | 13,105,072 | 2,143,312 |
| 1881. |  | 18,576,523 | 2,955,861 |
| 1882. |  | 20,818,730 | 2,849,705 |
| 1883. |  | 17,084,020 | 1,949,253 |
| 1884. |  | 22,0633,283 | 2,351,859 |
| 1885. |  | 27,299,036 | 2,613,731 |
| 1886. |  | 33,758,421 | 2,638,394 |
| 1887. |  | 30,369,687 | 1,834,108 |
| 1888. |  | 22,173,773 | 1,483,3-8 |
| 1889. |  | 21,131,233 | 1,484,488 |
| 1890 - |  | 25,055,984 | 1,648,344 |
| 1591. |  | 26,909,157 | 2,252,421 |
| 1892. |  | 24,580,498 | 1,994,725 |
| 1893. |  | 21,021,713 | 2,484,568 |
| 1894 |  | 20, 998,693 | 2,370,632 |
| 1895. |  | 19,719,592 | 2,210,096 |
| 1896. |  | 19,894,638 | 2,205,762 |
| 1897. |  | 23, 201,554 | 3,485,265 |

Note. - Lbs. includes the number of cans and quantity shipped alive fresh.
Statement-Of the Lobster Industry in Canada for the year 1897.

| Provinces. | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { opersons } \\ \text { employed. } \end{gathered}$ | Plant. |  |  |  |  | Сатсн. |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { Canneries. } \end{gathered}$ | Value. | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { Traps. } \end{gathered}$ | Value. | Total value of Plant. | $\begin{gathered} \text { Nnmber } \\ \text { of } \\ \text { Cans. } \end{gathered}$ | Value. | Fresh Alive. | Value. | Total value of Catch. |
| Nova Scotia | 4,559 | 218 | $\stackrel{8}{810,290}$ | 602,612 | $\$$ | \$ <br> 663,746 | 5,214,236 | $\underset{1,042,853}{\$}$ | Cwt. 229,682 | $\stackrel{8}{1,148,410}$ | 2,191,263 |
| New Brunswick. | 6,105 | 201 | 144,200 | 220,912 | 195,305 | 339,505 | 2,413,404 | 482,681 | 22,055 | 110,275 | 592,956 |
| EPrince Edward Istand. | 2,631 | 220 | 118,613 | 216,133 | 121,409 | 243,022 | 2,466,682 | 493,33; |  | ... ... | 493,336 |
| Quebrec. | 1,870 | 99 | 44,310 | 116,695 | 58,420 | 102,730 | 1,03i,202 | 207,240 | 94 | 470 | 207,710 |
| Totals | 15,165 | 738 | 517,413 | 1,156,352 | 831,590 | 1,349,003 | 11,130,554 | 2,229,110 | 251,831 | 1,259,155 | 3,485,265 |

## Lobster Commission.

As illuztrating the growth of the canning operations, and showing the increase in the number of canneries, the following figures in connection with the lobster industry in the Province of Quebec may be taken as typical of the phenomenal development which has taken place in the Maritime Provinces generally :-

QUEBEC.

|  | Number of Canneries. | Number of Traps. | Number of Cans Packed. |
| :---: | :---: | :---: | :---: |
| 1877 | 11 |  | 448,669 |
| 1887. | 45 |  | 857,098 |
| 1889 | 99 | 116,695 | 1,036,202 |

## THE FISHING GROCNDS.

The Commissioners were instructed in the first place to describe and define the more important lobster fishing grounds.

It is not now possible to outllne, as might have been done at one time, special areas along the coast of the Maritime Provinces, distinguishable as definite lobster fishing localities or principal lobster fishing grounds. The Commissioners found in the course of their tour practically every part of the Atlantic coast of the Dominion is, in a larger or less degree, an important lobster ground. From the upper part of the Bay of Fundy, on both the Nova Scotia and New Brunswick sides, round Cape Sable to Cape Canso and through the Gut of Canso, as well as the entire circuit of Cape Breton and along the Northumberland Straits northward as far as Miscou Island, along the north and south shores of Bay Chaleurs and continuing around the Gaspé coast, the inshore waters form a more or less continuous lobster ground.

Off Prince Edward Island and the Magdalen Islands the littoral waters, as is well known abound in lobsters.

Around Anticosti Island and the north shore of the Gulf of St. Lawrence, as evidence received incidentally by the Commissioners showed, there are northerly lobster grounds which must be regarded as a continuation of the fishing areas extending like an inshore border, prolific in lobsters, all along the Atlantic shores of Canada.

The northern limit of the occurrence of the lobster appears to be Chateau Bay, Labrador, while its most southerly limit is stated to be Cape Hatteras, North Carolina, an extent of 7,000 miles of coast in all, of which nearly 6,000 miles are embraced by our own shores. It is not possible therefore to define any special areas along the coast, which can appropriately be regarded as principal fishing grounds. It is true that the portion extending from St. Mary's Bay to Point Baccaro is regarded by experience 1 men generally as an area in which lobsters are usually large and plentiful ; and the climatic conditions are certainly most favourable for pursuing the industry, while shipping facilities, and comparatively close proximity to remunerative markets have been potent in developing the lobster trade to an amazing extent there. In that region, the waters close inshore are on the whole bold, and the lobster traps are set in depths, from a fathom or two, to twenty or thirtv fathoms, the tendency in later years being to relinquish the inshore and harbour tishing and carry on lobstering in deeper water. Further east, the conditions for the pursuit of the fishery become less favourable and from Green Island, Guysborough County, around the Cape Breton coast to Cape

North, the drift ice especially, interferes with the fishery and practically shortens the fishing season by three or four monthe. Off Victoria and Cape Breton counties the ice holds in for a long period in the spring, and the same disadvantage is largely shared by the Inverness county coast. The ice in the Strait of Northumberland prevents an early start; but along parts of the coast like that west of Cape North, Prince Edward Island, the ice holds in late. It is a remarkable fact that further north, off Northumberland and Gloucester counties, the ice moves off early, drifting south so that the traps can as a rule be fished early in May, and in odd years before the end of April, though the traps set in harbours and inshore shallows cannot of necessity be fished until later, say towards the end of May, as the lobsters do not move in until then. Along the north or Quebec shore of the Bay of Chaleurs, the season also is comparatively early (viz. : about the latter end of April.) A much later fishing season occurs along the Labrador shore from the vicinity of Anticosti Island east, the lobster fishing not being remunerative until well on in June. The shores of the Magdalen Islands form a most amazing lobster ground, the lobsters according to evidence before the Commission, moving in from deep water in May and June. In July they swarm in the large lagoons having passed into the extensive salt water lakes in question from the outside waters.

While lobsters appear to mainly frequent the comparatively shallow inshore areas, yet they are known to occur on grounds nearly forty miles distant from shore, and in depths of from forty to fifty fathoms; but these deep water lobsters were described in evidence given before the Cummission as peculiar in colour, viz.: a deep blue tint, and with thicker shell and larger claws and in other details unlike the schools which are found nearer the mainland and at depths not exceeding ten or fifteen fathoms.

## LIVE LOBSTER TRADE.

In reviewing the present development of the lobster industry the following points in the opinion of the Commissioners deserve prominence.
Rapid growth The live lobster trade, that is the exportation of live lobsters to the United in western States markets has indeed greatly impressed the Commissioners, both on N.S.

Future extension north. account of its rapid growth and its extremely renumerative character. At first this trade was mainly confined to western Nova Scotia, Shelburne, Yarmouth and Dighy counties, but within the last five years it has expanded rapidly eastward as far as Canso, where a large export trade has been done, and more recently it has extended to Louisburg and even as far as Port Morien in Cape Breton. Some shipments from Port Morien were sent by rail during the season of 1898 via Sydney and Port Mulgrave, a mode of transit which is far less favourable than shipping by water, and the Commissioners see no insuperable difficulty in the extension of this branch of the lobster industry along the Northumberland Straits on both sides. With better facilities for transportation, the live lobster trade might be rapidly extended much further north.
How to avoid The chief defect in regard to this live lobster trade has been, the danger glut in mar- of over-supply at one particular time. The live lobster market is one that kets. can easily be glutted, and if this trade as it extends eastward can be so arranged as to enable the lobsters from successive parts of the coasts to be shipped during successive months, instead of reaching the markets at one period, the disadvantage referred to will be overcome, and the best returns to fishermen and shippers secured.
English and The Commissioners cannot ignore the possibilities of the trans-Atlantic othermarkets. markets, and there is every reason to believe that in England, France, Germany and other European countries there is an almost unlimited opening for the live lobster trade.

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The evidence of Dr. Arthur Kendall, M.P.P., of Sydney, given before the Dr. Kendall's Commission on 3 rd November, 1898, is of special interest in this connection. ${ }^{\text {views. }}$ Dr. Kendall stated that Canada really controlled the whole lobster fishery of world. The Briti-h Islands and Norway only got two and a half nillions of lobsters per annum, and the Norwegan supply goes almost solely to Great Britain and the catch in Belgum, France, Holland and Spain is insutficient for the European markets. They are so scarce and dear that only one Briti-her in fifteen eats a lobster in the course of a year.

The Uuited States fishery is nearly exhausted. We in Canada could make $2 \tilde{5}$ per cent of our present catch bring as much as all our present take. This could be done by restricting the catch to 9 -inch lobsters, as it is quite possible to give 10 cents each for them and ship them to London at a profit. Dr. Kendall sold lobsters in Lordon (which cost $1 \frac{1}{2}$ cents each) at 1 s . each, i.e., about 25 cents, and they afterwards sold for 36 cents each. The size must be $10 \frac{1}{2}$ inches and upwards.

The Commissioners are of opinion that the canning industry has about Limit of canreached its maximum limit, and the number of canneries in the future instead ning business of continuing to increase will, in all probability decrease, as there is no doubt that the canneries in a great many localities are overcrowding each other and the remedy is already working its own results.

The reduction of the number of canneries, which many of the present Suggested owners claim is now necessary, has had the sericus attention of the Com- reduction of mission. If, notwithstanding that the lobster canner pays a license fee before he is permitted to run a cannery, the number of canneries may be increased without limit ; the packers, as shown in sume of the evidence, have felt that the license gave them no advantage. There would of course be no adequate justification for reducing the number of existing licenses, nor indeed of refusing new applicants, unless the number of canneries appeared to have become excessive, endangering the just and vital interests of those established in the business, The Commissioners advert to this matter later in this report and make a recommendation respecting the limitation and reduction of the number of cannery licenses.

During the last ten years, the total number of pounds of lobsters canned Lobster pack has varied very little. In 1887 it was about twelve and a quarter million; in somewhat 1897, a little over eleven million pounds were canned, but it must be added ${ }^{\text {stationary. }}$ that in 1897 there were over twenty-three million pounds weight of live lobsters shipped to the United States.

## STATE OF LOBSTER SUPPLY.

The Commissioners naturally directed their attention to the consideration Present conof the present state of the lobster industry as a whole, and though there is dition of insome variation of opinion amongst the members of the Commission, as to dustry. the precise condition of the supply, the general conclusion was that it is approaching a critical condition, and has already reached that condition in some localities. Two members, Messrs. Whitman and LeVatte, however, dissented, and stated that while the condition in general was not critical, especially where natural conditions prevented excessive drain upon the supply, as on the open sea board, yet that a very strict protection system is necessary to preserve the fishery for the future.

The Commissioners further considered the prospects of the fishery for the Future of the future under existing conditions, and the general opinion was expressed, industry. that in the near future there would be a total depletion unless effective measures for saving the spawn lobsters were taken. Two members of the Commission, however, strongly held the view, that on many parts of the coasts the danger is not so great, but that the lobsters will hold out on account of the nature of the fishing grounds, and with the enforcement of reasonable regulations.

Present supply of lobsters on the coast.

Diminished size of
lobsters.
has used gear,
has used, \& c .

Sound bait used.

Wheeler trap. A very efficient form of trap was brought prominently to the notice of the Commissioners, called the "Wheeler" trap, in ented in 1892 by Mr. E. A. Wheeler, of Botsford, near Cape Tormentine, and it is being used in increasing numbers in many localities, some of the packers using 50 per cent "Wheeler" traps in their total gear ; in other cases the Wheeler traps form only a very small percentage, but it is contended that they are more effective in stormy weather, as the lobsters do not readily escape from them when left in the water, and they are also said to be remariably successful in warm weather. On the other hand many fishermen maintain that the Wheeler trap has no advantage over the ordinary lath trap. In the recommendations which follow this preliminary report, the Commi sioners make reference to this and other forms of traps.

The instructions issued to the Commission required from its members a criticism of the regulations heretofore adopted for the protection of the fishory, an 1 a statement of the effect of the same locally and generally. The main difficulty the Commissioners have felt on this matter has been that the evidence all along the shores has shown a general laxity in the enforcement of past regulations. As a matter of fact, the size regulation, at almost every sitting, was declared never to have been enforced at all. It is true that in some localities the men have voluntarily put over small and

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spawn lobsters, conceiving it to be in their interest to do so ; and in certain cases packers have been legally proceeded against for having in possession undersized and seed lobsters, but these voluntary protective efforts on the part of the fishermen, and the official prosecutions referred to, häve been very isolated and erratic, and the law, especially respecting size, has been a dead letter on most parts of the coast.

These being the facts, the Commissioners find it really impossible to state, with any attempt at completeness, the effect of past regulations. At most of the sittings, packers and fishermen strongly stated their view, that had past regulations been rigidly enforced, fishing and canning operations would not only have been seriously impeded, but in a number of cases canneries would have been closed, while it was also admitted that had the fishery been left without any protective laws and regulations it might already have succumbed.

The failure of the mackerel, cod and other fisheries, has had a great deal to do with compelling a large number of fishermen to take up lobster fishing

Failure of fisheries increased the with the result that this fishery has become practically the staple industry lobster men. along large portions of the coast.

It is hardly necessary to say that the universal opinion amongst the Mackerel failfishermen, in regard to the decline of the mackerel, is, that purse seining - pure due to carried on almost solely by United States vessels outside the three rile ${ }^{\text {purse seines. }}$ limit-has broken up the schools, frightened the mackerel off the shore, and reduced their numbers seriously.

That the serious decline in such fisheries as that of the mackerel has tended to congest the lobster industry more than any other cause the Commissioners fully agree. The mackerel vessels have, during the last two or three years, it is said, not realized the necessary expenses incurred ; and the time appears opportune for some international arrangement on this matter, which would directly benefit the mackerel fishery, and, indirectly, the lobster industry.
The Commissioner's made a point of inquiring of the witnesses examined Other occupaat the sittings, what other employments they pursued; and it appeared that tionsof lobster in the Bay of Fundy (along the New Brunswick shore) there is a variety of fisheries, namely, sardine, herring, cod, haddock ; that is to say, traps, Bay of Fundy, weir, net and line fishing - which places the men in a better position than on N.B., shore. some other parts of the coast. On the opposite, or Nova Scotia shore, there are also shore and bank fisheries, and to some extent lumbering and farm- Bay of Fundy, ing. At Digby especially, the curing of fish and preparing of finnan haddie, N.S., shore. kippered herring, \&c., have reached great proportions. From Cape Forchu, near Yarmouth, to Cape Sable, Shelburne County, Nova Scotia, there has been a great decline in the shore and deep sea fisheries, but haddock, halibut and mackerel-the last-named a very uncertain resource-are fished to some extent, and herring fishing is carried on almost solely for bait. Further Western, east, in Shelburne, Queen's and Lunenburg, similar fishing is carried on, N.S., Atlantic also lumbering and some farming; and the Lunenburg men have long shore. engaged largely in bank fishing. East of Halifax net and line fishing is Eastern, N.S., carried on, and in some few localities a limited amount of farming is done. Along the south and east shores of Cape Breton the same conditions largely S. and $\mathbf{E}$. hold ; shore fishing, net and line, is pursued, but has not been remunerative Cape Breton. for some years; and farming operations within small limits are also carried on. Around the Inverness shore, Cape Breton, the salmon fishery is of some importance. There is an important cod fishery in that locality, which ceases north of Cape Rouge, and at Port Hood the haddock and hake fishery is of some importance. There is fair fishing also, for fat mackerel, in some seasons; and farming is carried on to a certain extent. Along the western shores of Northumberland Strait, opposite Prince Edward Island, there are cod, smelt, herring and some other fisheries, and a considerable amount of lumbering ; but from Richibucto to Bay Verte the only important fishery
N. and W. shore Cape shore Ca
Breton.
$\qquad$

W. side of Northumberland Strait.

Prince Ed. ward Island.

Bay of Chaleurs.

Lobster fishery of vital importance.
apart from lobstering is that for smelt, although a few of the men do a little farming.

On Prince Edward Island, apart from lobstering, the only industry practically is farming, and on the north side of the island there is in addition considerable cod fishing. It is hardly necessary to add that the oyster fishing also is of great extent and of considerable value to the resident population on Prince Edward Island.

Further north, along both sides of the Bay Chaleur, as far as Gaspé, there is considerable cod fishing, and valuable salmon stands occur all along these shores; small farms and lumbering also add to the resources of the population.

From this rapid and fragmentary survey, it will be seen that the lobster industry is of vital interest to the population, in view of the fact that neither the shore, nor deep sea fisheries, nor farming operations now yieid such ample returns as compared with former years, and the present highly remunerative character of the lobster fishery has attracted a large proportion of the resident people.

The Commissioners were extremely anxious to find out in what particular localities the lobster fishery formed the sole means of livelihood, but it did not appear that in any locality the men had no other means of support whatever. It is important, however, to note that the lobster fishery is now the main means of subsistence to the resident fishing population along the south and east coasts of Cape Breton, and from Isaac's Harbour to White Point in Guysborough County. In New Brunswick, from Richibucto to Bay Verte, 75 per cent of the fishermen almost solely rely on this fishery, and in western Nova Scotia, Wood's Harbour, Clark's Harbour, south side of Cape Sable Island, and Port La Tour, are points where the total depletion of the lobster fishery would be followed by the most serious results, as there is no other important remunerative fishery.

RECOMMENDATIONS OF THE COMMISSION.

Points stated in official instructions.

No prohibition of kinds of gear except bows and codheads.

The points upon which the Commissioners were specifically instructed to report were the following :-

1. Amount and kind of fishing gear, \&c.
2. Open fishing season.
3. Size linit.
4. Protection of seed lobsters, dc.
5. Remedies for alleged injuries to other fisheries.
6. Propagation and artificial increase of lobsters.
(1.) AMOUNT and kinds of fisiling gear, \&C.

The Commissioners cannot recommend that any restrictions be placed upon the amount of gear used by lobster fishermen. it would be extremely difficult to carry out any legal restrictions for various reasons: in some cases the fishermen own their boats and gear, in others these are owned by the canners, and in any event a restriction upon the number of traps per boat would almost invariably lead to an increase in the number of boats used, so that the total amount of gear would not be affected by any such restriction.

With respect to the kinds of gear, the Commissioners gave very careful consideration to certain new forms of apparatus which had been introduced, especially the Wheeler trap, and it was unanimously decided that no prohibition or special restriction would be justified in regard to any such gear.

The recommendations of the Commissioners respecting hand pots or bows and cod head trawls, are stated on a page later in this report, as is also the suggestion that hand bows, and in fact all forms of traps, should be prohibited in two fathoms of water.

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The distance between laths in the lath traps was aiso very carefully con- No regulation sidered, and while some members of the Commission favoured a defined ${ }^{r e}$ slats and distance by law, the Commissioners on the whole expressed themselves adverse to define any legal limit of space between the lathis; nor was it regarded as practicable to establish by law any distance between different men's sets of gear when in the water, or apportion fishing grounds to the fishermen. It is true that in some localities there is considerable friction and confusion at present, but the Commissioners did not think this could be remedied by any legal restrictions, and the matter is one they consider which had better regulate itself.

## (2.) OPEN FISHING: SEASON.

One of the most important points, in the eyes of the Commission was the determination of the fishing seasons on different parts of the coast. According to the existing regulations, which have been in force for the last twelve years, two different fishing seasons have been defined by law, namely, January lst to July lst, west of Cape Canso on the Nova Scotia and New Brunswick shores, and from 1st January to 15th July, from Cape Canso east and north, including Chedabucto Bay, the shores of Cape Breton, New Brunswick, Nova Scotia, Prince Edward Island and Quebec and Magdalen Islands. The repeated extensions of from 5 to 21 days often varying in different localities have shown in the opinion of the Commissioners that these two seasons were not perfectly applicable to the local conditions in every case, and while they recogaize the importance of reducing to a minimum differences in the legal fishing seasons specified by law and the advantage of a simultaneous period they felt bound to recommend a series covering, to some extent successive periods of time along different parts of the coast. No regulations can be satisfactory which ignore local necessities. The Commissioners, therefore, after full and careful discussion favoured the establishing of five separate seasons as follows:-
(a) A season extending from 15th December to 30th May, including the Division A. waters of the Bay of Fundy on both shores and extending along Shelburne, 15th Dec., to Queen's, Lunenburg and the western part of Halifax County, the dividing line running from St. George's Island, Halifax Harbour, in a south-southeast direction coinciding with the fare way buoys in the entrance of the harbour.
(b) Another season extending from 1st April to 30th June, to embrace Division:B. the waters east of the line just mentioned as far as Red Point near Point ${ }_{30 \text { tsth }}$ 1sprii to Michaud, Richmond County, Cape Breton: the limits to include Chedabucto Bay and the Gut of Canso and defined by a line drawn from the lighthouse in Antigonish County to Flat Point in Inverness County, or such points in proximity which may appear to be workable.
(c) A season from 1st May to 1st August, applicable to the eastern waters Division ${ }^{\circ} \mathrm{C}$. of Cape Breton Island from Red Point around Cape North to Cape St. 1st May, to Lawrence.

The Magdalen Islands and the north shore of the Gulf of St. Lawrence appear to form two cases, separate in character from the remaining Quebec shore as the local conditions are altogether distinct from those on the mainland generally. On the Magdalen Islands, the most suitable season for the lobster fisheries would appear to be lst May to lst August, that is, the same season which has been suggested for the eastern waters around Cape Breton. The same season would also appear to be applicable to the north shore of the Gulf of St. Lawrence and along the Labrador coast.
(d) A season extending from $2 \overline{5}$ th May to 10th August, in the North- Division D. umberland Strait, defined on the nurth-west by a line from Chock Fish ${ }_{10 \text { h }}^{25 \mathrm{~h} ~ M a y}$ Aug. River, New Brunswick, to West P'uint, P.E.I., and on the south-tast defined
by a line from Indian Point near Cape Tormentine, New Brunswick, to Carleton Head, Prince Edward Island.

DivisionfE.
20th April to 10th July.
(e) A season extending from 20th April to 10 th July, including all the waters of the Strait of Northumberland from the limit last-mentioned eastwardly to the entrance of the Strait of Canso, also around the eastern coast of Prince Edward Island, the Inverness shore, the north shore of Prince Edward Island and the whole coast of New Brunswick north and west of Chock Fish River, Kent County, including Bay Chaleur on both the New Brunswick and Quebec sides and around the south shore of the River St. Lawrence.

## (3.) Size limit for lobsters.

Present law would be largely injurious.

Size at which lobsters are mature.

No subject has engaged the more serious attention of the Commissioners than that of the size limit, and the evidence everywhere showed that the strict enforcement of the present law would practically close the canning industry and have the most serious consequences upon the fishing population. The Comnissioners, in view of the continued decrease in the size of lobsters, while they have felt unable to recommend the total abolition of size regulations, strongly recommed that the size limit be reduced on all parts of the coast excepting west of Halifax, in which waters the live lobster industry has attained such importance, and the present size limit is in the main approved by those engaged in the fishery. A small minority of the men on the Nova Scotia and New Brunswick sides of the Bay of Fundy have favoured raising the legal size limit to $10 \frac{1}{2}$ inches; but the evidence showed that by far the greater number of those who follow the occupation of lobster fishermen in these waters were opposed to this maximum $10 \frac{1}{2}$ inch limit.
In attempting to decide upon a size limit which would be generally applicable without seriously reducing the total catch; the Commissioners took into consideration the evidence bearing upon the size at which lobsters reach maturity and when they generally carry eggs. Some of the evidence showed that lobsters 7 inches long are found carrying eggs, but this in the
8 in. limit recommended. opinion of the Commissioners is rather a small limit, and they therefore favour a size limit of 8 inches all along the coast with the exception of the two following areas:-
In Division A. 1. In the division over which they have recommended a fishing season 9 in. size limit. from 15 th December to 30 th May. In that division the size limit should remain unaltered, and this would be in accordance with the main mass of evidence received along those shores.
InDivision D. 2. A size limit of 7 inches in the district to which the season, 25th May 7 in. size limit. to 10th August applies, in the Northumberland Strait. It appears that in this last named division the lobsters used in the canneries for a number of seasons past, have been very small, smaller indeed than on any other part of the coast, and the Commissioners have felt bound to conclude that the lobsters along this sandy area actually run smaller on the average.
The sus-

The above conclusions reached by the Commissioners, render it unnecessary to refer at length to the new regulations, which were legalized on 1st August, 1898, which regulations prohibited the export from any part of Canada, of lobsters less than ten and a half inches in length, and prohibited the catching, preserving or possessing for any purpose whatever, lobsters under ten and a half inches in length, in the waters extending from Cape Sable, westerly around the Bay of Fundy to the international boundary line between New Brunswick and the State of Maine. Certain members of the Commission, in view of the urgency of the matter last fall, decided to recommend that the regulations referred to, be not brought into effect on 1st January, 1899, but that they be suspended for a year. The Honourable the Minister acted upon this suggestion and an opportunity was thus given to the remain-

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ing members of the Commission to express their views upon this important matter, as by this postponement the question was not finally settled.

The proposal of a specified size limit, below which no lobster should be No export size exported from the Dominion, was fully discussed, and while the minority limit. favoured a special regulation, prohibiting the export of any lobsters under nine inches in length, the majority of the Commissioners held the view that there should be no such limit, but that those engaged in the industry should be allowed by law to dispose of their catch, whether by export or otherwise, to the best advantage. It is clear, that were a nine-inch prohibition in regard to the export of live lobsters enacted, and a smaller size limit legalized in certain areas, the effect would simply be to compel the fishermen to sell their lobsters to the canners and thus discourage the live lobster export trade, which might bring them better returns.

The export of berried lobster is a very grave matter, which is fully met Export of seed by the recommendation of the Commission in regard to the total prohibition lobsters. of seed lobsters.
(4) Protection of seed lobsters.

The Commission were unanimous in strongly recommending the protection of seed lobsters by a special regulation, forbidding the taking, killing, canning or possessing of spawn lobsters.

One of the most prorninent suggestions brought before the Commission, Lobster fishhaving for its main object the protection of the seed lobster, was the sugges- ing permit ted Fisherman's Lobster Permit, proposed by Mr. H. E. Baker, of Gabarus C.B. Mr. Baker appeared before the Commission at Halifax and fully expounded his views, the main points of which are contained in the following extracts of his evidence :-
"The only way to remedy this evil, is to have a sworn official in each boat, who shall liberate alive every spawn lobster as it comes from the traps. If this could be accomplished, millions of lobsters every one of which carries thousands of eggs, which are now destroyed would be returned to the sea and permitted to hatch their young. It is quite safe to say that three million spawn carrying lobsters, averaging ten thousand eggs each, are annually caught in Canadian waters, deprived of their spawn by the washing system and sent to the canneries in apparently legal condition which means a loss to the supply of thirty billions of eggs each year. These thirty billion of eggs can be saved to the fishery by a very inexpensive system. If, instead of the present absurd regulations, which so hamper and retard the industry as to make it impossible for fishermen to observe them and live at all, we were allowed to fish three months and take all sizes, the fishermen could make profitable catches and these eggs could be saved, and by the following simple system: allow no man to catch lobsters without a permit or license. In the spring let every man about to prosecute the fishery obtain this permit from the fishery officer free of charge, which shall license him to fish from 1st May to 31st July, and take all sizes. In return for this the fisherman is to become a sworn official to the extent that he will liberate alive every spawn lobster that comes from his cages, and that he will report every violation of this clause that may come to his notice to the local fishery officer. Let the penalty for a violation be a proceeding for perjury against the offender, who shall also be debarred from ever receiving a permit to fish for lobsters in Canadian waters. Now, I maintain, if a system similar to this were adopted, millions of lobsters would be saved that are now destroyed while in their eggs, the fishermen instead of being driven to desperate straits, would have three months to fish and the industry would be placed on a permanent footing of prosperity for the fishermen and protection for the supply. We would then have several hundred sworn officials in each district, or one in every boat, and if several hundred sworn officials in
each district cannot carry out a law it is not reasonable to suppose that the present system of having one such official in each district can do so."

At every sitting the Commissioners particularly questioned the fishermen and canners respecting this proposal, the details of which had been widely published and appeared to have excited considerable interest. There are really three alternative courses with regard to this proposal. First: That the permit should be issued with very simple conditions attached, to which the holder of the permit shou'd simply suscribe his name. Second : That the permit should have an oath attached, strictly bindiny the fishermen to abide by the conditions of the permit. Third: In addition to the oath attached to the permit, that each holder of a permit should bind himself to act as a protective officer and aid the Government official in each locality by informing him of violations.

With regard to the last proposal, the Commission felt that it would be most unreasonable to supnose that any fisherman would willingly inform against his brother fisherman and in some cases his own relatives, and in making each fisherman practically a detective the Commissioners felt assured that it would be a dead letter. In respect to the oath the difficulty is less, but in many localities the fishermen have a conscientious objection to taking an oath upon a matter of this kind, and there cim be little doubt that some of the witnesses who demurred to take the oath are men who would be prepared to do their best to protect the seed lobsters. It must be admitted, however, that a good miny witnesses not only favoured the addition of the oath to the permit, but strongly urged it as absolutely necessary. Two members, Messrs. Le Vatte and Sweeney, strongly approved of the permit without the oath, on the ground that it would make the fishermen feel a greater sence of responsibility than they have now, it would enable a register to be kept of the lobster thshermen and it would tend to confine them in their uperations to their own localities instead of wandering to other districts as there is a tendency to do. If the fishermen, it was added, are desirous of keeping the law respecting spawn lobsters they cannot seriously object to the permit requiring the:n to do so. On the other hand, the majority of the

Lobster permit not approved.

Swearing of canners, \&c. approved. Cummissioners maintained that requiring a permit would cause compli cations and trouble without a sufticient benefit resulting therefrom; in fact it was maintained that the system might prove of no substantial benefit.

It appeared to some members of the Commission that an effective method of protecting seed lobsters would be by putting on oath the owner, if resident, of the cannery, the manager, weigher and counter. There appeared some difficulty in the minds of some of the Commissioners as to the practicability of putting the weigher and counter on oath, inasmuch as they are frequently not permanent hands and are often changed; but a minority, Messrs. Nickerson, Whitman and Le Vatte regarded the matter as one which would not justify the requirement of an oath by law.

## (5.) inJURy to other fisheries liy lobstering.

Alleged harm to salmon, mackerel, herring and cod.

Sound bait generally used.

A leading question at all the sittings was that having reference to alleged injuries to other fisheries on account of the present method of baiting and setting lobster traps. Salmon, mackerel and herring, it has been said by some parties, have been disturbed and driven away by the lobster fishing operations. The evidence was of a very conflicting nature upon this point, and the Commissioners feel bound to report that the alleged injuries due to the use of foul bait do not appear to be well founded. The report that large areas along the coast have been polluted by foul bait must be regarded as an exaggeration, and certainly for many years, as stated in this report, sound bait (fresh and lightly salted) has been almost exclusively used. The Commissioners agree that the hauling of traps, disturbing the water especially

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where the traps are set thickly together, must have some effect upon the Hauling traps schools of mackerel, summer herring, \&c.

## (5.) RECOMMENDATION $r e$ SALMON NETS AND LOBSTER TRAPS.

It does not appear that the schools of salmon are diverted or disturbed by the lobster fishing operations, but as the lobster gear, especially in stormy weather, drifts into the salmon nets and in various ways appears to interfere with the proper fishing of the salmon and other stationary fishing gear, the Commissioners unanimously agreed that a regulation should be framed, prohibiting the setting of lobster traps within a distance of 100 fathoms on either side; such a regulation would leave perfectly clear the leader, the door and the heart or terminal portion of the trap from any danger of disturbance or injury.

The disappearance of certain runs of fish from parts of the coast, where Spring herring they formerly were abundant, is no doubt due to a variety of causes, and it not injured is necessary to point out that the lobster traps on many parts of the coast are not set until late in the spring and cannot interfere with the spring herring ; nay, more, on some coasts the spring herring are so strongly impelled to seek the inshore spawning grounds that the presence of lobster traps and gear has had no effect, and the fish, as some evidence shows have been found spawning actually upon the traps.

## (6.) artificial hatching of lobsters.

Respecting the propagation of lobsters by artificial culture or other Protecti of means, the Commissioners have several suggestions to make; having already seed lobsters recommended a rigid law requiring the protection of seed lobsters, they con- essential. sider that if such a law be properly enforced, a great step will have been accomplished towards the preservation of the lobster supply for the future, and the evidence generally showed that canners and fishermen strongly object to the wanton destruction of seed lobsters.
Two additional courses appear worthy of the attention of the Govern- Spawning ment, namely, the reservation of natural inshore lagoons, harbours and reserves. coves, which it is generally admitted are natural breeding grounds for the lobster, and it appeared to the Commissioners desirable, if at all feasible, that at times when seed lobsters are especially plentiful, as late on in the season, the Government might at a nominal sum purchase from the fishermen seed lobsters to be planted in these reserves. A few thousand dollars spent in this way would yield results far outreaching the small expense in its benefits to the whole adjacent shore.

The second course, namely, the erection of hatcheries, is one which strongly Building of recommends itself to the Commissioners, especially in portions of the coast hatcheries where the inshore lagoons or natural breeding grounds do not admit of carry- urged. ing out the scheme just detailed. From all accounts it appears that the method of hatching lobsters which has been carried out for the last seven years at Pictou, Nova Scotia, is completely successful up to the point of hatch- Artifical ing. The eggs appear to be easily handled and during the period of incuba- hatching a tion are protected from the numberless enemies which would endanger them ${ }^{\text {success. }}$ under natural conditions. The new hatched fry appear to be vigorous and should be able to do well when planted in appropriate localities. Of course it is difficult to exactly estimate the results accomplished, inasmuch as it has been a rule to distribute the fry over quite an extensive area, but the Commissioners cannot too strongly express their opinion in favour of the artificial hatching of lobsters. Unlike the hatching of salmon and many other fishes, which involves the employment of labour over many months, the hatching of Hatching is a obsters is a comparatively short process, and so far as the experience at Pictou short process. hows, need not last over five or six weeks each season. Immense quantities
amounting to hundreds of millions can be hatched without difficulty in a comparatively small hatchery building, and were eight or ten lobster hatcheries placed in appropriate locations along the coast, the Commissioners feel that a great step would be achieved towards the permanent preservation of the lobster supply.

Effects of hatching in
Northumberland Straits.

Success of floating incubators unlikely.

Former incubation scheme failed

In the opinion of the Commissioners there is ground for regarding the small run of lobsters in the Northumberland Strait, as probably due to the planting of young lobsters for many years from the Pictou hatchery. These lobsters are distributed every season at pretty near the middle line of the strait for a distance of sixty miles or more. Lobsters are said to migrate more freely on the comparatively clear sandy bottom, than where the ground is rough and rocky, and the Commissioners see no difficulty in the contention that the abundance of small lobsters in some of the bays, such as Egmont Bay, are attributable to the lobster hatchery at Pictou.

A cheaper method of lobster hatching has been considered by the Commission, namely, floating incubators, such as those adopted by Mr. Nielson in Newfoundland, aud whatever may be said in favour of this ready and inexpensive method it appeared to the Commissioners that the main difficulty in the way of the successful adoption of the Newfoundland scheme is the lack of experience and expert knowledge of the business in the canners' employees who would have charge of them. Floating incubators require to be kept clean and demand almost daily attention or they become foul and the eggs are all lost. If at every cannery a man of experience and an enthusiast in lobster culture could be secured, the system might work favourably, but the risks of failure are too patent to encourage the Commissioners to place implicit reliance in hatching lobsters by floating incubators at canneries.

The Commissioners understand that four years ago a scheme was tried, under the superintendence of an officer of the Department, for placing at a number of canneries, a floating car, containing spruce brush or similar material, upon which were placed lobster eggs. In every instance where reliable information has been received regarding the results of these floating cars, it has been shown that they were not a success. The failure no doubt arose principally from lack of attention, and also from clogging of the eggs and insufficient aeration, and possibly from the impurity of the water near the canneries, so that the eggs became a decayed mass, and the attempt thus proved almost a total failure.
Instance of In one case, brought to the attention of the Commissioners, where it was supposed suc-
cess of incuba- thought to have succeeded on account of the schools of small fry, which cess of incuba tor car. appeared to be young lobsters, abounding in the adjacent water, the opinion of a United States expert was obtained, and he declared that the supposed fry were really the enemies of the lobster eggs, and were nothing more than predaceous crustaceans which had been attracted by the decaying lobster eggs in the floating cars placed near the cannery in question.
Suggested
A suggestion was made to the Commissioners that the Government might secure quantities of eggs and place them on sandy portions of the shore, where they might hatch out naturally, but the Commissioners cannot favour such a scheme, which would probably simply provide food for hordes of voracious shore animals and fishes.

## SIX MINOR RECOMMENDATIONS.

Two further recommendations which the Commission felt called upon to Sale of broken make reference are : the handling of lobsters and their treatment in conneclobster meat should be prohibited.
tion with the canneries. On some parts of the coast, especially on the north shore of New Brunswick, the practice has grown up of fishermen supplying canneries, not with whole live lobsters, but with cooked, broken meat, that is to say, the individual fishermen, instead of bringing their catch direct to

## Lobster Commission.

the cannery, as has been almost universal since the canning industry began, have adopted the practice of taking their catches home, boiling the lobsters, cooking them and removing the meat. This broken meat is conveyed to the canners who buy it in that form. The Commissioners see not only considerable danger of deterioration in the meat itself, and a lowering in the quality of the canned goods entailed by this method, but they also realize that such a system increases the difficulty of carrying out protective regulations. The prohibition of spawn lobsters and the enforcing of a size limit, would be utterly impossible if such a practice prevailed generally, and the Commissioners think it highly desirable that a uniform system in the interest of all concerned, should be carried out. They are unwilling to suggest unnecessary or superfluous regulations, but the handling of broken meat seems to call for some special regulation. The canner, in their opinion, should be strictly prohibited from receiving at his cannery fragments of lobsters or meat removed from the shell.

In order to make more effective the protective regulations re seed lobsters, and paoking in close season, the Commissioners are of opinion that after the second violation of the regulations in question the canner should be strictly warned that his license would be cancelled on a further repetition of the offence. No canner in this latter case should be allowed to pack for one year subsequent to the season in which he was detected; and fined for such third offence against the regulations above referred to.

Another recommendation which may be associated with the last is the Canning suggestion that canning operations should by law, be permitted to be carried on only in appropriate premises, as it has come to the knowledge of the Commissioners that in recent years, lobsters are, in some localities, being packed in the living rooms of lobster fishermen's houses, in stables and out-buildings. The Commissioners therefore recommend that a report should be required in the case of every application for a license for a canning establishment setting forth that the premises are suitable and adapted for the preparation of so important a food product as canned lobsters.

A further recommendation in connection with the licensed lobster canneries occurs to the Commissioners as one that should be made, namely :-a rule for giving to each cannery a permanent license number, this license number under the present order of affairs, is changed every season, and the rule would, in the opinion of the Commissioners, not only be a benefit to the industry, but would also be an advantage to those canners who wish to establish a reputation for creditable goods. A number should be given to them which shall not be changed from year to year, but be permanent. Under the present system the license number of each cannery is required to appear upon the official stamp placed upon each legal case of canned lobsters, and were this recommendation adopted, and a permanent number given to each cannery, it would facilitate the tracing of cases by the department's officers where this is necessary or desirable. Some important canners strongly urged this suggestion upon the Commission.

A still more effective plan would be, stamping such number upon each can Suggested. or upon the label, where the cans are labelled in the factory, but the Com- stamping of missioners do not feel justified in recommending a regulation upon this point ${ }^{\text {cans. }}$ at the present stage.

The Commissioners had repeatedly brought before them the question of Linitation of the increase in lobster canneries, and many canners who gave evidence com- $\begin{gathered}\text { cannerics not } \\ \text { feasible. }\end{gathered}$ plained that new canneries had been permitted to be erected in the vicinity of established canneries and had been injurious to their business. On the whole the Commissioners decided that in localities where canneries were unduly crowded the department should exercise great care in deciding upon new applications, and it might be desirable to refuse them in certain cases. Two Commissioners, Messrs. Whitman and LeVatte maintained on the contrary that an increase in canneries should not be curtailed by the department,
but that free competition should be allowed in this matter; the increase in the number of canmeries, in their opinion, would be a benefit to the fishermen by insuring them better prices for their lobsters, and there is no danger in this increase, inasmuch as the total number of lobster fishermen has probable reached its maximum limit.

Two important points respecting the methods of fishing, additional to the recommendations stated in the body of this report are of such importance, that the Commissioners, though realizing the difficulty of dealing with this matter, would state their views.
Prohibition in First.-Respecting the suggested prohibition of trapping lobsters in shoal two fathom water of breeding resort. water of a depth of two fathoms or under; the Commissioners are convinced from the large amount of evidence received, that a disproportionate number of seed lobsters are taken as a rule, by this inshore fishing. There is no doubt that spawn lobsters go close in-shore when their spawn is ripening, and such a prohibition would do much to protect them. The variations of the coast and the circumstances of the men in some localities would render its enforcement difficult, but if a two fathom limit could be carried out generally, the results would on the whole be beneficial. On certain parts of the coast there are reefs or sand bars, running in some cases parallel to the shore for a long distance, and the Commissioners are agreed that upon such bars, even though the water is not more than two fathoms, this prohibition should Rule to be re- not apply, In cases where this two fathom limit can be clearly shown not laxed when not a breeding ground.

Bows used close inshore and are very destructive. to be a breeding ground for lobsters, it might be relaxed. Three of the Commissioners, Messrs. Whitman, LeVatte and Nickerson, objected to the two fathom limit, but the majority favoured its adoption.

Lastly, the Commissioners in view of the large amount of evidence unfavourable to the use of bows, also called hand pots or ring nets, are bound to conclude that these traps are very destructive for two following reasons:because they are fished as a rule from close in-shore and secondly, the bait being exposed, the lobsters are taken with extreme readiness. This form of trap which should be prohibited, is also one which can be used with facility by parties who do not depend, in any essential way, upon lobster fishing.
Prohibit bows and cod-head trawls. Under the same prohibition the Commissioners would favour the inclusion of cod-head trawls, which have for many years been forbidden in the Gaspé and Bonaventure waters. One Commissioner, Mr. LeVatte, while on the whole favouring the prohibition, laid stress upon the fact that in some localities, as for instance in Cape Breton County, the fishermen would have suffered very seriously if they had not been able to supplement their catch of lobsters in exceptional seasons, by the use of hand bows. Destructive storms destroyed their ordinary gear, which they could not readily replace, and the men resorted to hand traps or bows to some extent to make up their deficiency, hence this Commissioner urged that to meet such special cases, there should be an addendum to the prohibition specified, providing that if the majority of the fishermen in any particular locality petitioned the Minister of Marine and Fisheries and established the fact that they had lost their gear and were unable to fish lobsters the prohibition might be withdrawn and the concession be granted.

## FURTHER SUGGESTIONS CONSIDERED.

Suggested Among the suggestions brought before the Commission with a view to closure of can-prevent the lobster industry from being overdone was the closure of the neries, \&c., to prevent depletion.
canneries for one or more years, the establishing of a minimum distance between adjacent canneries, the granting of lobster areas to individual canneries and finally with reference to the fishermen's operations, the limitation or reduction of gear used, and the establishing of specified distances between the different sets of gear occupying the grounds. All have been discussed and carefully considered by the Commission.

## Lobster Commission.

The dangers attached to any legislative restrictions in regard to these Doubfful matters were too serious to justify the Commission in making recommenda- benefit of tions, as it appeared that while the benefit would be doubtful, the effect in measures. any case would be disastrous to both the canneries and the fishermen. Some of the Commissioners were convinced that were the critical stage reached when some of these drastic restrictions should be carried out, there should at any rate be ample notice given, so that all parties might be prepared for any such proposed changes.

The circumstances under which both the fishing and the canning opera- Equidistant tions are carried on, have in many respects changed in recent years and render impracticable the establishment of minimum intervals between can of canneries neries. The canneries are more and more obtaining their supply of lobsters from widely separated points, and steam smacks are being employed in collecting lobsters from the fishermen along lengths of 30 to 50 miles of coast. As already pointed out, the fishermen are also setting their gear in deeper water, for the most part, principally outside the three mile limit along the greater part of the cost. All these changes prevent territorial and fishing area limits. While it may be admitted that the canners, especially those with capital, would be less vitally effected by drastic restrictions such as closing for a longer or shorter period than the resident fishermen, who are to a large extent poor, and would find it difficult to turn to any other employment equally remunerative, yet even the canners would be too disasterously affected to make the suggestions feasible.

As to the fishermen along the Quebec coast, they more largely engage in cod fishing, but along the New Brunswick shore the majority might be compelled to migrate to the United States, except along the Bay Chaleur, where the cod fishery would give them employment. On Prince Edward Island and along the Strait of Northumberland, the lobster men would be largely compelled to seek employment elsewhere, though there is reason to believe that along the north shore of the island the cod fishery would be open to them. Pressure would be perhaps less felt along Pictou, Antigonish and Inverness counties but along the eastern and southern shores of Cape Breton and eastern Nova Scotia, many lobstermen would be less favourably situated. Upon the western shores of Nova Scotia, no doubt other branches of the fishery would be more largely developed if the lobster industry were restricted and in the Bay of Fundy, the various fisheries already mentioned in this report, could be extended considerably.

The Commissioners are aware that the fishermen generally desire a few days grace at the close of the season to take up their gear, and if required to take it up on the date recommended or specified by law, they would, as a matter of fact be compelled to begin to take up the gear and bring it ashore, some days before the end of the legal season, it is therefore suggested to the Minister, that from three to five days be allowed after the close of the season for bringing their gear ashore, at the discretion of the local officer, in case bad weather should interfere with the taking in of the traps.

One Commissioner, Mr. Gallant, strongly maintained that some days should be allowed prior to the commencement of the fishing season, in order to allow the men to put out their gear, and thus be ready to fish at the opening of the legal season. Upon this point, the Commissioners, in the absence of evidence of an urgent character do not feel justified in making any recommendation.

A very prominent subject, during the last few years, connected with the lobster industry has been, the proposal to sanction a fall fishing season. This suggestion for the most part included a short spring season as well, in other words, the proposal really amounts to a double season, with aninterval between the two seasons of one or of several months, during which it has been generally held that the lobsters are engaged in spawning. There are several difficulties which appear insuperable to the Commissioners in this proposal. Itisdoubtful

Canneries would not re-open.

Ill effect on markets.

Storms in fall.

Spawning months specified.

Uniform
length of fishing season unworkable.
whether the canneries, after operating in the spring and closing down would be prepared to reopen in the fall. There would be difficulty in many localities in obtaining hands and no doubt the best markets would be unfavourably affected, if any uncertainiy as to the extent of the pack occurred, an uncertainty which a fall season would create. The evidence showed also that during fall fishing a great deal of stormy and uncertain weather would be encountered, and the concession on the whole would, therefore, be of doubtful benefit both to the fishery and to the fishermen. The spawning season, which it is claimed would be avoided by the spring and fall fishing, appears to vary in different parts of the coast. In the Bay of Fundy and west of Halifax, according to the evidence, June is the principal month. East of Halifax it appears to be at least a month later, and coming further east, spawn lobsters are not found in great abundance until August. In the Gulf of St. Lawrence generally, that is on the Quebec and New Brunswick shores, July seems to be the principal month, and the evidence brought out the unexpected fact that in the Northumberland Straits the main spawning season is as early as May and extends into June. In the Magdalen Islands the period appears to be the month of July, while in the deep and cold waters of the north shore and Labrador, the lobsters are at the height of their spawning in August.

At quite a number of the sittings witnessesstrongly urged that a uniform length of fishing season should be allowed, commencing on a date movable according to the early or late seasons prevalent along certain portions of the coast. However reasonable this suggestion might at first sight appear, the Commissioners regard it as unworkable and likely to cause confusion. Certainly a decision as to when the season should commence each year would be open to much local dispute, and in deciding upon the period during which fishing should be allowed by law along varions parts of the coast, the Commissioners have specified fixed and definite dates for beginning and closing the season.
Harm done The question of extensions came up prominently in the evidence given, by extensions. and many important canners and fishermen did not hesitate to denounce extensions of the fishing season as tending to cause uncertainty and as demoralizing the industry. The opinion of the Commisssioners is that such extensions, while a benefit for the time being in giving the fishermen a longer period in which to fish, and in some localities said to have been absolutely necessary, have, in the opinion of the majority of the Commissioners, been an injury, and here it must be remarked that in recommending various fishing seasons along the coast, the Commissioners have also specified a definite date upon which the fishery shall by law end. They have done so in order to obviate the necessity in the future of those extensions, which, in the opinion of many witnesses who appeared before the Commission, have been harmful to the industry as a whole.

While laying stress upon the preservation of the seed lobsters and upon limiting the open season for fishing, and also adhering to the size limit and recommending artificial propagation as a means of keeping up the supply, the Commissioners also carefully considered some other suggestions with this object in view ; thus, the setting apart of reserves of a specified number of miles in every one hundred miles of coast, such reserves to be for one, two or more years regarded as breeding grounds, has engaged the Commissioners serious attention. A fatal objection to such reserves, even though they be changed from year to year or at longer or shorter intervals, is that their effect would be wholly disturbed by the setting of baited traps all around their borders, and thus drawing the lobsters off and rendering non-effective any system of setting apart such areas.
U. S. ownership of canneries.

A review of the lobster industry in Canada would be incomplete without some reference to the remarkable fact that a large part of this industry is controlled by citizens of the United States, and certain packing companies,

## Lobster Commission.

principally with headquarters in Portland, Maine. To some of these United States firms quite a large number of canning licenses are issued annually, and the question has been discussed by the Commissioners as to whether any special steps are necessary, with a view to in any way altering the system at present in force. The Commissioners held the view that they would rather see Canadians favoured in regard to this matter, but on the other hand, as some members of the Commission pointed out, those foreign firms have been the pioneers in the industry and have encouraged its extension, and the Commissioners make no recommendation in this matter. Three members of the Commission urged that while they see no objection to the established canning firms receiving canning licenses, new foreign applications should be refused.

In conclusion, the Commissioners have felt that the great object which they The great aim have had before them, in the course of their work has been the permanent is preservapreservation of the lobster industry, and while the framing of regulations industry. with this object in view is surrounded with difficulties, the recommendations which they have made will in their opinion, tend in the direction of preserving the lobster industry for the future. It is of course essential that any Effective enregulation having for its object the protection of the lobster fishery, should forcement of be faithfully and unswerringly carried out. In attempting to secure obser- laws. vation of the fishery regulations, whether in regard to the lobster industry or any other fishing industry, the Commissioners are impressed with the Power of necessity of using in as great a measure as possible, moral suasion, and if the moral suasion. Honourable the Minister of Marine and Fisheries could see his way to supply information concerning the lobster industry, for the general enlightenment of the fishing population in regard to points which it is desirable that they Spread of inshould know, the Commission think that far reaching benefits must result. formation In many countries the dissemination of useful information, respecting the desirable. habits of fish, their migrations, etc., as well as the best technical methods of handling fish products, has been attended with very satisfactory results.

A survey of the evidence plainly shows that the fishermen, as a body, have Fishermen's a great interest in everything that concerns their occupation and the resources intelligence which provide that occupation. They possess a large amount of real informa- and information, much of which they have freely laid before this Commission, and they in general evince a power of observation which is surprising, considering the opportunities which most of them have ; but at the same time there remains a large amount of information of which they should be in possession, and were these suggested educative influences brought to bear, it would act as a moral persuasive and in the opinion of the Commissioners would render the task of enforcing reasonable laws far more easy in the future than the carrying out of regulations appears to have been in the past. While perhaps somewhat beyond the limits laid down for this Commission to report upon, a project has repeatedly come before the Commission, namely, some mode of encouraging other industries, whether connected with the fisheries or with other marine resources, by Government countenance, and in this way drawing off the over pressure from the lobster industry.

Some scheme of cold storage and of greater facilities for the tran-Live lobster shipment of fish products, would effectively aid in this matter, and the trade may Commissioners have learned with interest that recently practical proposals on the strain have been placed before the Government No doubt the papion on the supply. of the live lobster trade and the shipment of boiled or cured lobsters in the shell would add much to relieve the pressure upon the lobster supply, which has been brought about by the fact that canning lobsters has been along the greater part of the Canadian coast almost the only method of introducing them into the markets. In some localities the fishermen receive 80 cents per hundred lobsters by count, whereas in other localities, as in western Nova Scotia, the fishermen get as high as from $\$ 20$ to $\$ 30$ per hundred. The proximity of live lobster markets
makes these most startling differences in the returgs for their catch, but more distant areas would derive increased benefits from these markets were transportation facilities available.

Lobster men neglect other resources.

The Commissioners in their tour passed through country districts where, while certain wild fruits appeared to be abundant, they were almost wholly unutilized and allowed to waste.
Last fall there was a very serious scarcity of raspberries in the Toronto markets, and on account of the immense demands from the mining districts in British Columbia, it was found impossible to find a sufficient supply of this fruit to fill the orders. As a result of this short supply, the market

Great demand for canned raspberries.解, and many commerial houses advanced their prices for canned raspberries as high as $\$ 1.65$ per dozen, and the lowest price was $\$ 1.35$. While this particular fruit abounds in some of the districts adjacent to where the lobster fishermen reside, and remains largely unutilized, the Commissioners have felt that the question was worth bringing up, as anything which will tend to relieve the pressure on the lobster fishery and enable the shore population to engage in any other remunerative pursuit would be a substantial step in the right direction. Various wild fruits would find a ready market, if the resident people were encouraged to gather these fruits.

Were it possible to develop other industries, such as the preparation of fruit or vegetable products, the results would be beneficial indirectly to the lobster industry. At present many lobster canners, after closing their operations on the sea coast, continue operations putting up other fish and fruit products there, or temporarily carrying on work inland, or in many cases corn and other they move to the United States and carry on the canning of corn and other vegetable pro- vegetables, and in eastern Nova Scotia the people along the coast in many ducts.

Cranberries. places have found it profitable to gather fox berries and other wild fruits, and ship them in a fresh condition to the markets with benefit to themselves.

Irish moss, quohogs, \&c. Commissioners.
There is a demand for many marine products, amongst others Irish moss, which is used for various purposes, mainly in the culinary arts, for making blanc mange, and for clarifying beer, \&c. Quahags, clams, and a variety of other shell fish can also find a sale. The Commissioners offer no detailed recommendations on these matters, but they have thought it desirable to bring them to the notice of the Honourable the Minister, when reporting upon the industry which is so largely engaging the activity of no less than 15,000 or 20,000 fishermen along the eastern coast of the Dominion of Canada.

In a final note, the Commissioners cannot omit to recognize the valuable aid and assistance rendered them in the course of their tour from point to point along the sea coast, given by Captain J. H. Pratt, of the Dominion fishery cruiser "Curlew." The members who held sittings west and east of Halifax were greatly indebted for his active help and kind attention. The Commissioners, while on board the "Curlew," were able to overtake a large amount of work, which would otherwise have occupied them a much longer period of time.

The Commissioners owe their thanks to Dr. Kendall, M.P.P., and Mr. Thomas Robertson, M.P.P., for kindly offices rendered, while to the Honourable G. H. Murray, Premier of Nova Scotia, the Commissioners were indebted for the use of the provincial buildings, Halifax. To Mr. Onésiphore Turgeon of Bathurst, Mr. Le Marquand and Mr. Touzeau, Sheriff of Gaspé, the thanks of the Commissioners are due for much assistance rendered.

## Lobster Commission.

It would be invidious to further specify the names of local parties who in every district volunteered most willingly to assist the Commission in carrying out its work, and in many ways, the Commissioners were indebted to them for services which facilitated the progress of their labours.

Respectfully submitted
MOSES H. NICKERSON, WILLIAM WHITMAN, HENRY C. V. LEVATTE,
S. E. GALLANT, PATRICK J. SWEENEY, ROBERT LINDSAY, ARCHIBALD CURRIE,

EDW ARD E. PRINCE, chairman, Dominion Commissioner of $F$ 'isheries.

S U P P L E M E N T

## TO THE

THIRTY-FIRST ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES BEING PARTLY FOR THE FISCAL YEAR ENDED 30Th JUNE, 1898, AND PARTLY FOR THE CALENDAR YEAR 1898.

## MARINE

# REPORTS <br> of the <br> <br> HARBOUR COMMISSIONERS 

 <br> <br> HARBOUR COMMISSIONERS}

FOR
TORONTO, IUNTREAL, QUEBEC, THREE RIVERS, BELLBVILLB, NORTH SYDNEY AND PICTOU
the pilotage authorities

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER WITH STATEMENT OF WRECKS AND CASUALTIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1898

PRINTED BY ORDER OF PARLIAMENT


OTTAWA
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## Harbours and Shipping.

Ottawa, October, 1899.

Hon. Sir Louis Henry Davies, K.C.M.G., Minister of Marine and Fisheries.
Sir,-I have the honour to submit herewith the Supplement to the thirty-first Annual Report of the Marine Branch of the Departmont of Marine and Fisheries, being for the year 1898, containing a statement of wrecks and casualtios, list of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; list of harbour masters; reports of harbour masters generally ; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

> I have the honour to be, sir, Your obedient servant,
F. GOURDEAU,

Deputy Minister Marine and Fisheries.

## Harbours and Shipping.

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# APPENDIX No. 1. 

## MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1898, including old and new vessels, sailing vessels, steamers and barges, was 6,64: , measuring 693,782 tons register tonnage, being a decrease of 41 vessels and a decrease of 37,972 tons register, as compared with 1897. The number of steamers on the registry books on the same date was 1,909 with a gross tonnage of 267,237 tons. Assuming the average value to be $\$ 30$ per ton, the value of the registered tonnage of Canada, on the 3 lst December last, would be $\$ 20,813,460$.

The number of new vessels built and registered in the Dominion of Canada during the last year was 278 , measuring 24,522 tons register tonnage. Estimating the value of the new tonnage at $\$ 45$ per ton, it gives a total value of $\$ 1,103,490$ 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 1872 to 1898. 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 1898, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

The town of Lindsay, in the province of Ontario, and Dawson City in the Yukon, were established ports of registry during the last year.

Statement showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1898.

PROVINCE OF NEW BRUNSWICK.

| Name of Port. | Total Number of Sailing Ships and Steamers. | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Steamers. } \end{aligned}$ | Gross Tonnage of Steamers. | Total NetTonnage of Sailing Ships and Steamers. |
| :---: | :---: | :---: | :---: | :---: |
| Chatham. | 326 | 41 | 1,895 | 7,219 |
| Dorchester. | 4 |  |  | 1,514 |
| Moncton. . | 16 | 1 | 20 | 2,591 |
| Richibucto.. | 16 | $\begin{array}{r} \\ \hline\end{array}$ | 79 | 2,737 |
| Sack ville. | 14 | 3 | -65 | 1,130 |
| St. Andrews. | -136 | ${ }^{7}$ | $\xrightarrow{273}$ | 2,839 |
| St. John .... | $\checkmark 391$ | 63 | 7,526 | 71,227 |
| Total. | 903 | 117 | 9,858 | 89,257 |

## Statement showing the number of Vessels and number of Tons on the Registry Books, \&c.-Continued.

## PROVINCE OF NOVA SCOTIA.

| Name of Port. | Total Number of Sailing Ships and Steamers. | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Steamers. } \end{aligned}$ | Gross Tonnage of Steamers. | Total Net Tonnage of SailingShips and Steamers. |
| :---: | :---: | :---: | :---: | :---: |
| Amherst | 4 |  |  | 113 |
| Annapolis. | 53 | 1 | 32 | 5,567 |
| Arichat... | 125 | 1 | 66 | 5,2\%0 |
| Barrington.. | 45 | 1 | 48 | 1,540 |
| Canso.. | 8 | Nil. | Nil. | 332 |
| Digby..... | 168 | 5 | 229 | 8,585 |
| Guysboro'. | 22 | Nil. | Nil. | 877 |
| Halifax. | 477 | 59 | 9,648 | 25,129 |
| Liverpool | 74 | 2 | 137 | 5,336 |
| Lunenburg. | 291 | 7 | 439 | 23,936 |
| Maitland., | 20 | Nil. | Nil. | 17,412 |
| Parrsboro' | 137 | 2 | 201 | 32,000 |
| Pictou | 57 | 20 | 1,253 | 9,684 |
| Port Hawkesbury. | 81 | 2 | 43 | 2,807 |
| Port Medway . . . | 21 | 1 | 45 | 2,049 |
| Pugwash... | Nil. | Nil. | Nil. | Nil. |
| Shelburne. | 109 | 2 | 53 | 6,181 |
| Sydney | 100 | 9 | 524 | 4,400 |
| Truro. | 2 | Nil. | Nil. | 160 |
| Weymouth | 36 | 1 | 21 | 3,091 |
| Windsor | 129 | 13 | 2,596 | 74,567 |
| Yarmouth | 208 | 20 | 4,412 | 33,140 |
| Total. | 2,167 | 146 | 19,747 | 262,176 |

PROVINCE OF QUEBEC.

| Amherst (Magdalen Islands).. | 16 | Nil. | Nil. | 619 |
| :---: | :---: | :---: | :---: | :---: |
| Gaspé.......... | 32 | 1 | 709 | 1,858 |
| Montreal. | 539 | 186 | 55,556 | 87,593 |
| New Carlisle | 11 | 2 | 45 | 249 |
| Percé.. | Nil. | Nil. ${ }^{\text {a }}$ | Nil. | Nil. |
| Quebec. | 780 | 133 | 19,039 | 54,128 |
| Total. | 1,378 | 322 | 75,349 | 144,447 |

PROVINCE OF ONTARIO.

| Amherstburg . | 5 | 2 | 28 | 160 |
| :---: | :---: | :---: | :---: | :---: |
| Belleville | 24 | 17 | 622 | 935 |
| Bowmanville.. | 3 |  |  | 607 |
| Brockville. | 22 | 21 | 475 | 299 |
| Chatham. | 29 | 18 | 883 | 1,518 |
| Chippewa. | 3 | 2 | 263 | 153 |
| Cobourg | 4 | 1 | 23 | 311 |
| Collingwood | 72 | 70 | 7,005 | 5,205 |
| Cornwall. | 5 | 4 | 221 | 244 |
| Deseronto. | 19 | 13 | 1,383 | 1,412 |
| Dunnville | 1 | 1 | 87 | 57 |
| Goderich. | 44 | 27 | 762 | 1,967 |
| Hamilton. | 45 | 37 | 6,371 | 5,097 |
| Kingston. | 159 | 69 | 10,982 | 23,484 |
| Napanee. | 1 |  |  | 122 |
| Oakville. | 2 |  |  | 126 |
| Ottawa. | 340 | 186 | 14,790 | 26,002 |
| Owen Sound | 35 | 33 | 4,991 | 3,672 |
| Picton. | 17 | 8 | 1,655 | 2,054 |

## Harbours and Shipping.

Statement showing the number of Vessels and number of Tons on the Registry Books, \&c.-Concluded.

PROVINCE OF ONTARIO-Concluded.

| Name of Port. | Total Number of Sailing Ships and Steamers. | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Steamers. } \end{aligned}$ | Gross Tonnage of Steamers. | Total Net'Tonnage of SailingShips and Steamers. |
| :---: | :---: | :---: | :---: | :---: |
| Port Arthur | 11 | 11 | 3,116 | 2,016 |
| Port Burwell. | 8 | 4 | 44 | 158 |
| Port Colborne. | 3 | 2 | 92 | 321 |
| Port Dover... | 13 | 6 | 170 | 692 |
| Port Hope... | 56 | 32 | 2,706 | 5,500 |
| Port Rowan. | 6 | 2 | 180 | 513 |
| Port Stanley | 7 | 7 | 1,164 | 739 |
| Prescott. | 37 | 16 | 1,141 | 6,606 |
| Sarnia. | 29 | 21 | 8,405 | 7,100 |
| Saugeen. | 12 | 12 | 547 | 374 |
| Sault Ste. Marie. | 24 | 24 | 1,273 | 977 |
| St. Catharines. . | 93 | 53 | 7,506 | 13,228 |
| Toronto.... | 236 | 180 | 15,336 | 14,763 |
| Wallaceburg | 31 | 18 | 1,058 | 1,945 |
| Whitby . | 53 | 27 | 6,140 | 514 5,309 |
| Windsor.. |  |  |  | 5,309 |
| Total. | 1,452 | 924 | 99,419 | 134,180 |

## PROVINCE OF PRINCE EDWARD ISLAND.

| Charlottetown. $\ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots$ |
| :--- |

## PROVINCE OF BRITISH COIJUMBIA.



PROVINCE OF MANITOBA.

| Winnipeg .. . ....................................... | 121 | 80 | 6,692 | 7,439 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

SUMMARY.

| New Brunswick | 903 | 117 | 9,858 | 89,257 |
| :---: | :---: | :---: | :---: | :---: |
| Nova Scotia.. | 2,167 | 146 | 19,747 | 262,176 |
| Quebec. | 1,378 | 322 | 75,349 | 144,447 |
| Ontario | 1,452 | 924 | 99,419 | 134,180 |
| P. E. Island...... . .... . ........ . . . . . . . . . . . . . . | 178 | 21 | 4,043 | 15,979 |
| British Columbia | 444 | 299 | 52,129 | 40,304 |
| Manitoba . . . | 121 | 80 | 6,692 | 7,439 |
| Grand Total... | 6.643 | 1,909 | 267,237 | 693,782 |

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 1898 ，both inclusive．

| Provinces． | 1874. |  | 1875. |  | 1876. |  | 1877. |  | 1878. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 总 | 交 |  |  | 感 | 安 | ¢ |  | ¢ |
| 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 | 229，252 | 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 | 7，469 | 1，333，015 |
|  | 1879. |  | 1880. |  | 1881. |  | 1882. |  | 1883. |  |
| New Brunswick Nova Scotia ．． | 1，135 | 340，491 | 1，097 | 336，976 | 1，087 | 333，215 | 1，065 | 308，980 | 1，107 315，906 |  |
|  | 2，975 | 552，159 | 2，977 | 550，448 | 3，025 | 558，911 | 3，026 | 546，778 | 3，037 | 541，715 |
| Quebec ．．．．．． | 1，975 | 246，025 | 1，889 | 233，341 | 1，830 | 224，936 | 1，754 | 215，804 | 1，739 | 216，577 |
| Ontario． | 1，006 | 136，987 | 1，042 | 137，481 | 1，081 | 139，998 | 1，112 | 137，061 | 1，133 | 140，972 |
| P．E．Island | 298 | 49，807 | 288 | 45，931 | 273 | 45，410 | 248 | 41，684 | 241 | 49，446 |
| B．Columbia | 60 | 4，701 | 63 | 5，049 | 74 | 6，296 | 84 | 7.687 | 94 | 9，046 |
| Manitoba． | 22 | 1，924 | 21 | 1，992 | 24 | 2，130 | 23 | 2，783 | 24 | 2，778 |
| Total ．．． | 7,471 $1,332,094$ |  | $\mathbf{7 , 3 7 7}$ $1,311,218$ |  | 7，394 | 1，310，896 | 7，312 | 1，260，7\％7 | 7，374 1，26，440 |  |
|  | 1884. |  | 1885. |  | 1886. |  | 1887. |  | 1888. |  |
| New BrunswickNova Scotia．．． | 1，096 | 308，132 | 1，060 | 288，589 | 1，042 | 269，224 | 1，027 | 255，126 | 1，009－ 239,332 |  |
|  | 2，942 | 544，048 | 2，988 | 541，832 | 2，929 | 526，421 | 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 | 139，502 |
| P．E．Island | 234 | 39，213 | 227 | 36，040 | 225 | 30，658 | 225 | 29，031 | 218 | 26，586 |
| B．Columbia | 116 | 11，403 | 123 | 11，834 | 134 | 11，900 | 149 | 12，789 | 167 | 14249 |
| Manitoba． | 55 | 5，722 | 63 | 5，439 | 65 | 5，578 | 71 | 5，871 | 69 | 5，744 |
| Total | 7，254 | 1，253，747 | 7，315 | 1，231，856 | 7，294 | 1，217，766 | 7，178 | 1，130，247 | 7，142 | 1，089，642 |
|  | 1889. |  | 1890. |  | 1891. |  | 1892. |  | 1893. |  |
| New Brunswick Nova Scotia．． | 1，013 | 218，873 | 981 209，460 |  | 969 193，193 |  | 946181,779 |  | 1，010 156，086 |  |
|  | 2，805 | 464，431 | 2，793 | 164，194 | 2，778 | 461，758 | 2，731 | $42 \mathrm{i}, 690$ | 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 ．．．．． | 7，153 | 1，040，481 | 6，991 | 1，024，974 | 7，015 | 1，005，475 | 7，007 | 964，129 | 7，113 | 912，539 |
|  | 1894. |  | 1895. |  | 1896. |  | 1897. |  | 1898. |  |
| New Brunswick | 1，003 | 136，257 | 9751 122，417 |  | 964 115，506 |  | 923 | 103，584 | $903-89,257$ |  |
| Nova Scotia．． | 2，710 | 371，432 | 2，683 | 343，356 | 2，669 | 317，526 | 2，204 | 283，056 | 2，167 | 262，176 |
| Quebec | 1，427 | 160，590 | 1，454 | 158，776 | 1，469 | 158，649 | 1，480 | 158，077 | 1，378 | 144，447 |
| Ontario | 1，480 | 148，525 | 1，508 | 148，609 | 1，525 | 146，522 | 1，424 | 135，349 | 1，452 | 134，180 |
| P．E．Island | 191 | 19，650 | 190 | 19，323 | 174 | 16，540 | 174 | 15，812 | 178 | 15，979 |
| B．Columbia | 336 | 26，455 | 346 | 25，988 | 363 | 26，622 | 364 | 28，604 | 444 | 40，304 |
| Manitoba ． | 98 | 6，715 | 106 | 7，307 | 115 | 7，934 | 115 | 7，272 | 121 | 7，439 |
| Total | 7，245 | 869，624 | 7，262 | 825，836 | 7，279 | 789，299 | 6.684 | 731，754 | 6，643 | 693，782 |

## Harbours and Shipping.

List of Ports at which Vessels may be Registered, showing the number of New Versels Built and Registered in the Dominion of Canada daring the year ended 31st December, 1898.

| Name of Port. | Total <br> Number of <br> Sailing <br> Ships and <br> Steamers. | Total <br> Net Tonnage <br> of Sailing <br> Ships and <br> Steamers. | Name of Port. | Total <br> Number of <br> Sailing <br> Ships and <br> Steamers. | Total <br> Net Tonnage <br> of <br> Ships and <br> Steamers. |
| :--- | :---: | :---: | :---: | :---: | :---: |

PROVINCE OF NEW BRUNSWICK.

| Chatham. | 3 | 101 |
| :---: | :---: | :---: |
| Dorchester | Nil. | Nil. |
| Moncton | Nil. | Nil. |
| Richibucto............. | Nil. | Nil. |
| Sackville | 2 | 48 |
| St. Andrews. | 2 | 34 |
| St. John. | 24 | 607 |
| Total. | 31 | 790 |


| PROVINCE OF NOVA SCOTIA. |  |  |
| :---: | :---: | :---: |
| Amherst. | Nil. | Nil. |
| Annapolis. | Nil. | Nil. |
| Arichat... | 1 | 17 |
| Barrington | Nil. | Nil. |
| Canso... | Nil. | Nil. |
| Dighy | 3 | 57 |
| Guysboro' | Nil. | Nil. |
| Halifax. | 12 | 274 |
| Liverpool. | 4 | 538 |
| Lunenburg. | 13 | 1,069 |
| Maitland., ... ........ | 1 | 96 |
| Parrsboro'....... . ... | 9 | 1,388 |
| Pictou. | 1 | 29 |
| Port Hawkesbury. | Nil. | Nil. |
| Port Medway . . . . . . . . | Nil. | Nil. |
| Pugwash..... . . . . . . . | Nil. | Nil. |
| Sydney.. | 7 | 358 191 |
| Truro .................. | Nil. |  |
| Weymouth | 1 | 68 |
| Windsor | 4 | 733 |
| Yarmouth | 6 | 144 |
| Total. | 67 | 4,962 |


| Amberstburg. |  |  |
| :---: | :---: | :---: |
| Belleville. | Nil. | ${ }^{6}$ |
| Bowmanville. |  | Nil. ${ }_{95}$ |
| Brockville. | 2 |  |
| Chatham. | Nil. | Nil. |
| Chippewa. | Nil. | Nil. |
| Cobourg.. | Nil. | Nil. |
| Collingword | Nil | ${ }^{11}$ |
| Cornwall. | Nil. | Nil. |
| Cramahe. |  |  |
| Deseronto. |  |  |
| Dunnville. | Nil. | Nil. |
| Goderich | 1 | 38 |
| Hamilton. | 1 | 2 |
| Kingston. | Nil. | Nil. |
| Lindsay. |  |  |
| Morrisburg | 6 | 152 |
| Napanee . | Nil. | Nil. |
| Oakville.. | Nil. | Nil. ${ }_{88}$ |
| Ottawa. | 21 | 882 |
| Owen Sound | 3 | 20 |
| Picton. | Nil. | Nil. |
| Port Arthur | Nil. | Nil. |
| Port Burwell | Nil. | Nil. |
| Port Colborne | Nil. | Nil. |
| Port Dover. | Nil. | Nil. |
| Port Hope | Nil. | Nil. |
| Port Rowan | 2 | 22 |
| Port Stanley | Nil. | Nil. ${ }^{17}$ |
| Prescott. | 1 | 417 |
| Sarnia.. | 1 | 21 |
| Saugeen. | Nil. | Nil. |
| Sault Ste. Marie | 2 | 7 |
| St. Catharines | 1 | 29 |
| Toronto. . . . . . . . . . . . | 9 | 322 |
| Wallaceburg | Nil. | Nil. |
| Whitby... . | Nil. | Nil. |
| Windsor. | Nil. | Nil. |
| Total | 46 | 1,872 |
| PROVINCE OF PRINC | EDWA | SLAND |
| Charlottetown | 5 | 372 |
| YUKON D | RRICT. |  |
| Dawson City..... |  |  |

PROVINCE OF BRITISH COLIMBIA.


| PROVINCE OF MANITOBA. |  |  |
| :---: | :---: | :---: |
| Winnipeg..................... | 6 | 159 |


| Amherst (Magdalen Islands) | Nil. | Nil. |
| :---: | :---: | :---: |
| Gaspé. . ............... | Nil. | Nil. |
| Montreal |  | 2,461 |
| New Carlisle | Nil. | Nil. |
| Percé.. | Nil. | Nil. |
| Quebec | 29 | 1,678 |
| Total | 51 | 4,139 |


| SUMMARY. |  |  |
| :---: | :---: | :---: |
| New Brunswick | 31 | 790 |
| Nova Scotia. | 67 | 4,962 |
| Quebec | 51 | 4,139 |
| Ontario........ ...... | 46 | 1,872 |
| Prince Edward Island . . | 5 | 372 |
| British Columbia. | 72 | 12,228 |
| Manitoba. | 6 | 159 |
| Yukon District | . . ... | . . $\cdot$ |
| Total. | 278 | 24,522 |

## Comparative Statement of New Vessels Built and Registered in the Dominion



## Harbours and Shipping.

of Canada, the 31st December, in each year, from 1874 to 1898 , botb inclusive.


Statement showing the Tonnage of each of the Maritione States of the World, compiled from the Répertoire Général for 1898-99.

| Nationality. | Steamers. | Gross Tonnage of Steamers. | Net Tonnage of Steamers. | Sailing Vessels. | Net Tonnage of Sailing Vessels. | Total Net Tonnage. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| British, including Canada and the |  |  |  |  |  |  |
| Colonies. . ...................... | 7,654 | 11,310,419 | 6,845̃,245 | 8,220 | 2,914,798 | 9,760,043 |
| American...... ... ......... .... | 534 | 815,634 | 54*,894 | 3,762 | 1,288,835 | 1,837,729 |
| German | 1,095 | 1,658,148 | 1,029,132 | 1,208 | 543,533 | 1,572,665 |
| Norwegian | 734 | 640,347 | 399,797 | 2,617 | 1,146,025 | 1,545,822 |
| French.. | 754 | 984,576 | 511,917 | 1,614 | 289,247 | 801,164 |
| Italian. | 275 | 423,592 | 266,644 | 1,609 | 464,309 | 730,953 |
| Canadian (693,782). |  |  |  |  |  |  |
| Russian.. | 453 | 367,710 | 217,487 | 2,415 | 45!, 053 | 676,540 |
| Spanish. | 436 | 532,083 | 341,951 | 1,145 | 164,504 | 506,455 |
| Swedish | 589 | 328,624 | 226,715 | 1,568 | 275,842 | 502,537 |
| Dutch. | 251 | 366,279 | 252,395 | 546 | 121,316 | 373,711 |
| Danish | 338 | 346,669 | 219,154 | 899 | 144,829 | 363,983 |
| Grecian | 118 | 141,934 | 87,845 | 1,152 | 238,196 | 326,041 |
| Japanese. | 464 | 450,198 | 293,597 | 255 | 31,192 | 324,789 |
| Turkish.. | 87 | 73,565 | 46,498 | 1,349 | 252,947 | 299,445 |
| Austrian | 192 | 302,745 | 185,236 | 161 | 45,196 | 230,432 |
| Brazilian | 229 | 146,290 | 94,262 | 344 | 68,000 | 162,262 |
| Chilian. | 48 | 51,6:7 | 32,258 | 155 | 68,416 | 100,674 |
| Belgian | 127 | 135,709 | 94,449 | 13 | 2,906 | 97,355 |
| Portuguese | 47 | 56,783 | 35,383 | 239 | 42,452 | 77,835 |
| Argentine. | 86 | 51,315 | 31,976 | 157 | 39,695 | 71,671 |
| Hawaiian | 24 | 23,729 | 15,640 | 28 | 19,508 | 35,148 |
| Peruvian. | 4 | 5,128 | 3,443 | 63 | 26,752 | 30,195 |
| Chinese.. | 44 | 57,194 | 25,940 | 12 | 1,618 | 27,558 |
| Uruguay. | 23 | 11,727 | 7,654 | 56 | 13,697 | 21,351 |
| Roumanian. | 22 | 20,591 | 12,752 | 24 | 4,628 | 17,380 |
| Egyptian. | 20 | 22,454 | 13,595 |  |  | 13,595 |
| Mexican. | 17 | 7,048 | 4,091 | 51 | 9,317 | 13,408 |
| Nicaragua. | , | 175 | 112 | 20 | 10,528 | 10,640 |
| Guatemala |  |  |  | 14 | 5,912 | 5,912 |
| Siamese | 4 | 1,143 | 658 | 14 | 4,580 | 5,238 |
| Venezuelan. | 11 | 4,065 | 2,185 | 17 | 2,760 | 4,945 |
| Arabian .. |  |  |  | 5 | 4,074 | 4,074 |
| Haytian...... . | 6 | 2,132 | 884 | 14 | 2,471 | 3,355 |
| Montenegrian. | 1 | 50 | 26 | 16 | 3,194 | 3,220 |
| Colombian | 1 | 881 | 457 | 7 | 1,770 | 2,2:7 |
| Zanzibar.. | 3 | 3,860 | 1,879 |  |  | 1,879 |
| Persian | 1 | 838 | 579 | 2 | 1,232 | 1,811 |
| Bolivian. |  |  |  | 2 | 1,527 | 1,527 |
| Bulgarian. | 2 | 1,977 | 1,295 |  |  | 1,295 |
| San Domingo |  |  |  | 8 | 1,235 | 1,235 |
| Corean. | 3 | 1,640 | 1,168 |  |  | 1,168 |
| Costa Rica. | 3 | 1,120 | 600 | 2 | 551 | 1,151 |
| Sarawak | 2 | 966 | 595 | 1 | 347 | 942 |
| Liberian |  |  |  | 3 | 916 | 916 |
| Ecuador.. |  |  |  | 2 | $6 \pm 3$ | 643 |
| Tunisian. | 1 | 75 | 11 | 3 | 575 | 586 |
| San Salvador |  |  |  | 3 | 454 | 454 |
| Borneo. | 1 | 263 | 235 |  |  | 235 |
| Paraguay | 1 | 282 | 232 |  |  | 232 |
| Servian.. | 1 | 264 | 112 |  |  | 112 |
| Honduras. | 1 | 155 | 95 |  |  | 95 |
| Unknown | 17 | 18,486 | 11,403 | 49 | 12,033 | 23,436 |
| Total | 14,725 | 19,379,361 | 11,866,476 | 29,844 | 8,731,613 | 20,598,089 |

[^1]Harbours and shipping.

APPENDIX No. 2.

## REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE YEAR ENDED 31st DECEMBER, 1898.

Harbour Commissioners of Montreal, Secretary's Office, Montreal, 28th Matrch, 1899.

F. Gourdeau, Esq.,<br>Deputy Minister of Marine and Fisherics, Ottawa, Out.

Sir,-I have the honour, by direction of the Harbour Commissioners of Mont real, to forward herewith, for the information of the Honourable the Minister of Murine and Fisherics, a summarized statement of operations of the Trust for the year ended 31st December, 1898.

The net ordinary revenue was $\$ 2.16,593.42$ against $\$ 255,416.86$ in the previous year, an increase of $\$ \$ 1,176.56$, or a little over 16 per cent. Of this increaie about two-thirds camo from exports, while the total revenue from exports wan about 50 per cent larger than that from imports. The cost of management, maintenance and repairs, apart from expenditure on capital account, was $\$: 13,789.10$, while the interest and annuity (of $\$ 600$ ) were $\$ 148,215.38$. The diffurence as between ordinary revenue and ordinary expenditure was $\$ 51,588.94$, against which there was interest accrued at 31st December and payable on 5th January last of $\$ 19.085$.

The expenditure on capital account for the year wats $\$ 119,75 \% .36$, against which $\$ 8,000$ was received from the sale of the Commissiouers' No. 4 dredge and $\$ 750$ for the charter of their blasting boat.

The sum of $\$ 110,000$ was received from the Duminion of Canada under the Act 59 Vic., chap. 10, to enable the Commissioners to con inue several new works in the harbour, namely :- Wharf construction at Hochelaga, Longue Pointe and the Island Wharf, deepening of the harbour and channel through it, and extension of the Harbour Railway.

On the 13th June an Act to grant further aid to the Harbour Commissioners of Montreal (61 Vic., chap. 47,) was assented to, which authrized the Governor in Council to advance an additional $\$ 2,100,000$ in consequence of which the Dominion of Canada has now to furnish the Commissioners for harbour improvements with the sum of $\$ 2,700,000$ while the money payable by the city towards the joint woiks amounts to about $\$ 650,000$. The total bonded debt of the harbour at the end of the year was $\$ i, 5: 3,000$, on which the average rate of interest is abont $4 \frac{1}{6}$ per cent.

The usaal reports for the past year of the harbour master and the chief engineer on the works for the improvement and maintenance of the harbour are transmitted herewith. From the figures of the harbour master's report it appears that the traffic which passed through the harbour last season was the largest in its histors.

I have the honour to be, sir. Your obedient servant,
HARBOUR COMMISSIONERS OF MONTREAL.
Summarized Statement of Operations for the Year ended 31st December, 1898.

| Balange and Regeipts. | Revenue. | Capital. | Disburaements and Balance. | Revenue. | Capital. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | \$ cts. | \$ cts. |  | \$ cts, | \$ cts. |
| Balance from 1897 .......... ... ........ \$ 28,455 15 |  |  | Refunds of wharfage dues ..........e. | 15110 19,47988 |  |
| Held for Montreal Decayed |  |  | Administrative staff, salaries and fees .... ........... | 19,479 88 |  |
| Pilots' Fund, in trustHarbour debentures and city |  |  | Miscelaneous expenses, taxes, heating, prher expenses. | 8,359 24 |  |
| stock. ....... ........ \$ 51,000 00 |  |  | Electric lighting of harbnur ..................... | 4,081 70 |  |
| Cash in bank and on hand .1,878 43 52,878 <br> 13  |  |  | Accident account, premium for legal liability insurance, \&c. | 1,078 80 |  |
| Receipts during 1898:- |  | 81,333 58 | Accounts receivable, written off as lost.....i. Harbour dredging fleet (see contra for credit) | 46981 2,94304 |  |
| $\stackrel{\text { Collector of Customs, Montreal- }}{ }$ - 101,59544 |  |  | Drilling and blasting | 86290 |  |
|  |  |  | Sundry, disbursed and refunded (see contra for credit).. Harbour repairs and maintenance of wharfs, soundings, | 1,593 77 |  |
| " exports ... ........ 155,36254 | 256,957 98 |  | Harbour repairs and maintenance of wharls, soundings, surveys, \&c. | 60,686 50 |  |
| Wharfinger, local traffic. . . . . . . . . . . . . . . . . . . . . . | 27,892 99 |  | Annuity....... .................................. . . Interest and exchange....... | $\begin{array}{r} 60000 \\ 147,615 \quad 38 \end{array}$ |  |
| Wharfage dues not paid at Custom-house in 1897 and collected after audit | 28703 |  | Interest and exchange........ ${ }_{\text {deposit as security, Department of Marine and Fisheries }}$ |  |  |
| Rental of harbour, tracks and properties.............. | 11,598 44 |  | (see contra for credit) |  | 600 1605 |
| Cash suspense account. ...... | 808 |  | Harbour of Montreal, establishing boundary, \&c .... |  | 1,665 51 |
| For credit of the following accounts- |  |  | Windmill Point, wharf and basin, dredging, macadamizing, \&c |  | 11,167 35 |
| Harbour dredging fleet, rent of dredges, scows, \&c. Drilling and blasting, rent of drill boat .......... | 2,94394 86290 |  | Guard pier construction (see contra for credit)........... |  | 32,904 76 |
| Harbour repairs, sale of old materials, \&c | 27183 |  | Harbour dredging............... ............... |  | 10,505 21 |
| Fromi sundry, refund of disbursements made. | 1,688 77 |  | Dry dock, test borings and dredging at proposed sites.. |  | $\begin{array}{r}5,468 \\ 42 \% \\ \hline 69\end{array}$ |
|  |  | 8,750 00 | Hochelaga construction, deepening basin, section 44. Harbour enlargement |  | 427 41,503 61 |
| Refund of deposit, Department of Marine and Fisheries |  | 60000 | Deep water berth, section 27 |  | 14,603 44 |
| From sundry, for work done at Sec. 27 |  | 27590 | Western wharf at Longue Point |  | 1,384 17 |
| Guard pier construction-- |  |  | Ship channel in harbour |  | 1,94364 1,27656 |
| City of Montreal's proportion for work done in 1898..... |  |  | Harbour plant. ...... ${ }_{\text {Security }}$ deposits, repaid to depos |  | 1,27656 16640 |
| done in 1898...... ................ . . . ${ }^{\text {d, }}$ (90 87 |  |  | Stiotage expenses............ |  | 1,720 87 |
|  |  | 2,821 74 | Montreal Decayed Pilots' Fund- |  |  |
| Interest charged to City of Montreal |  | 1,459 18 | Pensions to old pilots and widows $\ldots \ldots$. , $\$ 5,44784$ Andit of fund, postage stamps, \&c. 39 |  |  |
| Chart account, charts sold ........ |  | $\begin{array}{r}2725 \\ 5,607 \\ \hline 17\end{array}$ | Audit of fund, postage stamps, \&c...... 3907 |  | 5,486 91 |

## Harbours and Shipping.



# REPORT OF THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1898. 

JOHN KENNEDY, M. INST. C. E., CHIEF ENGINEER.

Harbour Commissioners of Montreal, Cbief Engineer's Office, Montreal, 28th January, 1899.

Alexander Robert on, Esq., Secretary, Harbour Commissioners of Montreal.

Dear Sir, - I beg to submit, for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal, for the yea" onded 31st Decenber, 1898.

## NEW WORKS.

The principal new works of the year are:- The commencement of the construction of the first pier of the harbour enlargoment plan; the extension of the guard pier to the abutment of the Victoria bridge, and its connection therewith; the closing of the gap in the guard pier left for construction purposes; the deepening of Windmiil Point basin so far as open, to 28 ftet 4 inches ordinary low water; the widening of the ship channel from the entrance of the Lachine Canal and Victoria pier; the cutting away of sereral ehoal places between the ship channet and the wharfs at Hochelaga, and the sabstitution of 220 lineal feot of deep water wharf in section 27, at Papinean Avenue, for the former shallow water wharf;

The principal details are as follows:-
Section 5 to 10, Windmill Point.-The embankment on the outer or south. eastern side of the basin was extended down stream, by the levelling down of a pile of about 600 cubic yards of rock spoil bank, and by about 34,481 cubic yards of earth and other filling stuff sent in from city excavations, etc. The raceway which empties into the head of the basin from Mr. W. W. Ogilvie's royal mills, and that which empties in at the south-west corner of the basin, section 5, from Mussrs. Peck, Benny \& Co.'s mills, which were hitherto partly open, were covered over to the limits of the barbour property, and the roadway made good over them. Expenditure on wharf work, $\$ 906$. 64 ; filling and back tilling, $\$ 1,029,81$. Total $\$ 1,936.45$.

The Windmill Point, which is dredged out to its full width where wharved on both sides at the upper end, and to 150 feet, or half its width, in the remainder, was last summer cleared out by the removal of much loose rock and debris, to a clear depth of 28 ft .4 in ., at ordinary low water, which is equivalent to 25 feet depth at extreme low water of 13 feet on the lower old lock sill. Expenditure on dredging and blasting, $\$ 6,664.52$. There was also expended on dredging and depositing chargeable to other works where the material was deposited, $\$ 3,447.18$.

Section 11.-The deepening and widening of the approach to the Windmill Point basin was continued last sammer. Cost, \$2,566.38. Part cost of dredging and depositing chargeable to other works, where the material was used, $\$ 1,195.99$.

Sections 13 and 14.-Parte of the bas'n between tho wharfs and the main channel were deepened to compensate for the lowering of the water in the upper part of the harbour during recent years. Expenditure, \$285\%.52. Purt cost of dredging and depositing chargeable to other works where the material was deposited, \$147.78.

Section 27.-The length of deep water wharf between the Canadian Pacific Railway elevator, section 2?, and the lower end of the wharf, section 26 , was such that when divided up into ships' longths a half length was left at the lower end

## Harbours and Shipping.

which could not be advantageously utilized. It was, therefore, ordered by the board that the deep water wharf be lengthened about 200 feet down stream, thus abolishing the same length of adjoining 10 feet water wharf, and the work was carried out during the summer. At the filling up of the basin in section 26 in 1893, and continuing the deep water wharf in front of its site, the line of new wharf was made to project 33 feet further out into the river than the 10 feet water wharf at the lower end of the basin, so as to more easily permit of future extension, and at the same time give greater breadth of wharf; and in making the extension last summer it was so built. The bottom was fuund to be quicksand, which the strong current scoured out both in the site of the new cribwork and from beneath and behind the old, notwithstanding that a row of piling had been driven along in front of the old cribwork to retain it and its filling.

The head ot the Molson shoal was dredged off between the new extension and the ship chaunel so as to give safe, roomy access for ships.

The extension of the wharf is of the usual cribwork, founded at 30 feet depth below the lowest water of 13 feet on the old lock sill, and carried to $1 \because \frac{1}{2}$ feet above. The length added is 220 f et and the average breadth $37 \frac{1}{2}$ feet, making 8,250 square feet additional area of wharf. The Papineau Avonue sewer and some drains and intake pipes of private properties were carried through the wharf. Work was commenced at the end of June, and the new wharf put into use oarly in October. Cost of wharf and filling $\$ 14,333.54$; cost of dredging, $\$ 3,253.78$; total, $\$ 17,587.32$. Portion of dredging charged to guard pier, \$2,496.26.

Harbour Enlargement Works.-Negotiations as to plans and finances for harbour enlargement works, which have been carried on between the Government of Canada and the Harbour Commissioners at intervals since June, 18s8, were brought to a close by the sanction of the Minister of Public Works, on 12th July last, to the carrying out of what is known as Plan 12 A 2, which provides for the abolition of the present wharfs between the entrance of the Lachine Canal and the Victoria pier, Sec. 20, and the construction in thear place of three high-lovel piers of 300 feet in width by $8 \% 5$ feet to 1,000 feet in length, with shore wharfs of 210 feet in breadth, and also provides for the widening of Commissioners and Common streets to widths of 80 to 100 feet, and the placing of a wall between the street and the wharfs for the protection of the city from floods. The back, or city side, of the new shore wharfis will be at such height as to join the streets directly, without ramps, and the height of the edges of the wharf, both of shore wharfs and piers, will be:-


No definite agreement has been made between the Harbour Commission and the city of Montreal as to the work to be done, or the proportion of cost to be borne by eavh body in widening the streets, building flood protection wall, raising the whuifs, altering sewer outlets, \&c., but sufficient understanding was arrived at to enable the commissioners to pass an order on 6th September last for the construc-
tion of the pier opposite Jacques Cartier square, sec. 17 and 18, and work incident thereto; the new pier to be of cribwork outside and solid earth filling inside, and to be built by the commissioners' staff and plant.

The preparatory work of altering wharfs to suit river boats which had to be moved in order to vacate the site of the new pier, was commenced on 10th Soptember, and timber for the new construction of 450 lineal feet of cribwork, which wan as much as could probably be put in place by the close of navigation, was contracted for on 10th September. Construction of the new cribwork was commenced on 22nd September, and dredging for its site was commenced on 1st October, immediately after removal of the river boats. The first orib, 151 feet in length, was sunk in place on 21st October, and by 4th November two others, making 153 feet in length in all, were in place, after which all were built ap to 97.00 feet above datum, a level where work can be resumed in spring. The first or inshore orib is founded at 30 feet and the other two at 31 fect below extreme low water of 13 feet on the old lock sill. The front compartment of cribs. 9 feet in breadth, are filled to a height of 8 feet firom the bottom with rock or stony filling, and the remainder with ordinary dredgings, ohiefly consisting of fine silt, and the timber face of the cribs is made with tight joints to retain such filling. The cribwork was also fully backed up with dredgings and stuff sent in from the city before the close of navigation. Three more cribs of an aggregate length of 497 feet have been buritt up to heights of 7 feet to 12 feet, so as to expedite the continuation of the work next spring. Contracts have been made for the supply of the timber required for finishing the pier at Jacques Cartier square, and 450 feet of shore wharf in addition, and also for 1,500 feet length of wharf below the Current St. Mary.

The greater part of the dredging on the site of the oribwork of the new pier has been done, and considerable progress has been made in widening the ship channel so as to give passage for ships past the end of the pier when built.

Expenditure on cribwork, \$24,188; on dredging and on filling and back filling of cribwork, $816,494.90$; total, $\mathbf{8 4 0 , 6 8 2 . 9 0}$.

Sections 34 to 40 .-Some shoal spots between the wharfs and the ship channel were dredged out. Cost, \$4,398.91. Part cost of dredging and depositing, chargeable to the works where the material was used, $\mathbf{8 9 3 . 3 1}$.

Sections 48 to 55 .-Previous to the time that the new pier of the harbour enlargement works was ready to receive filling, there was a large surplus of dredgings which was mainly disposed of by depositing it by the floating derrioks on the beach at Maisonneuve in such a way as to be available for future extensions of the wharfe. Quantity deposited during the summer 87,939 cubic jards. No charge for the dredged material has been made against the places of deposit.

Sections 73 and 71, Longue Pointe. -In 1897 the upper or western wharf was entirely rebuilt in deeper water, but the roadway approach from Leonard street was not finished. In the spring of 1898 the roadway was graded and macadamized; a railway track. the property of the commissioners, was laid acrose the wharf and commissioners' property to connect with an electric railway track belonging to the Sisters of Providence, and the wharf in general was completed. Expenditure in 1897, exclusive of purchase of old wharf, $85,502.10$; expenditure in 1898, $\$ 1,381.17$. Total cost of new wharf, $\$ 6,886.27$.

Surplus dredgings to the extent of 6,068 cubic yards were deposited along shore above the western wharf in such position as to be available for future wharf extensions. No charge for the dredged material has been made against the place.

Guard Pier.-Authority was given by the board in June last for completing the guard pier and building culverts to pass water through it near the Victoria bridge. Work was commenced on 16th June and continued until the close of the working season. A group of four culverts, each 10 feet wide and 5 feet high, were built of concrete across the site of the pier, that is so as to be beneath it when finished, and the embankment of the pier was then continued to the abutment of the Victoria bridge, and connected with it. The rounding off of the top of the embankment and finishing it to full height was then commenced at the bridge abatment and continued down stream, the derrick working baokward to a distance of 385 feet from the bridge, where it was stopped for the season.

## Harbours and shipping.

The gap in the pier, at the trestle, which was left for convenience of construction, was then closed by filling on the side next the river to about the height of the trestle, and with the completion of this all work was stopped for the season. The quantities and kinds of stuff placed in the pier during 1898 were:-


Dredged from approach to Windmill Point basin, section
11, shale and trap and hard-pan ........................ 7,888
Dredged from basin section 15, ashes, \&ce...... ....... ...... 750
" berths, sections 23 and 24, stones, \&c........ 2,118
" Molson shoal, section 27, sand, stones, \&c... 35,603
" from ship channel in harbour, sand and
stones
3,038
From wharf and steamship, earth, \&c..................... ...... 2,108
Dredged from Island shoal, silt, gravel and stones........ 102,576
Total cubic yards, scow and box measurement... 168,271
The expenditares upon the guard pier, including the four culverts ( $\$ 8,527.36$ ), the erection and taking down of trestle work and the fitting out and laying up of the working plant were:

| Expended to end of 1897.. .............. ...... | $\begin{array}{r} 306,04568 \\ 32,87389 \end{array}$ |
| :---: | :---: |
| Total to end of 1898...................... | 8 338,919 57 |
| Less:- |  |
| Proportion paid by the city for work to end of 1897. | ( 70,483 44 |
| Proportion payable for 1898......................... ...... | 2,790 87 |
| Total payable by the city to end of 1898.... | - 72,274 31 |

Balance, being net expenditure on the part of the
Harbour Commissioners to end of 1898
$\$ 265,64526$
Proposed Dry Dock-Borings were made during autumn for testing the character of the ground in sevaral proposed sites for a dry dock on shore, and a proposed site in the river was tested by dredging. The sites tested are:-Lot cadastral No. 22, north of Nicolet street; lots 3 and 5, village of Hochelaga; and lots 8, 9, 34 and 35, 325 and $\dot{2} 26, \leq 31$ and 396 , Longue Point, and the shoal in the bay opposite lots 8 and 9. Plansshowing the results of the testing have been made and filed in the harbour offices.

## REPAIRS.

The total cost of maintenance and repairs of the harbour in 1898 was $\mathbf{8 5 8 , 8 4 7 . 3 5}$ Which is considerably higher than in the preceding year, but about equal to the average of the ten years previous to 1897, as will be seen from the following table:


The first movement in the breaking up of the winter ice in the harbour took place in the lower part of the Laprairie basin on 18th March; heavy general shoving, accompanied by a rise of water to a maximum of 41 feet 1 inch over the lock sill at the entrance of the canal, followed at $1 \mathrm{a} . \mathrm{m}$. of the 20th. At the same time the field of ice within the guard pier was moved and cracked in pieces opposite Sec. 12 and 13 , where the harbour dredging fleet was wintered; the movement was about 75 feet and the dircction up stream and slightly offehore. The water continued high until the 23 rd , when the lower ice began to give way and the water fell. On the 27 th March the main channel of the river opposite the city was clear of ice, and the water had fallen below the level of the wharfs.

The maximum height of 41 feet 1 inch, to which the water rose opposite the central part of the city, was 2 feet 7 inches above the top of the revetment wall, and the city was therefore saved from a most serious flood by the protection from ice and water given by the guard pier and the dyke.

On the 28th the ice inside the guard pier was so far weakened and gone as to allow the Commissioners' tug "Aberdeen" to move out and proceed nearly to Longan Pointe.

The shoving of the ice from about sec. 40, at the Hochelega cotton mills, to two miles below, was urusually heary, the beaviest since 1886 , and the consequent rise of water in the upper part of the harbour was above the average. Large quantities of ice were lett lodged on the wharfs at nearly all points not protected by the guard pier, and unusually large fields were $1 . \mathrm{ft}$ upon the shoals on the north side of the river from Nicolet St., sec., 46, to sec. 56 at the lower side of the bay at Grece's bridge and along shore from that to near Longue Pointe. Large thick fields were also left on the shoals on the north side of the Boucherville Islands from opposite Longue Point to L'Iletsouth-west and high piles along the south shore from that to the Longueuil wharfs. Heavy shoves occurred outside the guard pier, and piles of ice were left lodged on the outer slope from the middle of its length to the lower end.

In consequence of the unusually heavy shoving of the ice and the high level to which the iver rose, very large quantitien of ice were left lodged upon nearly all the wharfs not protected by the guard pier. The following are rough measurements of the quantities at the different places:-

Section 18.-Jacques Cartier pier, outer end, 80 feet by 60 feet by 4 feet to 6 feet thick, average 5 feet thick; 888 cubic yards.

Section 19.-Bonsecourn Pier, outer, end, 20 feet by 30 feet by 2 feet to 6 feet, average 4 feet think; 89 cubic yards.

Section 20.-Victoria pier. The greater part of the downstream end of the pier was covered by a mass 600 feet by 130 feet by 8 feet average depth; $\because 3,111$ cubic yards. A large pile was left lodged on the down stream end, evidently part of the corporation dump, measuring 110 feet by 75 feet by 18 feet average thicizness; 5,550 cubic yards, and on the upstream end three small piles each about 10 feet by 10 feet by 6 feet average thickness; 66 cubic yards. Total on Victoria pier 28,677 cubie yards.

Sections 21 to 26.-From the upper Canadian Pacific elevator to Papineau Ivenve; 2.800 feet by 150 teet avcrage width by 8 feet average thickness; 124,444 cubic yards.

Sections 28 to 29.-700 feet by 100 feet average width by 5 feet average thickneps, 12,626 cubic yards.

Sections 33 to 36 .-Longueuil feriy to coal towers: 1,600 fuet by 80 feet average width by 5 feet average thickness; 23,703 cubic yards.

Sections 36 to 40.-Coal towers to Hochelaga cotton mill: 2,200 fect by 120 feet average width by 8 teet average thickness; 78,222 cubic yards.

Sections 40 to 43.-Cotton mill to now pier: 1,450 feet by 190 feet average width by 4 feet average thickness; 40,814 cubic yards.

Section 43. -New pier: 200 fuet by 180 feet by 4 feet aveıage thickness; 5,333 cubic yards.

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Section 46.-The pier was left clear of ice, but the shore wharf' had a considerable quantity left uponit; 400 feet by 200 feet by 3 feet average thickness; 8,888 cubic jards.

Total ice left upon the wharfs about 377,360 cubic yards.
The clearing away of the ice from the berths which wore most urgently needed for river boats was commenced by the Commissioners' men on the 30th of March. By the 31st the berth of the Longueuil ferry boat was cleared and occupied by the steamer, and by the 4th of April several other berths were ready for other river boats which arrived that day from winter quarters. By the 12 th the sites of the steamsbip sheds above Victoria pier, those on the shore wharf inside the Victoria pier, and on the greater part of the Victoria pier itself, had been cleared of ice, and by the 26 th the sites of all other sheds and places urgently needed bad been cleared. The force of men clearing ice off the wharfs, beginning with 30 on 30 th March, was increased to 90 by 2nd April, to 300 on the 8 th , and continued at 300 to 418 until the 23rd, after which it was gradually reduced until the 26th, and then stopped. Three of the floating derricks of the dredging fleet were also used in clearing the ice off the wharfs, working an aggregate time equal to 28 days of a single derrick.

Cost of ice clearing: Men's wages $\mathbf{8 5 , 4 1 5 . 7 5}$, derricks' work $\$ \mathbf{8 7 2 . 0 0}$, total $\$ 6,087 . \mathrm{T} 5$.

On the clearing away of the ice it was found that the surface of the wharf over the raceway near Black's bridge, in section 8, had been washed out in several places, a portion of the cribwork of the outer face of the Island wharf had sunk at the back, the downstream outer corner of Victoria pier was badly broken to below the water line, 170 feet of the top of the wharf in sections 30 and 31 was carried away from three to five courses from the top and 500 likeal feet of the top of the wharf at the coal towers, in sections 35 and 36 , was forced back and badly broken.

The following are the principal items of repair work:
Section 5, Windmill Point.-The roadway top of the new wharf, on the southeast side of the basin, was damaged by ice and the strong current of water at flood time. Repairs were made by re-surfacing, building and rolling.

Section 7, Windmill Point.-A stratum of hard silt, which overlies the shule rock, and upon which the cribwork wharf is founded, was found to have been scoured out from beneath the front of the wharf to the extent of about 110 feet in length and 1 foot to 4 feet in depth. Repairs were made by underpinning the cribwork with concrete in bags, placed by a diver, and by tying back the upper part of the cribwork to firm ground with eleven anchor bolts of $1 \frac{1}{2}$ inches in diameter and 50 feet long placed 8 feet apart.

Section 9, Windmill Point.-Advantuge was taken of the emptying of the Lachine Canal in spring to make needed repairs to the raceway from the waste gates of the canal at Black's bridge. Twenty-six new posts were put in and repairs made to the sills, caps and timber covering principally at the head end. The stone covering was relaid and strengthened.

Section 15, Island Wharf.-Aboct 150 feet of the back of the old oribwork behind the face piling, at the south-eastern face (Elder, Dempster \& Co's Bristol Line berth), had become sunken and the flling of the cribs settled down. An examination by diver showed that the piles were secure, but that the deepening of the shipe' berth had undermined the cribwork and allowed the filling to settle. The top of the cribwork was built up to proper level and the settlement of the filling made up with shale rock dredgings.

A dredge worked one day in the basin clearing out a deposit of ashes, ete; quantity dredged 750 cubic yards.

Section 20, Victoria Pier.-The outer downstream corner of the pier was badly damaged by the ice shoves of last spring. Repairs were made by rebailding the superstructure of the cribwork 85 feet in length on the outer face and 50 feet on the lower face, and to an extrome depth of 10 feet.

Sections 21 and 22.-Heavy repairs wore made to the top planking and coping of 119 linear feet of the wharf.

Sections 23 and 24.-Heavy repairs were made to the top planking and coping, some new ties putin, and filling made in several places of about 700 linear feet of wharf.

At several places subsidences took place in the backfilling of the cribwork wharf in the upper part of section 24, under the Donaldson line shed, and the cribwork yielded forward slightly. Repairs were made by potting in seventeen tie bolts of $1 \frac{1}{2}$ diameter and 48 to 60 feet long, to tie back the cribwork to the solid ground, after which the settlements were filled up.

A length of 560 feet of roadway between the Canadian Pacific Railway retaining wall and the nearest railway track, which was very low, was raised to proper height and macadamized anew.

A dredge was ompioyed for a few days in clearing out the ships' berths; quantity dredged 2,193 cubic yards, sand and stones.

Section 29.-A length of 80 feet of the top of the wharf, which was lifted and damaged by ice shoves, was rebuilt partly with the old timber, but mainly with new timber and planks.

Section 30.-The top of the timber wharf, 172 feet in length and 3 to 5 feet in depth, which was carried away by ice shoves, was rebuilt.

Sections 33 and 34.-A large part of the top planking of the wharf was renewed.
Sections 35 and 36 .-About 500 feet in lengit of the top of the cribwork wharf by two to four feet in dopth was torn up and forced back about four feet, carrying the railway and coal tower tracks with it. Repairs were made as quickly as possible after the lowering of the river by rebailding the cribwork very strongly and planking anew both in front and on top.

A dredge was employed for one day clearing out a ship's berth. Quantity dredged 300 cubic yards, sand and stozes.

Section 37.-Much trouble has been experienced by repeated settling of the filling of the cribs at places, under the tracks of the coal towers. The cribwork was examined by diver and found to be standing firmly, though much bulged at some former time, and the settlements were thercfore merely made good with rock filling and the tracks tamped up.

Section 38.-About 70 feet of wharf, which had been damaged by ice, was repaired by putting in new coping, planking and ties.

Section 43.-Abont 60 feet long by 4 feet in depth of the inshore end of the upstream side of the cribwork of the pier was badly damaged by ice shoves and was rebuilt.

The roadway top of the pier was much damaged by the ploughing of the ice and the scouring of the water over it in winter, especially at the two outer corners and near the circulating culvert. Repairs were made by filling the cavities with shale rock, levelling down and adding macadam and by blinding and re-rolling the whole. Eight sets of iron ladder rangs, for life saving, wore put on the lower side of the pier.

Section 46.-The roadway top of the pier was re-surfaced, new macadam and blinding added and rolled down.

Section 75, Longue Pointe.-The roadway of the eastern wharf was repaired and a plank runway of 38 feet by 6 feet laid down for horses employed in hoisting cargo.

General Repairs.-Ordinary general repairs have been freely made wherever needed and both woodwork and roadways kept in good condition. The face planking of wharfs was all overhauled and put in good repair; an agregate of 2,155 lin. feet of wharf had the face plank entirely renewed.

Macadamizing stone to the extent of 575 toises was used in the maintenance of the roadways and was distributed as follows :-
Sections 5 to 10 ..... Toise. ..... 91
Sections 12 to 20 ..... 220
Sections 21 to 30 ..... $137 \frac{1}{2}$
Sections 31 to 40 ..... 56 $\frac{3}{4}$
Sections 41 to 46 ..... $69 \frac{3}{4}$
Total ..... 575

## Harbours and Shipping.

Of the macadamizing stone purchased for the year's use $498 \frac{1}{2}$ toises were delivered on the wharfs in winter under contract, in unbroken stone, and broken by Commissionners men working piece work. Cost on depots on the wharfs $\$ 13.50$ per toise of $21 ; 000$ pounds including breaking and inspection. The remainder $76 \frac{1}{2}$ toises, was purchased from the jail und cost, in the jail yard, $\$ 9.10$ per toise.

Electric lighting.-Tenders for lighting the harbour by arc lamps of 98 amperes were called for at the end of March last, and a contract given to the Royal Electric Co., the lowest tenderers, for the summer's lighting at 20 cents per lamp per night. Lighting was commenced with 35 lamps on 25 th April, five more were added on 26 th ; on 12th May the number was increased to 81, on 13th to 84, and on the 14th to 88 lamps. Lighting was continued with this number until 29th June when six additional lamps were put in operation on the upper end of Wiadmill Point basin. On 17th August a lamp was placed at section 27, in order to facilitate work on the new deep water berth, and on 4th October an extra lamp was placed at section 17 to give better light at dumping ground on site of new pier. Lighting was continued from that date with 96 lamps until the 30th Nivember, after which the circuit was cut off from section 33 downwards, leaving 64 law ps in operction until 6th December, when Windmill Point circuit was cut out. Lighting was continned with the remaining 49 lamps until the 10th December when all were shut off with the exception of 3 lamps at Longueail ferry and one on the dump. The Longaenil ferry lamps were cut out after the night of 12th December, and the lamp at the dump, section 17, was continued until the 29th at the city's request and expense. Total expenditure for lighting during $1898, \$ 4,081.70$.

## NOTES

The river steamer "Paul Smith" is being wintered in the harbour at the entrance of the Lachine Canal, and is the only vessel besides those of the Harbour Commissionners being so wintered.

Grain Conveyor.-A deed was passed between the Harbour Commissioners and the Montreal Warehousing Company (the Grand Trunk Railway Co. being anderstood to be the role shareholder), dated 15th June, 1898, allowing the company to erect a grain conveyor on the Windmill Point wharf for shipping grain from its elevator on the Lachine Canal to barges in the apper end of the Windmill Point basin. The conveyor was built early in the summer, extending along the wharf on the northwest side of the basin to 300 feet from the head of the basin, so as to be of sufficient length to ship into all hatches of a barge of ordinary size, thus carrying out a scheme which has been in mind since the building of the elevator in 1872. The conveyor was first put into use on 10th June, and was in frequent use throughout the summer.

## dredging plant and dredging.

"The dredging plant used in 1898, was composed of three dipper dredges, four floating derricks, one double land derrick, one drilling and blasting boat, four tag boats, nineteen flat deck scows, one hopper bottom scow, a testing boat and a floating shop. All belong to the Commissioners, except the hopper bottom scow, which was borrowed from the Department of Public Works of Canada, and was used only ten days. Dimensions and other particulars of the different vessels are given in the anuexed table.

In addition to the plant which was used, the Commissioners have two dipper dredges and a floating derrick, which have become unsuited to the present harbour works, and are for sale.

The land derrick was wintered on the guard-pier, and all the floating plant was wintered in the Montreal harbour, near the entrance of the Lachine Canal, as had been done the preceding two winters.

In a movement of the field of ice within the guard-pier which took place on the 20th of March, the floating plant was moved, en masse, about 75 feet, but suffered no harm.

The winter repaire to the hulls and machinery of the dredging fleet were made by the Commissioners' own men, with exception of foundry work and some heavy machine work and forging, which were done by neighbouring shops.

The following are the chief items of repairs :-
Dredge No. 1.-Now crank dise put in one of the main engines, in place of one which cracked; main steam pipe altered from screwed to flanged connections, to conform to steamboat inspection law, and new steam pipe put on swinging ungine; slight repairs to boiler; shaft of 6 foot sheave under deck turned and new bush put in sheave; rim of turntable ropaired anew, where damaged by accident; three new pins put in hinges of spad-keepers, to replace broken ones; general light repairs to bucket; one forward spud renewed; deck caulked.

Dredge No. 2.-New cast iron pinion put on main crank shaft; new steel spar wheel on intermediate shaft; main steam pipe fitted with flange instead of screwed connections, to conform to steamboat inspection law, and new steam pipe for swinging engine; top of steam drum re-riveted: two new crank discs put on swinging engines; bucket handle taken apart and re-riveted; one new forward spud and the after spud renewed.

Dredge No. 3.-New steel spur wheel and new cast iron pinion put on intermediate shaft of main machinery; main steam pipe fitted with flanged instead of screwed connections, to conform to steamboat inspection law; new steel pinion for stern spud gear ; new bush in backing drum; five sheaves on top of forward spuds, replacing others which failed.

In summer the dredge having become leaky was put in dry dock, the first docking since being built in 1894, and the following repairs made; forward spud keepers re-riveted throughout; brackets of the spud sheaves, in the hold, were bolted down anew ; the spud slides, both bow and stern, repaired and plating largely renewed; hull caulked and light repairs made.

Dredge No 7.-New sprocket wheel put on the crane, preparatory to the dredge being loaned to the Department of Public Works of Canada.

Derrick No. 2.-New ring put on point of boom to carry the hoisting block; new sheave and pin in point of boom; back stays of $A$ frame renewed; new mast for boom and turntable; turntable repaired and put on new mast; deck repaired and caulked ; top sides of hull caulked; clam shell bucket repaired.

Derrick No. 4.-New bevel gear-wheel for hoisting spuds; spud shaft and spud drum straightened; new bush put in spud drum; new pinion on crank shaft of swinging engines; bow planking repaired and caulked; top sidos caulked.

Derrick No. 5.-General light repairs to maohinery and clam shell bucket; tubes of boiler expanded in ends; bow and stern planking repaired and caulked; top sides caulked.

Derrick No. 6.-Goneral light repairs to machinery; turntable repaired; bed plate of swinging sheares on deck repaired ; new sheave at lower end of boom; boom staye struightened and repaired; clam shell bucket repaired; planking repaired and caulked on bow and stern; top sides caulked.

Tug Aberdeen.-New and enlarged brasses for main crossheads; set of new valves in air pump; set of new headers in roller grate hars. Put in dry dock in lattor part of summer, stern bearing re-lined with lignum vitæ and hull painted.

Tug St. Peter.-Funnel renewed; tubes of boiler expanded and a crack in the furnace repaired. Put into dry dock in summer; new brass put in stern-bearing; planking of hull repaired and caulked; guard repaired.

Tug St. Louis.-Now built-up crank shaft put in to replace one which failed by cracking; new spouting and other repairs to boiler furnace; set of new blades put on propeller to replace a set broken by accident; stern repaired and deck caulked.

Tug M. P. Davis.—Guard repaired and patched ; deck repaired.
Drill Boat.-Fifty new tubes put in boiler; smoke stack lengthened; new shoes put on spuds: sky light repaired.

## Harbours and Shipping.

Floating Shop.-Put in dry dock; a considerable part of the planking renewed, and a large number of frames renewed; new stern-post; caulked all over; general over-haul and light repairs.

Testing Boat.-Fitted with steering gear for steering the tug from the chart room of the testing boat; steam-heating coils putin chart room; two new friction drums for working testing bars; new clamps put on index ropes.

Scowos.-Four flat deck scows, Nos. 21, 26, 27 and 28, built in 1891-92, had heavy repairs, including part new stuncheons under deck, part new outside planking and part new guard ribbons ; deck repaired and caulked; top sides caulked. Flat deck scow, No. 31, had part new stancheons under deck; part new side planking and fender ribbons ; deck patched and caulked, and top sides caulked. Flat deck scows, Nos. 22 and 34, had decks repaired and part of fenders renewed; top sides caulked. Flat deck scows, Nos. 29 and 32, had decks patched ; part new stancheons; top sides caulked. Flat deck scow, No. 33, had deck patched and top sides caulked. Five other flat deck scows had light repairs.

Wharf Scows.-(For wharf building) Three scows partly rebuilt; new ends and new decks put on; new lifting shears put on one scow.

Four rowing punts were bailt for use in wharf building and with dredging fleet.
A ten ton wooden hand crane was built and placed temporarily on the wharf near the floating shop for use in repairing buckets and for general lifting.

Two new forward spuds 36 ins. square by 60 feet long were made for the large dredges.

One new stern spud 24 ins. square by 60 feet long was made for the large dredges.

One old flat deck scow, one of those built between 1874 and 1875, which had not been used for some time, was loaned to the Department of Public Works, and in being towed to Laprairie was damaged and afterwards lost. An old 80 yard hopper scow, built in 1874, was borrowed from the Department of Public Works for use in the harbour enlargement work, and after ten days' ase, while being loaded it sprung a leak and sunk and was damaged. It was not considered worth repairs and its loss was offset against the loss of the commissioners' fat scow by government.

Dredges Nos. 4, 6 and 7, which had become unsuited to the depth to which the harbour dredging must now be done, were not fitted out nor ased for the harbour work, nor was derrick No. 3, of which the hull is much decayed.

Dredge No. 4 was sold in June to the Canadian Construction Company, and one of the older flat scows was given with it.

Dredge No. 7 was fitted out in June at the expense of the Harbour Commissioners of Three Rivers, and leased to them from 20th June to 17th August, and was afterward loaned to the Department of Public Works of Canada from 9th September to 17th November.

The harbour dredging fleet was served throughout the summer by the tugs "St. Peter,""St.Louis" and "Aberdeen." The Commissioners' small tug "M.P. Davis,"which had been loaned to the Department of Public Works of Canada since August, 1896, was required for service in crib building, as also for occasional service in the dredging fleet. At the request of the Commissioners the department furnished the use of another amall tug to work in her siead, from 21st October, to 31st. On the 31st the "M. P. Davis" was returned and was kept in use until the close of the season.

The getting of the dredges to work in the spring was delayed very much beyond what the early opening of the river would have permitted, because of uncertainty as to what new harbour work, if any, should be undertaken. Fitting up was not commenced antil 6th April, which was ten days after the harbour was practically clear of ice. The derricks were first pushed forward so that they could be used in clearing the wharfs of ice, and No. 4 was put at that work on 11th April, No. 5 followed on 13th, and No. $G$ on 18th. Dredging was commenced by No. 2 dredge on 25 th April, No. 1 followed on the 27th, and No. 3 on the 28th; and all were worked in the harbour nntil stopped in the fall by frost. No. 1 dredge was stopped on 1st Dec.; and Nos. 2 and 3 on the 2nd. All the vessels of the dredging fleet were laid up for winter in the Windmill Point basin, opposite sections 6 and 7 .

The aggregate number of days during which the dredges were on duty, reckoning every day except Sundays, from their commencing in spring until stopping in the fall, was: No. 1, 186 days; No. 2, 189 days; No. 3, 186 days. Total, 561 days.

The drill boat was fitted out on 20th June, and leased to the Department of Railways and Canals of Canada, and was used for drilling and blasting in the Lachine Canal and in Lake St. Louis until 3rd October, when it was returned. After repairs it was set to work for the commissioners on the harbour works on 17 th October and continued working, with exception of three days for repairs, until 26th November, making 33 days of service in the harbour.

The dredges worked by day only, on a nominal working time of ten hours per day. This, for the 561 days' aggregate of the three dredges, gives them a total of 5,610 hours' nominal service; but the actual working time, after deducting that lost for repairs, changing positions, detentions by ships and all other causes, was reduced to $4,332 \frac{1}{2}$ hours, or an average of $77 \cdot 23$ per cent of the nominal service. Included in the 561 days' aggregate time is ten days spent by dredge No. 3 for general overhaul, as before described. The percentage of time of actual work is smaller than the average of recent years for the same dredges, because of the time lost in dry dock, and a considerable loss of time waiting for scows, mainly due to the long distance to which much of the dredgings had to be towed for unloading.

The total outlay for working the whole fleet, except the drill boat, was $\$ 61,011.79$, and this, as usual, embraces the entire cost of working the plant and machinery, including repairs, outfit, fuel, wages, salaries, management charges, insurances, and all other outlays except interest on capital and depreciation of plant.

The cost of maintaining and working the three dredges and the tage and scows which served them was $\$ 44,651.37$, or an average of $\$ 79.59 \frac{1}{4}$ per day per dredge.

The cost of maintaining and working the four floating derricks for unloading scows was $\$ 16,360.42$, or $\$ 26.69$ average per day for 613 days' aggregate service.

The following are the comparative costs and quantities of dredging for 1898 and for previous years:-

| Years. | Cubic Yards Dredged. | Total Cost. | Cost per Cubic Yard. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 8 | Cts. |  |
| 1875........ | 151,719 | 68,979 | 45 |  |
| 1876. | 156,082 | 55,463 | ${ }^{3550}$ |  |
| 1877. | 173,499 | 45,103 | ${ }_{23}^{26}$ |  |
| 1879. | 189,609 | 41,006 | ${ }_{21}^{23}$ |  |
| 1880 | 186,430 | 46,914 |  |  |
| 1881. | 170,764 | 54,128 | 31180 |  |
|  | 187,339 9,429 | $\begin{aligned} & 53,598 \\ & 13,254 \end{aligned}$ |  | Spoon dredges and stone-lifters. Elevator dredges. |
|  | 196,768 | 66,852 | 33189 | Totals and average. |
|  | $\begin{gathered} 36,358 \\ 6,990 \end{gathered}$ | $\begin{gathered} 17,956 \\ 19,385 \end{gathered}$ |  | Spoon dredges and stone lifters. <br> Elevator dredges-lifting roek and boulders and |
|  | 43,348 | 37,341 | 8610 | Totals and average. |
| 1884. | 125,648 | 49,468 | 3998 | Spoon dredges and stone-lifter. |
| 1885. | 69,494 | 28,563 | 41.10 | " " |
| 18887. | 57,728 36993 | 25,772 23,259 | ${ }_{62}^{44}$ | ", " |
|  |  |  | 22 |  |

## Harbours and Shipping.

Comparative Costs and Quantities of Dredging for 1898, \&c.-Concluded.

| Years. | Cubic Yards Dredged. | Total Cost. | Cost per Cubic Yard. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| 1888.. |  | 8 | Cts. |  |
|  | 73,150 2,077 | $\begin{array}{r} 36,690 \\ 1,333 \end{array}$ | $\begin{aligned} & 50 \frac{18}{18} \\ & 641 \% \\ & 64 \% \end{aligned}$ | Spoon dredges and stone-lifter. Elevator dredges. |
|  | 75,227 | 38,023 | $50{ }_{10}^{865}$ | Totals and average. |
| 1889.......... | $\begin{array}{r} 205,283 \\ 9,420 \end{array}$ | $\begin{array}{r} 54,574 \\ 2,996 \end{array}$ |  | Spoon dredges and stone-lifter. Elevator dredge. |
|  | 214,703 | 57,570 | $26^{8100}$ | Totals and a verage. |
| 1890. | 186,650 | 53,674 | 28.80 | Spoon dredges and stone-lifter. |
| 1891 | $\begin{array}{r} 259,267 \\ 43,290 \end{array}$ | $\begin{aligned} & 49,571 \\ & 14,232 \end{aligned}$ |  | Spoon dredges. Elevator dredge. |
|  | 302,557 | 63,803 | $21_{1}{ }^{8} \overline{6}$ | Totals and average. |
| 1892. | 361,947 | 93,595 | $25{ }^{588}$ | Spoon dredges. |
| 1893. | 235,280 | 93,050 | 39950 | " |
| 1894 | 312,430 | 98,858 | 31. | " |
| 1895. | 496,528 | 99,400 | $20{ }^{20}$ | " |
| $1896 . . . . . . . . . . . .$. | 401,938 | 103,317 | 25 \% ${ }^{\text {P }}$ | " |
| $1897 \times . .$. | 284,844 | 68,211 |  | " |
| 1898 .... ....... | 456,458 | 61,012 | $13_{1 \% \overline{0}}{ }^{37}$ | " |

The year 1898 is the first in which only the large dipper dredges were employed in harbour work, and an analysis of the results is therefore of interest.

It will be noticed on comparing the gross quantities dredged in the different years, that that in 1898 is larger than in any preceding year, except in 1895, irrespective of the extent of plant employed; and that it was larger by 14 per cent. in 1898, with only the three large dredges employed, than the average of the two immediately preceding years, with the three small as well as the three large dredges at work. But on the other hand, the dredging was 93 per cent of earth and only 7 per cent of rock in 1898, as against 63 per cent earth and 37 per cent rock in the preceding two jears. But it is also to be noted that the advantage in dredging the larger proportion of earth is not so great as might be supposed, for the large dredges which alone worked in rock, are specially designed to do so, and the average cost of their dredging for the last three years is only 20.8 cents per cubic yard of rock, loose measurement, as against 10.7 cents per cubic yard of earth.

But for clearer comparison, the earth dredging alone, by large dredges alone, may be considered, and in this case the cost in 1898 was only $8 \cdot 73$ cents per yard, as against 11.67 cents per yard average for the two preceding jears, which shows that 1898 was the lowest by 25 per cent.

Further analysis of the items of cost shows that the cost of maintaining and Working the large dredges averaged $\$ \mathbf{\$ 5 . 6 9}$ per dredge per day in 1898, as against \$48.23 average of the preceding two years; but, on the other hand, the cost of maintaining and working the dredges and serving them with tugs and scows (exclusive of derrick service in unloading scows) cost $\$ 78.59$ per day's work in 1898, as againstian average of $\$ 75.22$ in the two preceding years; which shows that while the cost of working the dredges alone was low in 1898, the cost of serving them by tugs and scows was high. The reason of this will be seen, by comparing the lists of
plants employed, to be mainly due to the fact that there was practicalif the same tug and scow plant employed in serving the three large dredges in 1898 as in serving the three large and three small dredges together in the preceding two years; and the reason for this in turn, as can also be found from the records, is that in 1898 the dredging places and dumping places were on the average so much further apart and the quantity of stuff handled so much greater than in the preceding years, that the tug and scow service had to be practically the samo for the three dredges in 1898 as for the six in 1897 and 1896.

It thus comes to light that, although the cost of working and serving the large dredges, as measured by time, is greater in 1898 than the average in the two preceding years, the relative costs as measured by the quantity of work done, which is the important practical matter, are quite reversed; and that, when further compared with the cost of former work done of the small dredges, the result is more favourable to the latter work of the larger dredges. The answer to the self-suggested question of how the quantity of work done in 1898 has beeu so much inoreased as to bring out so satisfactory a result, is doubtless to be found in improved immediate management and working of the plant, enlarged dredge buckets und other improvements, and in the use of the powerfal new dredges built for the work in hand, instead of the smaller ones, which had become unsuitable.

The cost and character of the dredging in different parts of the harbour in 1898 are given below. All the quantities are either scow measurements from the tallied number of flat deck scow loads of measured average capacity, or box measurements from the tallied number of boxes placed on scows, and containing four cubic yards per box.
-The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tuge and scows, as explaiued on p. 22; but does not include the cost of unloading the dredgings from scows by derricks which is separotely given.

Sections 5 to 10 (Windmill Point Basin). -The dredging of 1898 consisted for the most part in cleaning up the work of former years, and the materials taken up were chiefly loose rock in detached pieces or small heaps, with some misture of mud and sewage deposit. For the remainder the dredging consisted partly of the deepening of shoal places of solid rock and partly of taking out blasted rook. The cost of the dredging varied from about $12 \frac{1}{2}$ cents per cubic yard for the dredged of blasted rock (not including cost of blasting), to 41 cents per cabic yard for cleaning off isolated pieces and patches of loose rock. Total quantity of all sorts dredged during the year, 30,038 cubic yards; average cost, 3477 cents per yard, scow and box measurements; depth of water to which dredging was done, during time of dredging, 30 to 38 feet. Unloading by floating derricks, 3 a cents per yard.

Section 11 (approach to Windmill Point Basin).-Deepening the channel; shale and trap rock not blasted, bouldern, gravel and hard-pan; 30 to 38 feet depth: $16,77^{4}$ cubic yards, box and scow measurement; cost 18.74 cents per cubic yard, box and scow measurement. Unloading by floating derricks $3 \frac{2}{3}$ cents per yard.

Sections 13 and 14.- Deepening shoal places and cleaning up ships' berths: shale, trap, hard-pan and mud; 30 to 36 feet depth; 15,024 cubic yards, box and scow measurements : cost, 18.32 cents per cubic yard. Unloading by floating derricke, 22 cents per yard.

Section 15.-Cleaning out ships' berths; ashes, coal, stones, \&c.; about 35 feet depth; 750 cubic yards, scow and box measurement; cost, 10.89 cents per cubic yard. Unloading by floating derricks, $3 \frac{2}{3}$ cents per yard.

Section 27.-Making seats for cribwork and cutting away part of the head of Molson's shoal to lengiten deep water berth and to make approach to same; tough silt, sand and stones; 33 to 38 feet depth; current, 5 to 6 miles an hour; 46,144 cubic yards, box and scow measurement; cost, 10.36 cents per yard. Unloading by floating derricks, 32 cents per yard.

Section 35.-Cleaning out ship's berth; sand and stones; 30 to 35 feet depth; 300 cabic fards, scow measurement; cost, $27 \cdot 23$ cents per yard. Unloading by floating derricks, $3 \frac{2}{3}$ cents per yard.

## Harbours and Shipping.

Sections 34 to 40.-Deepening shoal places between the wharfs and the ship channel ; sand, with some stones; 32 to 36 feet depth of water; current about 4 miles per hour ; 27,967 cubic yards, box and scow measurement; cost, $12 \cdot 4$ cents per yard. Unloading by floating derricks, $3 \frac{2}{s}$ cents per yard.

Section 44 (basin at lower side of pier, Hochelaga).-Deepening shallow places in basin; silt and sand; 30 to 36 feet depth; 4,200 cubic yards, box and scow measurement; cost, 13.61 cents per yard. Unloading by floating derricks, $3 \frac{2}{3}$ cents per yard.

Sections 47 and 48.-Removing shoal alongside of ship channel ; silt, sand and stones; 32 to 36 feet depth; 12,263 cubic jards, soow measurement; cost, 12.67 cents per yard. Unloading by derricks, $3 \frac{3}{3}$ cents per yard.

Ship Channel (opposite Sections 19 and 20).-Widening the channel on south side; sand, gravel and stones; 32 to 36 feet depth; current, about 3 miles per hour ; 1,725 cubic yards, box measurement; cost, 13.98 cents per yard. Unloading scows by floating derricks, $3 \frac{2}{3}$ cents per yard.

Opposite Section 32, in Current St. Mary.-Removing a small heap of boulders; about 35 feet depth; current, about $6 \frac{1}{2}$ miles per hour; 37 cabic yards, scow measurement; cost, $\$ 2.21$ per yard. Unloading by derrick, $3 \frac{2}{8}$ cents per yard.

Island Shoal.-Cutting away side of shoal for harbour enlargement works; tough silt, sand, gravel and stones; 34 to 36 feet depth ; 233,827 cubic yards, scow and box measurement; cost, 7.01 cents per yard. Unloading scows by derricks, $3 \frac{3}{3}$ cents per yard.

Section 17.-Dredging crib seats for harbour enlargement works; silt, sand and stones; about 34 feet depth; 23,023 cubic yards, scow and box measurement; cost, 5.93 cents per yard. Unloading scows by derricks, 32 cents per yard.

Total Dredging done during the year, 456,458 cabic yards, box and scow measurement; average cost, $9 \cdot 782$ conts per yard. Unloading the dredgings off scows by floating derricks partly from deck by clam shells and partly from boxes, and placing it in spoil banks, in crib work, or on cars on the guard pier, average cost, 32 cents per yard.

Rock Blasting (Windmill Point Basin).-The drill boat was used only a short time, with one boiler taken off, and therefore only two of the three drills in ase, and with part of the crew untrained. The rock blasted consisted of about one-third shale and two-thirds trap-rock; grade line of finished bottom, 29 feet to $27 \frac{1}{2}$ feet below water surface, at the time of working.

| Working days, 17th October to 1st November........ do 5th to 26th November. $\qquad$ | 14 days 19 days |
| :---: | :---: |
| Total | 33 days |
| Working time per day | 11 hours |
| Number of holes drilled and blasted | 344 holes |
| Average depth of each hole, in rock...................... do do from surface of water. | 8.73 feet $31 \cdot 86$ feet |
| Total quantity of rook drilled and efficiently blasted, measured in solid to 6 inches below finished bottom. | 2,410 cubic |
| Cost per cubic yard, measured in solid. | 95 cents |

Appended are tables giving additional particulars regarding the dredging and dredging plant in 1898.
Harbour Dredaing.-Abstract of Work done by each Dredge for the Harbour of Montreal in 1898.


Harbours and Shipping.
Harbour Drbdaing.-Statement showing the number of days worked by each dredge and the quantity dredged at each place in the Harbour of Montreal in 1898.

Harbour Dredging．－Statement showing cost of Harbour Commissioners＇dredging by different dredges，with their proportion of

| Versels． | Dredge Service． | Tug Service． | Scow and Box Service． | Dredge with Tug and Scow Sarvice added． |  |  | Quantity <br> Dredged． |  |  | Proportions of Materials Dredged． |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Cost． | Proportion of Cost． | Proportion of Cost． | Cost． |  |  |  |  |  | Earth． | Rock． |
|  | \％cts． | \＄cts． | \＄cts． | \＄cts． | Days． | \＄cts． | c．yds． | cts． | cts． | p．c． | p．c． |
| Spoon dredge No． 1. | 7，962 02 | 4，470 34 | 1，836 40 | 14，268 76 | 186 | $76{ }^{71} \frac{1}{4}$ | 141，783 | － 1001 | $3{ }^{2}$ | 88 | 12 |
| $1{ }^{1} \quad$ No． 2 | 8，780 46 | 4，542 43 | 1，866 04 | 15，188 93 | 189 | $8036{ }^{\text {\％}}{ }^{\text {\％}}$ | 158，428 | － 0959 | 3 3 | 91 | 9 |
| ＂No． 3. | 8，886 94 | 4，470 34 | 1，836 40 | 15，193 68 | 186 | $8168{ }_{1}{ }^{\text {\％}}$ | 156，247 | －0972 | $3{ }^{2}$ | 99 | 1 |
| Totals and averages | 25，629 42 | 13，483 11 | 5，538 84 | 44，651 37 | 561 | 7959.20 | 456，458 | －0978 | $3{ }^{2}$ | 93 | 7 |

[^2]Harbours and Shipping.
IIarbour Dredging.-Statement showing particulars of Cost of working the differont Vessels omployed in Harbour

List of Harbour Commissioners' Drodging Plant, 1898.




[^3]F. Gourdeau, Esq.,<br>Deputy Minister of Marine and Fisheries, Ottawa, Ont.

Sir,-By direction of the Harbour Commissioners of Montreal, at their meeting on the 24th instant, I send herewith for the information of the Hon. the Minister of Marine and Fisheries a copy of the report of the acting harbour master, for the calendar year 1898.

I have the honour to be, sir, Your obedient servant,

ALEXANDER ROBERISON, Secretary.

## REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL, FOR THE YEAR 1898.

Harbour Master's Ofyice,<br>Montreal, 5th January, 1899.

Alreander Robertson, Esq.,
Secretary Harbour Commmissioners of Montreal.
Sir,-I beg to submit, for the information of the Harbour Commissioners of Montreal, the following as my annual report for the year ending 31st December, 1898.

Appended thereto will be found six comparative statements showing respectively for the past ton years:-

1. The number, tonnage and classification of sea-going vessels that arrived in port.
2. Those that have arrived from the maritime provinces.
3. Number and tonnage of inland vessels.
4. The dates of the opening and closing of navigation, \&c.
5. The number and tonnage belonging to the different nationalities.
6. The number and tonnage of vessels consigued to the different agents.

A glance at these statements will show that 868 sea-going vessels arrived in port during the past season with a tonnage of $1,584,072$. tons, an increase of 72 vessels and 205,070 tons over the previous year.

Of these vessels 814 were built of iron or steel, with a tonnage of $1,560,536$, and 54 were built of wood with a tonnage of 23,536 tons.

There arrived also 6,941 inland vessels, with a tonnage of $1,807,892$ tons, an increase over the previous year of 557 vessels and 673,546 tous; making a grand total of vessels of all classes of 7,809 vessels and a tonnage of $3,391,964$ tons; an increase over the previous year of 629 vessels of all classes and 878,616 tons.

Some of the principal items of exports and imports (as obtained from the best . sources of information) were :-

## Exports.

Lumber.-There were shippod during the season to the United Kingdom and Continental ports, $323,435,266$ feet board measure of lumber and timber of all kinds, an increase over the jrevious year of $2,632,533$ feet.

## Harbours and Shipping.

To the River Plate there were shipped 11,993,924 feet an increase over 1897 of 11,576,419 feet.

Grain.-There were shipped during the season:

|  | ${ }_{8}^{\text {Buabhela }}$ |
| :---: | :---: |
| Corn | 9,214,299 |
| Pease. | 1,648,705 |
| Oats... | 6,781,239 |
| Berley | 321,297 |
| Rye. | 983,979 |
| Flax seed | 771,071 |

making a grand total of $\mathbf{3 8 , 7 1 0 , 2 5 9}$ bushels, an increase of $\mathbf{1 1 , 6 6 4 , 6 9 9}$ bushels over the previous year.

Flour.-There were shipped 857,168 barrels, an increase of 271,355 barrels ovez the previous yeur.

Meal.-There were shipped $\mathbf{3 9 , 9 1 1}$ barrels, an increase of 2,561 barrels over the previous year.

Eggs.-There were shipped 190,018 cases, an increase of 22,898 cases over the previous jear.

Checse-There were shipped $1,836,261$ boxes, a decrease of 242,458 boxes over the previous year.

Butter.-There were shipped 300,161 packages, an increase of $\mathbf{7 7 , 2 3 8}$ packages over the previous year.

Apples.-There were shipped 389,508 barrels, an inorease of 218,724 barrels over the previous year.

Cattle.-There were shipped 94,136 head, showing a decrease of 23,111 head from the previous year.

Sheep.-There were shipped 33,499 head, a decrease of 27,139 head from the previous yeur.

Horses.-There were shipped 4,024 head, a decroase of 6,027 from the previous year.

Bay.-There were shipped 19,072 tons, a decrease of 17,253 tons from the provious year.

## Imports.

Coal.-We received from Great Britain $\mathbf{3 7 , 8 0 8}$ tons, a decrease of $\mathbf{1 0 , 9 4 6}$ tons from the previous year.

From the United States we received 235,983 tons, a decrease of 41,273 tons from the previous year.

From the maratime provinces we received 849,863 tons, an increase of 151,123 tons over the previous year.

This shows a total quantity received from all sources of $1,123,654$ tons, an increase of 98,904 tons over the previous year.

Of the total quantity received, 877,014 tons were discharged in the harbour and 246,640 tons in the canal.

Cement.-Theru were received from all sources 361,843 barrels, an increase of 69,639 barrels over the previous year.

Scrap Iron.-We received from all sources 21,066 tons, an increase of 6,875 tons over the previous year.

Fire Bricks.-We received from all sources $2,720,000$ bricks.
Scoria Blocks.-We received from all sources, 531,000 blocks.

It is with pleasure that I chronicle the arrival of three of Her Majesty's war--ships in the harbour during the early autumn.
H.M.S. "Talbot" and "Indefatigable" arrived on the 301h Soptember, the former with Vice-Admiral Sir John Fisher on board, he :aving transterred his flag from the "Renown" at Quebec.

On the 5th October H.M.S. "Pallas", arrived, and on 6th the "Indefatigable" left for Quebec, followed by the "Talbot" and "Pallas" on the 10th.

We had also during the season the following American revenue cutters"Gresham," "Algonquin " and "Ouondaga," on their way from the great lakes to Boston and New York, the last two of these being out in two at Ogdensburg and pot together again in Cantin's dry dock at Montreal. The Uhitod States revenue cutter "Morrill" arrived late in the antumn from New York to Lake Michigan.

I am pleased to be able to state that, notwithstanding the great increase in traffic and the congested condition of the harbour, the roadways were kept in very good repair.

Last spring I sent notices to all parties concerned that the by-law regarding the removal of goods from the wharfs would be strictly enforced during the season, and this had the effect of having inward cargoes removed in good time.

Yours respeotfully,
T. BOURASSA, Acting Harbour Master.

## Harbours and Shipping.

## WEATHER REPORT FOR 1898.



WEATHER REPORT FOR 1898-Continued.

| Dat |  | Wind (at 9 to 9 a.m.) | Temperature (at 8 to. 9 amm.) | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| Mar. 12.. |  | South | 42 above. . . . . . . . . . . . . . . . | Dull day. |
| " | 13.. |  | 40 " ...................... |  |
| " | 14.. | North-east. . | 30 | Blowing .hard. |
| " | 15.. |  | 22 | Fine day. |
| " | 16. | South | 32 | Last crossing on ice, snowing. |
| " | 17.. | Wert | 43 | Men closing up the ramps. |
| " | 18. |  | 36 | Fine day. |
| " | 19. | North | 34 | Ice shoved, water 37 ft .8 in ., harbour fleet moved 36 ft . up stream. |
|  | 20. | West. | 38 | Water 41 ft . 1 in . |
| " | 21. | South | 32 | Water still high. Dull day. |
| " | 23. | North-west. | 40 | Fine day. |
| " | 24.. | North | 26 |  |
| " | 25. | South | 30 | Water going down. |
| " | 26. | South-west. | 42 | Fine day. |
| " | 27. | South | 43 |  |
| " | 28. | " | 46 | Men opening ramps ; tug breaking ice. |
| " | 29. | " | 42 | Raining. |
| " | 30. | " ${ }^{\text {a }}$.... | 38 | Fine day, |
|  | 31. | North-east | 30 | Steamer "Longueuil" arrived at 9".m., navigation opened. |
| A pril | $1 .$. | North. | 24 |  |
| " | 2. | South-west | 34 | " |
| " | 3. | North | 24 | " |
| " | 4.. | North-east. | 23 | Big snowstorm. |
| " | 5. | South | 28 | Fine day. |
| " | 6 | North-east | 32 | " |
| " | 7 | - ${ }^{\prime}$ | 34 | Men putting up sheds. |
| " | 8. | South-west | 48 | Fine day. |
| " | 10.. | West | 438 | Capt' Howard died at 730 m . ${ }^{\text {fine das }}$ |
|  | 11.. | North | ${ }_{46}^{5}$ | Capt. Howard died at $7.30 \mathrm{a} . \mathrm{m}$.;fine day. Fine day. |
| " | 12. | North-east. | 51 | Harbour master buried at 2.30 p.m. ; fine day. |
|  | 14.. |  | 50 | Fine day. |
| " | 15. | North-east | 46 | Dull day. |
| " | 16.. |  | 44 | Fine day. |
| " | 17.. | North.. | 148 |  |
| " | 18.. | North-west.. | 42 | Quebec koat arrived this a.m. |
| " | 19.. | South-west | 52 | Fine day. |
| " | $20 .$. | South .. | 42 | Rain. |
| " | 21. | North-east | 40 | $\begin{aligned} & \text { At } 2 \text { p.m. SS. "Campana" arrived } f \\ & \text { Quebec. } \end{aligned}$ |
| " | 22. | North-west.. | 54 | Fine day. . |
| " | 23. | North-east. | 43 |  |
| " | 24. | No' | 41 | Water let into the canal. |
| " | 25. | North | 44 | Canal opened at 8 a.m. |
| " | $26 .$. 27. | North-east... | 42 | SS. "Scotsman" arrived at 7 a.m., first steamship from sea. |
|  | 27. | North-east.. | 44 | Fine day. |
| " | 29. | North-east | 42 " | Dull day. |
|  | 30. | North | 52 | Fine day. |
| May | 1. | North-east | 60 | Fino day. |
| , | $2 .$. |  | 53 |  |
| " | 3. | South | 53 " | Dull day. |
| " | 4. | Nort | 48 | Dark day ; rain. |
| " | 5.. | North-east | 46 | Rain. |
| " | 6. | East. | 42 | Fine day. |
|  | 7. | " | 44 | " |
| " | 8. | North-east | 48 | " |
| " | 9. | " | 48 | " |
| " | 10.. | East. | 46 | " |
| " | 11.. | South .... | 48 | Rain. |
| "' | 12.. |  | 53 |  |
| " | 13.. | South-east. | 50 | Dark day. |
| " | 14.. | " | 49 | Dull day. |
| " | 15.. | "......... | 49 " . . . $\because 3$ | Fine day. |

Harbours and Shipping.

WEATHER REPORT FOR 1898-Continued.

| Dat |  | Wind (at 8 to 9 a.m.) | Temperature (at 8 to $9 \mathrm{~mm} . \mathrm{m}$. ) | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| May 16.. |  | South | 62 above | Fine day:* |
| " | 17. | East. | 64 " |  |
| " | 18.. | South-west . | 54 " |  |
| " | 19.. | North-east.. | $52$ | Dull day. |
| " | 20.. | " .. | $62$ | Fine day. |
| " | 21. | West" | 68 " | " |
| " | 23. | South-west | ${ }_{66}^{68}$ | Kain. |
| " | 24. | " | 60 |  |
| " | 25. | " | 64 | Dull day. |
| " | 26. | East... | ${ }_{63}^{58}$ | Fine |
| " | 28. | South | 63 | Fine day. |
| " | 29. | Wast.. | 64 | Showery. |
| " | 30.. |  | 60 | Dull day. |
| " | 31. | South-east. . . . . . . | 68 " | SS. "Strathmore" laying at new wharf Windmill Point. |
| June 1. |  | East. | 76 | Fine day. |
|  | 2. |  | 74 | " |
| " | 3. | North..... | ${ }_{66}^{66}$ | " |
| " | 4. | North-east | 60 | Dull day. |
| " | 5. | South | 76 | Fine day. |
| " | 6. | North-east.. | 60 | , |
| " | 7. | , | 60 |  |
| " | 8. 9. | West" | 72 | Dull day. |
| " | 10.. | West. | ${ }_{50}^{70}$ " |  |
| " | 11. | North-east | 59 | Dull day. |
| " | 12. | East.. | 62 " | Rain. |
| " | 13. |  | 70 | Fine day. |
| " | 14.. | North-east.. | 72 | Rain. |
| * | 15.. | North . | 54 | Fine day. |
| " | 16. | West. | 70 | " |
| " | 18.. | Sonth | $\begin{array}{ll}68 \\ 64 & \text { " }\end{array}$ | Rain. |
| " | 19.. | West. | 62 | Fine day. |
| " | 20. | N | ${ }^{66}$ |  |
| " | 21. | North-weat. | ${ }_{6}^{59}$ | Inull day. |
| " | 22. | North-east. | 60 | "'day |
| " | 24. | West:.... | 72 | Fine day. |
| " | 25. | South-west | 74 | Warm day. |
| " | 26. | East. | 70 | Rain. |
| " | 27. | Weat. | 72 | Dull day. |
| " | 28. | South . . . | 68 | Rain. |
| " | 29. | North-east. | 71 | Fine day. |
| July | 30. | South | 73 | " |
| " | 2. | West.............. | 72 | " |
| " | 3. | " -............... | 76 " . | " |
| " | 4. |  | $78 \quad 1 . . . . . . . . . . . . . . . . . . ~$ | - |
| " | 5. | North-east. | 54 " | " |
| " | 6. | South ... ... | 66 | " |
| " | 7. | Weat.... . . . . . . . . | 72 | " |
| " | 8. |  | 70 |  |
| " | 9. | North-west. | 68 | Dull day. |
| " | 10. | North | 54 | Fine day. |
| " | 11. | North-east. | 56 | " |
| " | 12. | Weat. | 68 "................. | " |
| " | 13. |  |  | Dull day. |
| " | 15. | North-east | 74 " 11 ..................... | Fine day. |
| , | 16. | North-west. | 72 | " |
| " | 17. | North-east. | 70 | " |
| " | 18. | South.... | 76 | Dull |
| " | 19. | West | 78 | Dull day. |
| " | 20. | " | 84 | Fine day. |
| " | 21. | North...... ... | 28 " | " |
| " | 23. | Weat ... |  | " |
|  |  |  | 37 |  |

WEATHER REPORT FOR 1898-Continued.

| Date | Wind (at 8 to $9 \mathrm{am} . \mathrm{m}$. | Temper | rature (at 8 to 9 a.m.) | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| July ${ }^{2}$ | West <br> South | 76 above. $\qquad$ |  | Fine day. |
| " 2 |  |  |  |  |
| " 2 | Fast | $\left\lvert\, \begin{array}{cccc} 80 & \text { " } & \ldots & . . . \\ 68 & \prime \prime & \ldots & . . . \\ \hline \end{array}\right.$ |  |  |
| $\cdots 2$ | West. | 78 |  |  |
| " 28 | South West. | 84 |  | SS. "Turret Court" ran into Black' bridge at 12.45 and badly damaged it. |
| " 2 |  | 80 | ........ .. |  |
| 13 | Fast. | 74 |  | Dull day. |
| Aug. ${ }^{\text {a }}$ | West. | 70 | . ........... ... | Fine day. |
| Aug. | North | ${ }^{68}$ |  | " |
| " | East | 70 |  | Dull day. |
| " | South | 72 | . . .... ............ |  |
| " | North | 68 |  | Fine day. |
| " | West. | 72 | ...... . ....... . . | " |
| " | " | 70 | .................... | " |
| " | " ${ }^{\text {a }}$.... | 80 |  | " |
| " | South-west | 78 |  | Dull' Black ibridge recommencing |
| " 1 | Fast ..... | 64 " | .................... | Dull. Black's ibridge recommencing work at 6 p.m. |
|  | North-east. | 68 |  | Fine day. |
| " | South-west | 78 |  |  |
| " | Weat. | 70 |  | Dull day. |
| " | " | 72 |  | Fine day. |
| " | South-west | 780 |  | Dull |
| " | North-east. | 73 |  | Dull day. |
| " | " | 62 | ....... ............ | Fine day. |
| " | " | 89 | . ........... ...... | Dull day. |
| " | West. | 68 |  | Fine day. |
| " | East. | 66 |  | Dull day. |
| " | West. | 77 |  | Fine day. |
| " | South | 66 | ........ .... .. | Dull day. |
| " | North-east. | . 64 | . ..... ..... ....... | " |
| " 2 | South.... | 60 | . ......... . ....... | " |
| 112 | North-east. | 61 | . ... ............. | Fine day. |
| " | West. | 62 | , .................... | " |
| " |  | ${ }^{60}$ | [ .... .... .......... |  |
| " | South. | 60 |  | Rainy day. |
| " | North-west | 78 |  | Cloudy day. |
| Sopt. | South... | 68 | , ................ . | Dull day. |
| " | South-east | 70 | ' , | Fine day. |
| " | West. | 74 | , ...... ....... .. | " |
| " | " | 76 | , ... ............. .. | " |
| " | " | 72 | ' ................... | " |
| " | " …… | 73 |  | T- |
| " | North-west | 71 | , .................... | Rainy day. |
| " | West..... | 64 | , ................... | Fine day. |
| " | North-east | 60 | , ..................... | " |
| " | North. | ${ }_{80}^{80}$ | ' | " |
| " | West. . | 56 | ' | " |
| " | South-west. | 52 | ' |  |
| " | West. . | 56 | ' | Commencing improvements of harbour at the Laprairie wharf. |
| " | South-west. | 59 | ' | Dull day. |
| " | . South. | 62 | ' | Fine day. |
| " | . South-west. . . . . | 70 | ' .............. .. ... | " |
| " | . West. . . . . . . . . . . . . | ${ }_{66}^{66}$ |  | Big" |
| " |  | ${ }_{68}^{66}$ | " . ... ......... | Big atorm of hail and rain. |
| " | North-west. | 58 | " | Fine day. |
| " |  | 48 | " | " |
| " | South | 64 " | " | " |
| " | " | 64 | , | Cloudy ; rain. |
| $\cdots$ | North........... . . . | 46 | " . | Dull day. |
| " | South-west..... | 64 | " | Fine"day. |
| " | . North... | 52 | " | Dull day. |
| " | East.. .. ... ........ | . 55 | " | Fine day. |

## Harbours and Shipping.

WEATHER REPORT FUR 1898.-Continúed.


WEATHER REPORT FOR 1898-Concluded.

T. BOURABBA,

Acting Harbour Master

## Harbours and Shipping.

## PORT OF MONTREAL.

Comparative Statement showing the Number, Tonnage and Classification of Seagoing Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

T. BOURASSA,
Acting Harbour Master.

## PORT OF MONTREAL.

Comparative Statement showing the Number, Tonnage and Classification of Seagoing Vessels that arrived in Port from the Maritime Provinces the past ten years.

| 㓪 |  |  | $\frac{\dot{H}}{\dot{E}}$ | $\begin{aligned} & \text { \&i } \\ & \text { © } \\ & \text { E } \\ & \text { E } \end{aligned}$ |  | $\begin{aligned} & \text { 㔡 } \\ & \text { E } \\ & \text { E } \\ & \hline \end{aligned}$ |  |  |  |  |  |  |  | Total Tonnage. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1889. | 184 | 174,076 |  |  | 1 | 998 |  |  | 3 | 441 | 52 | 4,668 | 240 | 179,188 |
| 1890 | 252 | 235,722 |  |  |  |  |  |  | 1 | 170 | 42 | 3,714 | 295 | 239,606 |
| 1891 | 272 | 260,702 |  |  | 2 | 1,462 |  |  | 2 | 520 | 29 | 3,067 | 305 | 288,751 |
| 1892. | 289 | 275,040 |  |  | 3 | 2,215 | 1 | 149 | 2 | 340 | 36 | 2,214 | 331 | 290,858 |
| 1888. | 333 | 324,188 |  |  |  |  | 1 | 169 |  |  | 34 | 2,577 | 368 | 326,984 |
| 1804. | 349 | 362,945 |  |  | 8 | 2,323 |  |  |  | 609 | 23 | 2,230 | 379 | 362,107 |
| 1895. | 256 | 296,256 |  |  |  |  |  |  | 5 | 1,070 | 30 | 2,734 | 291 | 300,060 |
| 1896. | 252 | 292,880 |  |  | 1 | 178 |  |  | 4 | 734 | 15 | 1,188 | 272 | 294,981 |
| 1897. | 298 | 364,936 |  |  |  |  |  |  | 2 | 376 | 31 | 1,051 | 311 | 366,363 |
| 1898. | 327 | 372,274 |  |  |  |  |  |  | .. |  | 14 | 1,397 | 341 | 373,671 |

T. BOURASSA,

Acting Harbour Master.

## PORT OF MONTREAL.

Compabatify Statement showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten yoars, with the greatest number in Port at one time.

|  | Years. | Number of Vessels. | Tonnage. | Greatest Number in Port at one Time. |
| :---: | :---: | :---: | :---: | :---: |
| 1889. |  | 5,847 | 1,069,709 | 187-15 Aug. |
| 1890. |  | 5,162 | 966,959 | 167-20 Oct. |
| 1891.. |  | 5,268 | 1,119,484 | 151-7 Sept. |
| 1892. |  | 5,200 | 1,049,600 | 159-6 Aug. |
| 1893. |  | 5,244 | 1,158,600 | 158-25 July. |
| 1894.. |  | 4,666 | 979,809 | 172-20 May. |
| 1895. |  | 4,498 | 943,717 | 160-20 July. |
| 1896. |  | 4,832 | 1,004,117 | 160-11 June. |
| 1897. |  | 6,384 | 1,134,346 | 200-30 July. |
| 1898. |  | 6,941 | 1,807,892 | 216-12 Aug. |

T. BOURASSA,<br>Acting Harbour Master.

## PORT OF MONTREAL.

Comparative Statement showing the dates of the Opening and Closing of Navigation, first arrival from sea, and the last departure for sea, the past ten years.

|  | Years. | Opening uf Navigation. | Closing of Navigation. | First Arrival from Sea. | Last <br> Departure for Sea. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1889. |  | April 14 | Dec. 29 | April 27 | Nov. 23 |
| 1890. |  | " 14 | 113 | " 30 | " 24 |
| 1891. |  | " 17 | " 17 | " 27 | " 21 - |
| 1892. |  | " 13 | " 23 | "' 23 | " 27 |
| 1893. |  | " 24 | " 4 | May 3 | " 23 |
| 1894. |  | " 12 | " 26 | April 27 | " 24 |
| 1896. |  | " 20 | " 6 | " 27 | 28 |
| 1896. |  | " 22 | " 19 | " 28 | 23 |
| 1897. |  | M" 17 | " 19 | " 30 | " 24 |
| 1898. |  | March 31 | 112 | " 26 | " 28 |

T. BOURASSA, Acting Harbour Master.

## Harbours and Shipping.

## PORT OF MONTREAL.

Statement showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1898, that were navigated by 32,323 Seamen.

|  | Nationality | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Versels. } \end{aligned}$ | Tonnage. |
| :---: | :---: | :---: | :---: |
| British |  | 779 | 1,489,240 |
| Norwegian |  | 69 | 84,953 |
| American. . |  | 14 | 7,412 |
| Danish |  | 1 | 1,548 |
| Canadian. |  | 4 | 573 |
| Swedish.. |  | 1 | 346 |

## T. BOURASSA, <br> Acting Harbour Master

## PORT OF MONTREAL.

Number and Tonnage of Sea-going Vessels that were consigned to the following Morchants during the season of 1898.

| No. | Narce of Firms. | Steam. | Tonnage. | Sail. | Tonnage. |  | Total Tonnage. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Kingman \& Co | 212 | 207,058 |  |  | 212 | 257,058 |
| 2 | H. \& A. Allan. | 96 | 241,119 |  |  | 96 | 241,119 |
| 3 | The R. Reford \& Co. | 95 | 189,066 |  |  | 95 | 199,066 |
| 4 | Elder, Dempster \& Co | 65 | 188,897 |  |  | 68 | 188,397 |
| 5 | D. Torrance \& Co... | 54 | 174,023 |  |  | 64 | 174,023 |
| 6 | McLean, Kennedy \& Co. | 68 | 127,773 |  |  | 68 | 127,773 |
| 7 | D. W. Campbell ... | 33 | 87,982 |  |  | 33 | 87,982 |
| 8 | Wm. Johnston \& Co. | 24 | 64,306 40,478 |  |  | 24 | 64,206 |
| 9 | Carbray. Routh \& Co | 30 | 40,478 |  |  | 30 | 40,478 |
| 10 | Furness, Withy \& Co. | 18 | 38,212 | 1 | 400 | 19 | 38,612 |
| 11 | The Intgrcolonial Coal Co | 28 | 34,514 | 1 | 190 | 29 | 34,704 |
| 12 | Hy. Dobell \& Co. | 38 | 27,598 |  |  | 38 | 27,598 |
| 1.8 | Jamen Thom.... | 6 | 22,277 |  |  | 6 | 22,277 |
| 14 | J. G. Brock \& Co. . . | 16 | 18,464 | 6 |  | 22 | 18,911 |
| 15 | Anderson, McKenzie \& Co | 6 | 10,822 | 7 | 7,232 | 13 | 18,054 |
| 16 | The Imperial Government. | 3 | 11,775 |  |  | 3 | 11,775 |
| 17 | T. R. McCarthy \& Co. | 3 | 4,069 | 3 | 2,768 | 6 | 6,827 |
| 18 | D. Robertson \& Co. | 15 | 6,120 |  |  | 15 | 6,120 |
| 19 | Masters.... | 11 | 3,905 | 4 | 1,520 | 15 | 5,485 |
| 20 | Eight others. | , | 9,528 | 16 | 4,079 | 23 | 13,607 |
|  | Total | 830 | 1,567,436 | 38 | 16,636 | 868 | 1,684,072 |

T. BOURASSA, Acting Harbour Mastor.

## APPENDIX No. 3.

## REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO FOR.THE YEAR ENDED 31st DECEMBER, 1898.

PURTY-RIGHTH ANNUAL REPORT.
To the Commissioners of the Harbour of Toronto:
Gentlemen,-I havo the honour to submit my Annual Report for the year 1898.
The harbour was clear of ice on the 16th May, having been frozen over for 82 days.

The ice formed on the 13th December, eleven days earlier than last year.
The first veesel to arrive, after navigation was open, was the S.S. "Lakevide," on the 13th March from St. Cathurines, with passengers and cargo. The last to arrive was the schooner "Antelope," on the 6th December, with coal from Charlotte.

The stone hooker "Defiance," taking advantage of a thaw, reached the Queen's wharf from Port Credit on the 5th January with a part load of stone. This is the first mid-winter arrival in many years.

The number of arrivals at this port daring the season was 3,393, as against 2,988 in 1897, being an increase of 405.

|  | 1897 | 1898 | Incresse | Decrease | $\begin{gathered} \text { Tonnage } \\ 1897 \end{gathered}$ | $\begin{gathered} \text { Tonnage } \\ 1898 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Propellers loaded......... | 270 34 | 412 35 | 142 1 | $\{$ | 92,118 | 119,522 |
| Steamers loaded. | 1,944 | 2,183 | 239 | \{ |  |  |
| "، light..... . . | 4 | 4 |  | , | 796,059 | 874,424 |
| Sailing vessels losded..... light............ | 707 29 | 746 13 | 39 | 16 \{ | 66,402 | 78,546 |
|  | 2,988 | 3393 |  |  | 954,579 | ,072,493 |

The trade of this port is, therefore, over two million tons register.
The number of vessels wintering' in the port are 79, viz.: 20 steamers, 23 schoobers, 10 propellers, 12 steam lannches, 6 yachts, 2 barges, and 2 dredges, with their scows, in all about 13,159 tons register.

Cash receipts from all sources, including balance from last year, amount to \$16,178.2?

Expenses of all kinds, including payment of $\mathbf{\$ 5 , 0 0 0}$ for five bonds which matured on 1st Jaly, 1898, amount to $\$ 14,020.39$, leaving cash balance of $\$ 2,153.90$.

Coal receipts this year by water are 136,872 tons of Anthracite, and $\mathbf{2 4 , 1 6 6}$ tons of Bituminous coal, in all 161,038 tons, as against 128,217 tons in 1897. This increase of 32,821 tons is ohiefly attribntable to the importations of the Toronto Bleotric Light Co., who, for the first time have brought most of their coal by wator. The total quantity of coal imported by rail and vessels, per retarns from the customhouse, is as follows: Anthracite, 304,396; Bituminous, 358, 284年; total, 662,680 $\frac{1}{2}$; as against 534,329 tons in 1897.

This has not been a good season for fruit, and keen railway competition has still further contributed to make a deurease of 275,691 packages compared with the returns of 1897.

Dredging has this year been chiefly confined to the eastern portion of the harbour where, as nseal, chamaels had to be cut to the various coal docks; the approachem of last year being completely filled in during the winter and spring by freshets in the Don. The channel at the Queen's wharf being of sufficient depth to
accommodate the light draft vessels which enter the harbour from the west, there was no dredging done there this year; a considerable sum huving been spent there in $1: 96^{\circ}$. The Bathurst street and Garrison Creek sewers continue to deposit considerable quantities of solid matter in this channel, and these deposits should be removed by the city authorities as no doubt they will be in the spring.

The highest water during the year was 15 inohes above zero on the 19th May, and the lowest was $9 \frac{1}{2}$ inches below zow on the 23rd Docember; avorage for the year is 3 inches abore zero, or 8 inches higher thon for 1897.

The Government engineer in charge of the harbour works at the eastorn entrance reports as follows:
"Daring the past season 67,000 cubic jards of sand were removed from the eastern channel, giving a depth of water, over the portion dredged, of 17 feet 6 inches below zero of Harbour Commissionera' gauge.
"Three additional groynes were constructed west of the breakwater for the protection of the beach at Centre Island."

The foghorn was sounded on 21 dajs, viz., one in March, one in April, five in May, three in June, four in Septomber, two in October, three in November, and two in December.

The eastern portion of the Queen's wharf has been partly rebuilt at a cost of $\$ 1,500$ and is now in first rate condition. The front of the whurf was also repaired. The deck of the wharf and portions of the broakwater south of the channel are in need of repairs and will require attention in the spring.

The old water gauge at the Queen's wharf has boen replaced, under the supervision of the engineer, by a modern one with brass indicator and fitlings, and more accurate readings can now be taken than were possible before.

An antomatic gange has been erected by the Meteorological Department, under the supervisiou of Mr. Napier Denison; it proves of great value in recording the fluctuations in the water levels which vary from hour to hour, and which can only be accurately recorded by a self-registering gange.

The lamps were lighted for the first time in the year on the 15th March, and were discontinued on 5th December. The buoys were placed out on the 6th April and were taken up on the 3rd December.

The schooner "W. Y. Emery," Captain A. Baird, reached port on the 12th October in a damaged condition, having been dismusted in a gale off Charlotte; she had a cargo of soft coal for the Toronto Electric Light Co. This is the only disaster to the Toronto fleet during the year.

It is satisfactory to know that the ship building industry in this city is prosperous. Several barges have been lannched during the year from the Bertram ship Yard, also the handsome steamer "Toronto" for the Richelieu and Ontario Navigation Company, and the yards have been kept quite busy.

The deepening of the St. Lawrence canals and the improvements to the harbour of Toronto, which it is believed will be made by the Dominion Government during next season, are full of promise to the marine commerce of this city, and a prosperity, our port has not enjoyed for many years, may be confidently expected. The importance of our port would be greatly enhanced by the coustruction of a commodious dry-dock, in an easily accessible location.

The proposal to designate the wharves and piers of the city by numbersinstead of by the names of streets and owners has been generally approved, but the plan has been only very partially adopted. Attachment to old and familiar names becomes strong by long habit, and it is only slowly that a new plan can be introduced.

The River Don continues, industriously and insidiously, its destruction of our harbour, and until a dam is placed across the channel, and the stream directed towards the lake, this injury will be perpetuated in ever annually increasing proportions.

> I am, gentlemen, Yonr obedient servant, COLIN W. POSTLETHWAITE,

## TORONTO HARBOUR WORKS.

Toronto, 5th January, 1899.

Sir,-I have the honour to report, that after due advertisement, a tender was received from Messrs. McNameo \& Simpson for dredging in the harbour during the past season, the prices being at the rate of 12c. per cabic yard for dredging in the harbour, and 15c. at the western channel.

The quantities dredged were as follows:


There was no dredging done at the western channel during last season, bat, as the water level of Lake Ontario continues low-at present 5 inches below zerodredging will be required during the ensuing season.

Fight tenders were received, ufter due advertisemont, on the 17th of February, for sundry repairs at the east end of the Queen's wharf, and for capping and waling on the front of the wharf, the lowest being that of Andrew Dufin. The repairs were completed in a satisfactory manner before the opening of navigation.

The new gange at the Queen's wharf was tested on the 23rd of June, and the zero now corresponds with the steel plate on the front of the wharf.

An automatic gange was also placed in the storm signal house by the Dominion Public Works. The zero corresponds with that placed at the eastern channel, being about eighteen inches below the harbour zero.

I remain,
Your obedient servant,

> KIVAS TULLY, Engineer.
A. B. Les, Kisq.,

Chairman Toronto Harbour Commissioners.

Harbours and Shipping.

Secretary of the Toronto Harbour Trust in account with the Commissioners for the year ended 31st December, 1898.

Dr. Grirral Balanor Sheet. Cr.

| Wharf property | $\begin{array}{r} 8 \mathrm{cts} . \\ 43,07372 \end{array}$ | Debentures (unmatured) | $\begin{array}{r} \text { cts. } \\ 10,00000 \end{array}$ |
| :---: | :---: | :---: | :---: |
| Elevator . . . | 10,250 00 | Profit and loss. . . . . .. | 46,069 53 |
| Office furniture. | 59191 |  |  |
| Cash in bank | 2,138 25 |  |  |
|  | 56,069 53 |  | 56,069 53 |

We have examined the books and vouchers and have compared the Balance Sheet, as above, with the said books, \&c., and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, the 31st December, 1898.

W. R. HARRIS,<br>S. BRUCE HARMAN, Auditors.

ARTHUR B. LEE, Chairman.
J. T. MATTHEWS,
W. A. GEDDES, J. J. GRAHAM, EDWARD HANLAN,

Commissioners.
Toronto, 3rd January, 1899.
COLIN W. POSTLETHWAITE, Harbour Master.

Regerpts and Expenditure of the 'Toronto Harbour Trust for the year 1898.


Audited and found correct,

W. R. HARRIS, S. BRUCE HARMAN, Auditors.

Dr.
Profit and Loss. Cr.

|  | \$ cts. |  | - cts. |
| :---: | :---: | :---: | :---: |
| Charges for 2 years. | 70000 | Balance per ledger | 39,447 63 |
| Promium and interest. | 62500 | Harbour dues.. | 9,899 31 |
| Light buoys and beacons. | 16902 | Canadian Pacific Railway | 5,000 00 |
| Insurance............. . | 15300 | Rent of boat sites, Don .. | 1800 |
| Salaries ... | 1,740 00 |  |  |
| General repairs.......... | 1,496 74 |  |  |
| Printing and stationery | 8023 2345 |  |  |
| Office expenses and rent | 77890 |  |  |
| Tools. | 500 |  |  |
| Dredging . . . . . . . . . . . . . . . . . . . | 2,124 07 |  |  |
| Ontario Government for water lots | 2000 |  |  |
| Engineer's fees. . . | 8000 30000 |  |  |
| Balance to credit, profit and loss | 46,069 53 |  |  |
|  | 54,36494 |  | 54,364 94 |

Audited and found correct,

Toronto, 3rd January, 1899.

W. R. HARRIS, S. BRUCE HARMAN, Auditors.

Statement of Accounts in Detail.


Harbours and Shipping.
Statement of Accounts in Details-Concluded.


Comparative Statmant.-Goode arrived per steamer and sailing vessel for the years 1897 and 1898.

| Description of Goods. | 1897. | 1898. | Description of Goods. | 1897. | 1898. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| General merchandise. | $14.198 \frac{1}{2}$ | 16,635 | Fruit. . . . . . . . . . .baskets. | 555,088 | 277,710 |
| Coal . . . . . . . . . . . . . . . tons. | 128,217 | 161,038 | F" $\quad$................. bags. |  | 277,710 |
| Wood. . . . . . . . . . . . . . . . cords. |  | 246 | Fire bricks . ..... ......... | 23,400 | 100,900 |
| Lake stone . . . . . . . . . . . . toists. | 1,847 $\frac{1}{2}$ | 1,932d | Common bricks | 150,000 | 100,00 |
| Building stone. . . . . . . . , tons. |  | 595 | Lumber | 255,000 | 956,000 |
| Moulding sand. . . . . . . . . . . bris. ${ }_{\text {Mrit }}$ | $\begin{array}{r}349 \\ 2,658 \\ \hline 1\end{array}$ |  | Grain ..... | 100,040 | 37,890 |
|  | 12,958 | 15,458 | Sheep and hogs....... | 27 176 | 14 136 |

## COLIN W. POSTLETHW AITE,

Harbowr Master.
Toronto, 1st January, 1899.

# Harbours and Shipping. 

## APPENDIX No. 4.

## REPORT OF THE QUEBEC HARBOUR OOMMISSIONERS FOR THE YEAR ENDED 31st DECEMBER, 1898.

## To the Honourable

> L. H. Davies,
> Minister of Marine and Fisheries, Ottawa.

Sir,-In compliance with the requirements of the 38th Vietoria, chapter 55, section 14, I have the honour to report as follows on the doings of the Quebec Harbour Commiseioners for the year 1898 :-

## CHIRE ENGINERR'S REPORT.

The annexed report (marked A) from the chiof engineer, Mr. St. George Boswell, conveys the usual information in relation to the harbour works, and the various additions and repairs made to them and the other properties of the commissioners during the year.

## WHARFINGEE'S REPORT.

The annexed report (marked B) from the wharfinger, Mr. P. Flynn, gives the usual information regarding the number of vessels using the Lonise dooks, and the surface traffic over this portion of the commissioners' property during the year 1898.

## HARBOUR MASTER'G REPORT.

The annezed report (marked C) from the harbour master, Mr. James C. Sullivan, gives information regarding the opening and closing of navigation, formation of ice, disposal of ballast, \&c. The commissioners are again able to record that during the past season no ballast from vessels has been allowed to be dumped into the barbour, all of it having been utilized in the commissioners' property.

At St. Thomas, where there is still a considerable discharge of ballast, commissioners employ the harbour master of that place to see that the regalations for the discharge of this ballast are strictly carried out, and that it is dumped into such selected places as will render it the least likely to wash into the channel way and form banks or other hindrances to navigation.

In the revision and codification that is now being made of the commissioners' laws, the same power as to ballast is being asked for the port of Quebec as now applies to the harbomr, that is, to totally prevent its discharge into the river when it is considered necessary.

## PREMISES LEASED.

No changes of any importance have taken place in this item during the past year, except that East India wharf formerly oceupied by Messrs. G. M. Webster \& Co., and the two large stores on it that had been occupied by Messrs. Verret, Stewart \& Co. for the last forty years or more, remained unlet. Messrs. G. M.

Webster \& Co. did not require this wharf, and Messrs. Verret, Stewart \& Co. surrendered their stores through the retirement of Mr. B. Verret from business.

The wharf and the river frontage to it were utilized by the commissioners during the season to construct the cribs for the improvements that are being made along the river front.

Store No. 11 formerly occupied by Mr. Geo. Tanguay, was leased to Mr. W. Carrier.

## bepairs to property.

The repairs to the wharfs and stores though costing considerably under the outlay of 1897, are yet still a considerable charge on the commissioners' revenue; but as careful attention is being given to them, it is hoped that this charge will show something less from year to year. This year the expenses, outside of taxes, insurance, etc., have been as follows :-

| Pointe-d-Carcy wharf | \$ 61622 |
| :---: | :---: |
| East India.......... ... | 14816 |
| Grand Trunk...... | 4275 |
| Wellington | 27321 |
| Atkinson's | 45890 |
| Rejnar's | 9246 |
| engineer's report for details. | \$1,631 70 |

See engineer's report for details.

## ELECTIONS BY SHIPPING interest and boards of trade.

At the meeting of the commissioners held on the 8th of August, certificates were received from the shipping interest, advising that the Honourable John Sharples, M.L.C., and Felix Carbray, Esq., M.P.P. had been elected as their representatives on the comminsion for the ensuing term of three years. Honourable Mr. Sharples' was a re-election, and Mr. Carbray replaced Mr. R. H. Smith who had declined renomination owing to the impaired state of his health. The Commissioners have, with regret to record that, since this election, their late confrère Mr. R. H. Smith, who had given a faithful and continuous service as one of the representatives of the shipping interest for some fourteen years, has passed away, universally regretted by all classes of the community.

On the same date (8th August), letters were received from the Secretary of the Board of Trade of Quebec, informing that the Honourable R. R. Dobell, P.C., M.P., had been re-elected as their representative on the commission for the ensuing term of three years, and from the Secretary of the Board of Trade of Levis, stating that Julien Chabot, Esq., had been re-elected as their representative on the commission for the same period.

The composition of the Board is now as follows :-
J. B. Laliberté, Esq., Chairman; Narcisse ${ }^{*}$ Rioux, Esq.; Honourable R. R. Dobell, P.C., M.P.; W. M.' Macpherson, Esq.; Honourable John Sharples, M.L.C.; Doscithée Arcand, Esq.; Felix Carbray, Esq., M.P.P.; Harold Kennedy, Esq., and Julien Chabot, Esq.

## acting chairman.

During the absence in Europe of the chairman (Mr. J. B. Laliberte), Mr. Narcisse Rioux was the presiding officer, having been unanimously elected by the board as acting chairman.

## RETIBION AND CODIPIOATION OF LAWS AND BY-LAWS.

This work, which was referred to in the report for 1897, and which it was then hoped would be got through with at the last session of parliament, had to be post-

## Harbours and Shipping.

poned for another year, but it is now completed and in the hands of the proper authorities, and the commiesioners count on having it passed during the coming session. When this is done, the commissioners' work (especially their work and powers as "the pilotage authority") will be very materially benefitted and facilitated, and a number of valuable additions will be made to their acts.

## HARBOUR IMPROVEMENTS-RIVER FRONT.

The Commissioners having been authorized by 61 Victoria, chapter 48, to issue first preference bonds to the extent of $\$ 350,000$ for the purpose of constructing improvements in the harbour of Quebec, have made and disposed of a first iseue of those bonds to the extent of $\$ 150,000$, and are now with all possible rapidity pushing on the first section of these improvements to completion. They consist of making a certain extension to the breakwater that will make it readily accessible to railway communication, and increase its freight-shed accommodation; extending the present frontage of Pointe-a-Carcy wharf westward so as to give it 600 feet, and thus making it available for the largest vessels, and meeting a much needed want of the trade of the harbour, as the largest steamships will be able to come to or leave this wharf at any time of the tide without assistance and without delay. The expenditure on these improvements will be found in the statement giving the expenditure on capital account for 1898, and the chief engineer's report contains the details as to the work of construction.

## CLEAR WATER SPACE.

Modifications have been made in the agreements with the Great North-Western Telegraph Company and the Bell Telephone Company regarding the use of this space by which no vessels can be held to be liable to these companies for damages through their anchors fouling and injuring the cables, if the vessels are in charge of a pilot; and if the vessels are not in charge of a pilot, then only are they liable when such an accident occurs through the wilful and culpable carelessness of her officers.

## EXEMPTION OF HARBOUR DUES.

By a resolution passed on the 30th November, 1898, the commissioners agreed to grant exemption from all harbour dues for a period of five years to the first steamship company establishing a regular line to a European port or ports, making its terminal point at Quebec, with sailings not less frequent than once a fortnight during the season of navigation, and loading here full cargoes of grain and other produce from the Parry Sound or points on the Great Northern Railway; offer to remain open to the companies to the 1st of May, 1899.

By subsequent arrangement this was defined to consist of exemption from all harbour dues, moorage and top wharfage, with the exception of the charge of $\frac{1}{10}$ of 1 per cent on the value of the cargoes inwards and outward.

## LENGTHENING OF THE LEVIS GRAVING DOCK.

The commissioners have kept this important matter of lengthening this dook to at least 600 feet before the Dominion Government. Recently (on the 26 th of November), they sent a letter to the Honourable the Minister of Public Works urging the immediate commencement of this work, so that the dock would bave this increased length as early as possible during the next season of navigation. To this letter the commissioners received a very encouraging reply from the Honourable Mr. Tarte.
additional graving dock accommodation.
The commissioners would also point out the inadequacy of the present graving dock accommodation even with the Levis dock extended as recommended in the pre-
vious paragraph, and would strongly urge upon the Government the imperative necessity of the immediate construction of a new dry dook capable of receiving the largest veasels now aflout or likely to be afloat for some years to come.

## ICE OUTTING.

Fifty-five thousand and fifty-nine $(55,059)$ blocks of ice, all for local use, have been cul during the winter of 1898-99, an increase of twelve thousand and nineteen $(12,019)$ blocks, as compared with the cut of the previous year.

Care has been taken that all the ice cut for domestic uses be perfectly pure and taken from such localities in the harbour as have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

> I have the honour to be, sir,
> Your most obedient servant,

> JAS. WOODS,
> Secretary-Treasurer.

Expenditure on Capital Account, year 1898.

| - | \% cts. | \$ cts. |
| :---: | :---: | :---: |
|  |  |  |
|  |  |  |
| Point-à-Carcy extension. | 30,242 14 |  |
|  |  |  |
|  |  |  |
| Steam crane dredge.. |  | 70881 |
|  |  | 22,451 69 |

JAS. WOODS,<br>Secretary-Treasurer.

Harbour Commisaioners' Office, Qumbec, 3rd January, 1899.
A.

Harbour Engineer's Offide, Quebec, 2nd January, 1899.

James Woods, Esq.,<br>Secretary-Treasurer, Harbour Commission, Quebec.

SIr,-I have the honour to submit herewith the following, with reference to the various works excouted during the working season of 1898:-

NRW WORKG.
The increasing demand for additional accommodation for general cargoes determined the commissioners to provide a new and larger freight shed, with proper: railway connection. The site selected for this shed was the southern or unoconpied end of the breakwater. The work in general consisted of the construction of a section

## Harbours and Shipping.

of cribwork 115 feet long, and 48 feet high, across the angle formed by the intersection of the breakwater with the tidal harbour quay wall, the laying down of some 1,500 feet of railway track, increasing the height of the southern half of the breakwater by three feet. The reconstruction of the carriage roadway and the sidowalk, between the breakwater and the new immigration building. The cutting down of the western face of the breakwater, for a length of 500 feet; and replacing the mooring posts, by wrought iron mooring rings. The construction of a freight shed $324 \times 38 \mathrm{ft}$., framed in wood, with sheating covered with Canada plate.

In order to connect the new railway line with the existing tract along the face of the breakwater, formerly used in conjunction with the turn-table, it was necessary to cut through the old immigration building, in two places; this, although diminishing the total area of building, has not actually lessened the available freight room, as a large part of the building, formerly used for desinfecting purposes, has been converted into freight space. For use in connection with this shed, cattle gangways have been constructed, to extend through the shed from the railway cars to the ship, and a slip has been cut in the face of the wharf, to permit of loading through a vessel's side ports. Electric arc lights have also been installed in this building and on the wharf. This new freight shed was first nsed, for the reception of wood pulp, on 8th August last, and from then out to the close of the season, was fally utilized, and has proved a most efficient addition to the dock facilities.

## SOUTHERN EXTENSION TO POINTE- $\boldsymbol{\lambda}$-CARCY WHARF.

Soundings for this work were taken through the ice in March last, and the construction of the first section of the work, being an extension of 350 feet in length south from the Pointe-d-Carcy wharf, was begun in the latter part of July. The foundation cribs have now reached an average height of 22 feet, and it is expected, that daring the present winter sufficient progress will be made on these cribs, to permit of their being sunk early in the coming summer. Contrasts for the supply of the timber required for this work, have been awarded, and the material is now being received.

## PRINCESE LOUISE DOCKA.

The remaining wooden mooring posts on the quay wall of the tidal harbour have been replaced by cast iron ones. The ordinary repairs to buildings, railway tracks, carriage roadway, on the embankment and oross.wall have been execated, and the property maintained in good order. The orane dredge has been ocoupied during the season in removing the accumulated silt from the tidal basin; and has, since last May, dredged out 15,000 oubic yards of materials.

## POINTE-A-CAROY.

The eastern end of this wharf, for a length of 230 feet, has been built up an additional height of four feet; the surface of the wharf graded off, and the road ways to the cold storage companies' buildings macadamized.
general.
The repairs and the renewals to the other properties of the commissioners consisted in painting and repairing the masonry of store No. 4; painting stores Nos. 7, 8 and 12; placing fenders on Wellington wharf; repairing the iorth face of Atkinson's wharf, damaged by ice during the winter of 1897-98; painting store No. 10 and woigh-house on Pruneau's wharf; repairing surface of wharf (Reynar) occupied by the Quebec Coal Co.; the construction of three fender blocks for the St. Lawrence face of the Pointe a-Carcy wharf, and a blacksmith's shop, situated on the Pointe-a-Caroy wharf.

The oross-wall draw-bridge was operated for the first time on 13th April.
The entrance gates to the wet dock were shat for the first time on 1st May, and remained in operation until 26th November. The cross-wall draw-bridge was operated for the last time on 7th December, and the Inner basin was frozen over on 9th December.

The entrance gates were not opened for the morning tide of the 8th, and evening tide of the 11th September; the tide on the above dates not having risen sufflciently high for the purpose.

I have the honour to be, sir,
Your okedient servant,

> ST. GEORGE BOSWELL, Chief Engineer.

## B.

> Harbodr Commissioners Office,
> Quebec, 3rd January, 1899.

James Woods, Esq.,
Secretary-Treasurer, Harbour Commission, Quebec.

Sir,-I have the honour to submit the following with reference to the traffic of the Louise docks and wharfs.

During the past season forty-three (43) ocean mail steamships, of one hundred and thirty thousand three hundred and thirty-six $(130,336)$ tons register, used the docks for landing immigrants, baggage, \&c., and three thousand two hundred and seventy-nine $(3,279)$ tons of Quebec and western freight.

Nineteen (19) steamships, of fifty thousand three hundred and forty-four (50,344) tons register, lightered eight hundred and sixty-seven (867) tons of Quebec freight and landed their immigrants.

Twenty-four (24) steamships, of twenty-four thousand three hundred and fifteen $(24,315)$ tons register used the docks, discharging their full cargoes of coal of fortyseven thousand, two hundred and eighty-eight $(47,288)$ tons.

Ten (10) sailing ships of eleven thousand and sixty-six ( 11,066 ) tons register, have used the docks, discharging their fall cargoes of coal of twelve thousand four hundred and twenty-six $(12,426)$ tons.

Forty-eight (48) schooners and barges, of four thousand five hundred and forty $(4,540)$ tons register, have used the docks, discharging their full cargoes of coal of seven thousand and fifty-six $(7,056)$ tons.

Fifteen (15) steamers of twenty three thousand five hundred and ninety-eight $(23,598)$ tons register have used the docks to load their full cargoes of timbers and deals.

Seven (7) sailing vessels of six thousand two hundred and eleven $(6,211)$ tons register have used the docks loading their full cargoes of timber and deals.

Thirty-two (32) steamships of eighty-three thousand eight hundred and eightyeight $(83,888)$ tons register have used the docks loading part cargoes of timber and deals.

One (1) sailing ship of twelve hundred and seventy-one $(1,271)$ tons register used the docks loading part cargo of deals, to.

Five (5) steamships of sixteen thousand two hundred and thirty-two ( 16,232 ) tons register have used the docke, loading two thousand six hundred and twenty $(2,620)$ heads of cattle and completing their cargoes with deals, \&c.

Eight (8) steamships of sixteen thousand one hundred and seventy-nine $(16,179)$ tons register have used the docks, discharging four thousand nine hundred and thirtyseven $(4,937)$ tons of salt.

## Harbours and Shipping.

One (1) sailing ship of six hundred and ninety-nine (699) tons register has used the docks, discharging her full cargo of eight hundred (800) tons of salt.

Eleven (11) steamships of thirty-five thousaud nine hundred and eighty-two $(35,982)$ tous register have used the docks, loading five thousand six hundred and thirty-six $(5,636)$ tons of wood pulp.

Sixteen (16) Gulf port steamships of fifteen hundred and sixty-eight $(1,568)$ tons register used the docks, landing two handred and thirty-nine (239) tons of freight.

Sixteen (16) Gulf port steamships of fifteen hundred and sixty-eight ( $1,5{ }^{\circ} 8$ ) tons register used the docks loading tive huadred and thirty tons (530) of freight.

Three (3) sailing ships of nine hundred and one (901) tons register have used the docks, discharging their full cargoes of five hundred and twenty-eight ( $5: 28$ ) tons of molasses.

The surface traffic has required the employment of three thousand three hundred and eighty-three $(3,383)$ railway cars.

## IMMIGRATION TRAFFIC.

During the past season the different ocean mail steamships landed six thousand three hundred $(6,300)$ steerage passengers at the immigration station, Louise docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of the cabin passengers.
The following vessels, who had suffered accidents on their outward trips, were accommodated in the Louise basin, where they, in some cases, having discharged the whole or portion of their cargoes, after repairs were made, reloaded and proceeded to sea:-

```
SS. " Livonian."
SS. " Milwaukee."
SS." Krim."
SS. "Montpellier."
Bk. " C. W. Janes."
Sch. "Queen of the Lakes."
```

Twenty-eight (28) schooners of twenty-six hundred and forty (2,640) tons register, used the docks landing seven hundred ard thirty-five (735) cords of pulp wood.

Twenty-six (26) schooners of twenty-four hundred and thirty (2,430) tons register, have used the docks, discharging twenty-five thousand three hundred and four $(25,304)$ ties.

Two hundred and fifty-six (256) barges and one handred and forty (140) schooners have paid moorage during the season.

There are wintering on the embankment seventy-five thousand five hundred and thirty-one ( 75,531 ) Quebec standards of deale.

There are wintering in the wet dock one (1) propeller, two (2) steamers, three (3) ferry boats, three (3) tow boats, sixteen (16) schooners, ten (10) batteaux, thirteen (13) barges and four (4) pontoons.

In the tidal basin there are eight (8) tow boats, four (4) schonners, three (3) steamers, one (1) steamship, one (1) brig, three (3) light ships, seven (7) batteaux.

There is stored in the cross-wall shed No. 13, three hundred and fifty-nine (359) tons of salt, and in the new store on the breakwater four handred (400) tons of wood pulp, all of which has to be cleared at the opening of navigation.

$$
\begin{aligned}
& \text { I have the honour to be, sir, } \\
& \text { Your most obedient servant, } \\
& \text { P. FLYNN, } \\
& \text { Wharfinger. }
\end{aligned}
$$

# Harbour Commissiontrs Office, Quebec, 3rd January, 1899. 

## James Woods, Esq., <br> Secretary-Treasurer Harbour Commission, Quebec.

Sir,-I have the honour to submit the following report with reference to the harbour of Quebec for 1898 :-

An ice bridge formed in front of the city on the 22nd of January, caused by a jam of floating ice between St. Joseph de Levis and the St. Charles River; it broke up and the river cleared on the 101 h of April.

The ice in the wet dock and the tidal basin broke up on the 12 ch of April.
The ice on the St. Charles River and north channel broke up and cleared on the 15th of April.

The first sailing vessel arrived from the Lower St. Lawrence on the 12th of April.
The first passer ger steamer, the "Canada," from Montreal arrived on the 19th of April.

The first ocean steamer, the "Scotsman," with passengers and freight, arrived in port on the 25 th of April.

The first ocean mail steamer the "Lake Ontario" arrived in port on the 28th April.

The first sailing vessel from sea was Bktine "Maggie," with a cargo of sugar ; she arrived in port on the 16th of May.

The buoys marking the fly bank channel were placed on the 13th of May.
The limits of the clear water space are indicated at night by red lighte aud in daytime by sign boards.

Seventeen ballast ships (17) discharged five thousand one hundred and seventynine ( 5,179 ) tons of ballast into the commissioners' properties, subdivided as follows:

| Breakwater. | 2,410 | tons. |
| :---: | :---: | :---: |
| Point-d.Carcy. | 545 | , |
| Custom house pond | 1,510 | " |
| Wet dock. | 500 | " |
| New siding, Louise basin. | 214 | " |
|  | 6,179 | - |

The cost of obtaining this ballast has been four hundred and twenty-nine dollars and fifty cents ( $\$ 429.50$ ), or about $8_{16}^{\frac{5}{6}}$ cents per ton.

No ballast was thrown into the river during the past season.
The harbour regalations have been distributod to all veasels using the harbour during the season of navigation and the carrying of them out carefully attended to.

Winter regulations have also been distributed to all vessels wintering in the Louise basin and wet dock.

In addition to the routino work of the harbour and office one handred and niney-three (193) steamers and thirty-six (36) sea-going sailing vessels have been berthed in the Louise docks.
H. M. S. "Renown," "Indefatigable," "Talbot," and U. S. cruiser "Marblehead" arrived in port on the 21st of September and anchored in the harbour.

The last sedi-going vessel to leave port was bark "Vimera" on the 15th of November.

The last passenger steamer to the Saguenay aud way ports left on the 15 th of November.

The last ocean steamer to arrive in port was the "Guildhall" on the 21st of November.

## Harbours and Shipping.

The last passenger steamer between Quebec and Montreal left on the 25th of November.

The last ocean mail steamer, the "Gallia," left port on the 23rd of November.
The last ocean freight steamer, the "Guildhall," left port on the 28th of November.

The ice in the tidal basin and wet dock formed on the 9 th of December.
The ice in the St. Charles River formed on the 14th of December.
The floating ice in the harbour to date has been very light.
Notices have been posted in suitable localities warning parties from discharging rubbish of any kind in the harbour, and every precaution is being taken to prevent any violation of the regulations of the commissioners in that redpect.

> I have the honour to be, sir, Your obedient servant,

JaS. C. SULLIVAN,<br>Harbour Master.

## QUEBEC HARBOUR COMMISSION.

Comparative Statement of the revenue of the Commissioners for the years 1897-98.

| -- | 1897. | 1898. | Difference in 1898. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | \$ cts. | \$ cts. | \$ cts. |  |
| Tonnage dues. | 14,352 87 | 12,609 69 | 1,743 18 | Decrease. |
| Import " | 3,246 78 | 3,442 73 | 19595 | Increase. |
| Export " | 5,631 69 | 3,858 82 | 1,772 87 | Decrease. |
| Harbour " | 2,406 17 | 2,275 98 | 13019 | " |
| Property earnings............................. | 47,789 22 | 45,640 50 | 2,148 72 | " |
| Interest.............. . . . | 45021 | 1,591 93 | 1,141 72 | Increase. |
| Interest and premium on bonds. |  | 3,550 27 | 3,550 27 | - |
| Beach and deep water lots. Sundries . . . . . . . . | 1,39790 695 | 1,30175 480 | 9615 145 | Decrease. |
|  | 75,281 09 | 74,276 47 | 1,004 62 | " |

Dr.

Harbour Commissioneruebec, 3rd January, 1899.

Harbours and Shipping.
Dr.

Statement of Asbets and Liabilities, per Balance Sheet of Date.


Harbours and Shipping.


## REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE, FOR THE YEAR ENDED 31st DECEMBER, 1898.

Belleville, 12th January, 1899.

To the Honourable<br>The Minister of Marine and Fisheries, Ottawa.

Sir,-The barbour commissioners of the city of Belleville, beg to submit herewith a statement of the receipts and expenditure in connection with the harbour for the year ending 31st December, 1898.

The report of the harboar master for the year is also inclosed.
It will be observed by the report of Mr. W. W. Lee, (also inclosed) that a good deal of work has been done in the harbour during the past season. Advantage was taken of the working of the dredge in the harbour to atilize the material taken up, in the continuation of the western embankment, and also in the construction of the roadway to the island. The sum expended on the latter work represents one-half of the cost of construction, the city contributing the other half. The work is of a substantial character, and will, no donbt, prove of great benefit to the harbour. It has been carried out upon the plans recommended by the Government engineers.

Excellent work bas been done by the dredge in the harbour in removing obstructions and in deepening and straightening the channels.

> I have the honour to be, sir, Your obedient servant,

> GEORGE WALLBRIDGE, Chairman Board of Harbour Commissioners, City of Belleville.

Dominion of Canada, Province of Ontario, County of Hastings, To Wit:

In the matter of the Report of the Harbour Commissioners of the city of Belleville, for the year ending 31st December, 1898.

I, Georae Wallbridar, of the city of Belleville, in the county of Hastings, merchant, do solemnly declare that:

1. I am chairman of the harbour commissioners of Belleville.
2. That annexed hereto is a statement of the receipts and expenditures of the harbour commissionere of Belleville for the year ending 31st December, 1898.
3. That the said statement is true and correct as therein set forth.
4. That nothing is wilfully ommitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information or belief.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Eridence Act, 1893."

Declared before me at the city of Belleville,
GEO. WALLBRIDGE.
in the county of Hastings, this 16th day $\}$
of January, A.D. 1899.
G. Masson, A Notary Public.

Harbours and Shipping.


Belleville, Ont., 11th January, 1899.
Gro. Wal lbridge, Esq.,
Chairman Harbour Commissioners, Belleville, Ont.

Sir,-I beg to report the work done in harbour improvements during season of 1898 , as follows, viz. :-

A very substantial embankment was built on the east side of River Moira, commencing at a point marked on the survey of 1890 , made by the Public Works Department, as the "New Ferry Slip," and running direct to the head of the island, thus connecting the mainland to the island and forming a continuous river bank to the southerly end of the island. The embankmont is finished twenty feet in width on top, and was made up of material dredged from harbour, the coarse material being used on the river side of embankment, so that it is fairly well "rip-rapped." There are also two culverts in the embankment, each 25 feet wide, thus the circulation of the water is maintained in the "inner harbour."

The river wall on the west side of River Moira was also extended some 60 feet, being curved westward, around Ashery Point, from this point a heavy embankment was built extending in a south-westerly direction towards the line of "boom" cribs. The river side of this embankment is well "rip-rapped," the whole being made with materia! dredged from the harbour.

The heavy "shoal" off Ashery Point has been dredged, thus connecting the upper rock cut in river to the outer or main dredged channel. It is felt that with the confining of the stream, by the building of the above mentioned embankment on the east side of river, connecting the mainland to the island, together with the embankment as an extension to the river wall on the west side of the river; that the chances of damages from freshets or ice jams will be very materially reduced. With further reference to embankment on west ride of river, I would draw your attention to the fact that only part of this embankment is complete, the balance is however built above ordinary water level, and it is important that it should be completed during the season of 1899 . All of which is respectfully submitted.

Yours truly,
W. W. LEE, Engineer.

## Harbours and Shipping.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

Belleville, 6th January, 1899.

Sir,-The undersigned Harbour Master of the city of Belleville begs to submit the tollowing report for the year 1898:

> Import dues on 11,519 tons coal less rebate on 60 tons transhipped................................................... 1,14890

Dues on 227 tons potters' clay. ....................... .. 1362
" 134 " salt.................. .................. 1340
" $2 \frac{1}{2}$ " charcoal............. .................. . 025
" 38 " cement.......... ....... ............ 380
" $1,21 \mathrm{H}_{2}$ " merchandise........ ..... ............ 12145
" 33,000 feet lumber. ...... ........... ...... ...... 165
" 79 tons tomatoes.......... .... . ............ 790
" 703 cords wood.......... .... .................. 3515
" 4,000 bush. wheat................................. $\overline{0} 00$
" 9,500 bush. corn......... . ...... .......... ..... 1187
" 270,000 lath.......... ... ...... ................... ... 337
\$1,366 36
Export dues on logs, etc................. ......................\$578 66
"، " " 20,461 bushels rye.......... ............... 2557
" " " 12,140 " barley ............ .... ... 15 1t
"، " ${ }^{\text {" }}$ " 32,408 " pease....................... $40 \quad 57$
" " " 85,688 " oats..... ......... ........ 10712
" " " 28,429 " wheat....... .... ........ 3554
" " " 6,325 " buckwheat................ 790
" " " 34 tons coal oil................ . ......... 340
" " " 489를 " merchaudise ....... ........... 4895
" " " 60,000 feet lumber.................. .......... 300
" " " 48,000 cubic feet timber . ................. 480
" " " 11 tons coal........ .... ...... ......... 110
" " " 50,000 brick ........ .......... .... .......... 250
" " " 10,000 shingles ........ ...... ......... ..... 030
" " " 900 cubic jard stone .... ............... 1800
(\$892.57
Dues collected during the season are as follows:
Total amount derived from imports........................... \$1,366 36
Total amount derived from exports......... .... ..... ...... 892.57
Total........ .................................................... \$2,258 93
The amount of dues collected show a slight increase over last year.
The dredging done along the docks last summer was a great benefit to the vessels entering and leaving the harbour with their cargoes.

All of which is respectfully submitted.
I have the honour to be, sir,
Your obedient servant,
D. COLLINS,

Hirbour Master.

Dominion of Canada, In the matter of the report of the Province of Untario, County of Hastings, $\}$ harbour master of the city of Belleville,

To Wit: - $\quad$ for the year ending 31st December, 1898.
I, Daniel Collins, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that:

I am harbour master at the city of Belleville.
That my report hereunto anuexed contains a true, correct and full statement of the revenue from the harbour at the city of Bolleville for the year ending on the 31st day of December, 1898.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration, consoientiously believing it to be true and knowing that it is of the same force and offect as if made under oath and by virtue of "The Canada Evidence Act of 1893."

## D. COLLINS,

Harbour Master.
Declared before me at the city of Belleville, in the county of Hastings, this 16 th day
of January, 1899 .
G. Masson,

A Notary Public.

## Harbours and Shipping.

## APPENDIX No. 6.

## REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR THE YEAR ENDED 31st DECEMBER, 1898.

## Harbour Commissioners' Office,

 Three Rivers, 10 th March, 1899.F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

MiCSir,-I have the honour, by direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the commission for the year ended 31st December, 1898; also, a statement of the navigation of the port during the same year.

A comparative statement of exports and imports for 1897 and 1898, with a summary reviow of our present commercial transactions, will follow in a few days.

> I have the honour to be, sir,
> Yours very respectfully,

GEORGE BALCER,
Secretary.
Receiprs and Disbursements of Harbour Commission of Three Rivers for the year 1898.


Harbours and Shipping.
Prockeids From-
Receipts and Disbursements of Harbour Commission of Three Rivers, \&c.-Couctuded.

| Months. | Expensms for Administration. |  |  |  |  | Dinbursmments Chabieable to |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current expenses. | $\begin{gathered} \text { Salaries } \\ \text { and } \\ \text { commissions } \end{gathered}$ | Rent. $\begin{gathered}\text { Printing } \\ \text { and } \\ \text { stationery }\end{gathered}$ | Travelling and other expenses. | Refunds. | Engineer:s Office. | Repairs and general harbour ex. pensts. | Construction account | Plants and tools. | Property account. | Interest account. | Divers Sinking Fund. |
| January.. | $\begin{array}{lll}8 & \text { cts. } \\ 63 & 04\end{array}$ | $\begin{aligned} & \$ \text { cts. } \\ & 13593 \end{aligned}$ | $\$ 30$ cts. $\$$ cts. | 8 cts. | \$ cts. | \$ cts. | \$ $\begin{aligned} & \text { cts. } \\ & 3\end{aligned}$ | \$ ct | \$ ets. | \$ cts. | $\begin{gathered} \$ \\ 1,012 \\ 50 \end{gathered}$ | $\begin{gathered} \& \\ 202 \\ \\ 50 \\ \text { cts } \\ \hline \end{gathered}$ |
| February.. | 2315 | 12333 |  |  |  |  | 425 |  |  |  |  |  |
| March .... | 1200 | 12333 |  | 645 |  | 250 | 805 | 19515 |  |  |  |  |
| April. | 2277 | 8333 | 3600 |  |  |  | ${ }_{6} 6190$ | 2000 |  |  | 1185 |  |
| May. . | 2447 | 41333 . |  |  |  |  | 7467 | 3830 |  |  |  |  |
| June . | 2073 | 12333 |  |  |  |  | 15998 | 71582 | 27.5 |  |  |  |
| July. . | 4644 | 12333. | $\ldots 1540$ |  | 19176 | 355 | 4225 | , 35985 | 2,65027 |  | 1,023 30 | 20250 |
| August. . | 2050 | 12333 | 5000 |  |  |  | 5031 | 2,190 65 | 9 |  | 060 13 | .... |
| September | 2306 | 12333. |  |  | 30581 | .. . . | 7421 3887 | 5.57769 | 900 76 | 2,783 40 | 1325 | . ..... |
| October... November. | 2794 | 12333 | 5000 |  |  |  | 3887 1.4190 | 1,986 ${ }^{2} 183$ | 76210 | 4990 23 | 1080 |  |
| $\underset{N}{\text { NDecember. }}$ | 3828 4656 | 12333 30810. | … 6878 | 1100 |  |  | 14190 6856 | 1,183 <br> 2,$38 ; 45$ <br> 15 |  | 2325 | 1080 |  |
|  | 36899 | 1.92733 | 172 (0) 8418 | 1745 | 49757 | 605 | 72795 | 15,653 87 | 3,424 12 | 2,812 05 | 2,072 30 | 40500 |
| Recapitulation. |  |  |  |  |  |  |  |  |  |  |  |  |
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| Repairs and general harbour expenses............................. 73400 |  |  |  |  |  |  |  |  |  |  |  |  |
| Construction account ............ ... ........... ..... \$15,653 87 |  |  |  |  |  |  |  |  |  |  |  |  |
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## Harbours and Shipping.

## Statement of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the year 1898.

| OCEAN TRAFFIC. |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Return of Vessels Inwards. |  |  | Return of Vessels Outwards. |  |  |
| Total arrivals. | No. 43 | Tons. <br> 71,264 | Total departures .. | $\begin{array}{r} \text { No. } \\ 43 \end{array}$ | Tons. $71,264$ |
| Classification and nationalitiesSteamers. Sailing ressels. |  |  |  |  |  |
|  | 40 | 67.354 | British and Canadian . | 39 | 65,857 |
|  | 3 | 3,910 | Norwegian | 3 | 3,685 |
|  |  | 71,264 |  | 43 | 71,264 |

PORT OF THREE RIVERS.


OUTPOR'TS-BATISCAN.

| Steamers Sailing vessels | 4 | 5,741 | Great Britain Argentine Republic. | 4 | 5,7411,722 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1 | 1,722 |  |  |  |
|  | 5 | 7,463 |  | 5 | 7,463 |

LAKE ST. PIERRE-PIERREVILLE, LOUISEVILLE.


## UNITED STATES TRAFFIC.

|  | Number. | Tonnage. |
| :---: | :---: | :---: |
| United States canal boats..Canadian barges........... | 444 | 43,553 |
|  | 12 | 1,567 |
| Total. | 456 | 45,120 |

Statement of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the year 1898-Concluded.

## INLAND TRAFFIC.

|  | Number. | Tonnage. |
| :---: | :---: | :---: |
| Bateaux not registered | 214 |  |
| Schooners | 8 | 558 |
| Barges | 58 | 6,422 |
| Steamboats and tugs. | 132 | 17,178 |
| Total. | 412 | 24,158 |

## RECAPITULATION.


N.B.--Richelieu and Ontario Co. steamers, local and market steamers not included.

Harbocr Commissioners' Office, Three Rivers, Quebec, 5th April, 1899.

## F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,- I beg to forward to-das the remainder of my report, consisting in a com paralive statement of exports and imports for the port and district of Threu Rivers, during the years 1897 and 1898

In thus completing the annual general report of the Three Rivers Harbour Commissioners,

> I have the honour to be, sir,
> Youls very respectfully,

GEORGE BALCER, Secretary.

## THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR 1897 AND 1898.

## COMMISSIONERS:

Alex. Houliston, Esq., Chairman. George Balcer, Secretary. Nap. E. Lajoie, Esq. Arthor Olivier, Esq.<br>Henry E. Hart, Esq.<br>P. A. Drolet, Eeq.

Comparative Statement of Exports and Imports for the port and district of Three Rivers for the years ending 31st December, 1897 and 1898.

as against a total of $\$ 1,773,630$ in 1896 -the normal situation of the last half decade is fully maintained, and the vitality of our trade, the value and importance of the resources of this section of the country once more entablished.

Not that certain factors have neglected exercising their hurtful influence in some quarters and upon some of our best products-confirming with renewed evidence our views as to the necessity of extending our efforts in more than one direc-tion-but our resources, as a whole, aro gradually developing into now forms of trade, replacing with singular advantage the old-timed custom of merely disposing of our raw materials, of ignoring the theory of manufacturing, or wilfully neglecting the value of specialties, of leaving unemployed the immense and second to none powers of our numerous streams, keeping dormant the latent forces and hidden treasures of many other sources of traffic and of wealth.

The development of our agriculture and improvement of our live stock, the products of our dairy industry, for instance-the latter estimated over half a million dollars-hare already fully repaired the loss and replaced one of the most important of our former staples, hay. The output of our now and gigantic manufacturing
establishments will soon overtake, if not surpass both in value and importance the forenost of our present articles of export.

In support of this view we may mention a peculiar feature of last year's trans-actions:-For the first time in the history of our export trade no direct shipments of hay were recorded for the United States, and that article amounted some 10 or 15 sears ago to $\$ 200,000$ per annum. But our export of lumber to the United States is also decreasing, and this to an alarming extent:-28 and 19 million feet in 1897 and 1898, against 42 million in 1896, and 66 million in 1895 . In both cases the excessively high, if not prohibitory custom tariff of our neighbours is and was the perturbator and the cause.

But then, if in the first instance very little notice is nowadays taken of the fact, the second case is far more serious and certainly more far reaching. For not only is our export in that direction curtailed, but the condition of our trade being such that the output of our saw-mills is liable to be forced in larger quantities than desirable upon Great Britain alone, with the risk of overstocking and glutting the best of our markets and impaiting ourself both the prices and the sales of our lumber.

Thus we see the average price obtained in the United States, in 1898, reduced from $\$ 9$ and over to $\$ 7$ per thousand feet, and the fluctuation attaining our article in the English market in the same proportion. The consequences were that shipments to Great Britain had to be again curtailed, and this the more so as the now existing higher ocean freight added to the difficulties. The wisdom of a policy of for cing our action exclusively upon one or two markets alone, may therefore again be seriously questioned.

Under such circumstances the stock of lumber wintering over in our yards cannot be but very heavy. The following figures are given for the Three Rivers mills:-

forming a total of 75 million feet B.M.
Still our lumbermen do not lose courage. Besides the hope of better terms with the United States as a probable result of the bigh commissioners meeting at Washington, and the prospect of improved markets abroad, with the transfer into the hands, or under control of large and reliable American and Canadian capitalints of thousands of miles of timber limits in the St. Maurice, hitherto unexploited, and the erection of new saw-mills, our present winter cut will probably be as large as ever. It may not fall short, for the same St. Maurice district alone, of $1,500,000$ pieces. No doubt it will be chiefly composed of logs for pulpwood, the greater portion to be consumed by our own palp and paper mills; but the product of the sawlogs, in addition to the stock of lumber on hand will leave a decided surplus over last year's quantity for export.

Such being the case may it not be advisable for our shippers to follow, to a larger extent, the custom of our friends from the maritime provinces who-apparently better acquainted by experience with the value and relative merit of "secondary markets" try and place upon new fields of operation part of their products. For instance in the Mediterranean, where in French and Algerian ports, in Italy and Spain, quite a respectable number of customers are ready to buy some of the lower, grades of spruce deals and planks. Miramichi and St. John alone sold, in 1898, in French and Algerian ports 23 million feet. True, we had the satisfaction of seeing a few of our firms already leaning in that direction; for several shipments of spruce deals have lately been made from the St. Lawrence and the Three Rivers district to the same French channel and Atlantic ports, also to Belgium and Holland. But owing to the apparent indifference of the authorities as to the final destination of our exports, statistics are incomplete and full justice cannot yet be given, neither to the energy of the pioneers of a new trade, nor to the market where our goods are directly consumed.

Our total shipments of lumber reached, in 1897, 75 million feet, valued about $\$ 900,000$; in 1898 , only 65 million and about $\$ 640,000$. A difference between the two seasons of 10 milliou feet, or 12 per cent in quantity and $\$ 260,000$, or nearly 30 per cent in value. The reduction is chiefly against the traffic with the United States: 33 per cent and 50 per cent respectively. The traffic with Great Britain shows a reduction of 12 per cent as to the quantities and about 25 per cent as to value. On the other hand the traffic with other countries doubled both in quantity and in value.

The shipping of pulp wood, exclusively to the United States, amounted for some years past to about 50,000 cords per annum. Last years export exceeded 55,000 coads valued over $\$ 200,00{ }^{\prime}$ and the demand for the article is steadily increasing. If no obstructions are forthcoming, next season's shipments will certainly be larger still, and this in spite of the equally increasing demand for home consumption.

For some time past serious inquiries hare come from France as to the possibility of importing Canadian whito spruce instead of, or to replace the Norwegian and Finland article mainly imported by that country. The higher prico asked for our pulp wood, however, but much more the difference in the freight cansed by the greater distance from the source of supply, prevented so far any transaction being concluded. Perbaps the acknowledged better qualities of our article, with the adoption of more cconomical means as to transport, may remove the present difficulties and bring about the desired result.

Here it may not be out of place to mention that public opinion ought to feel at rest as to the soi-disant ruinous policy of exporting our pulp wood, because of the possiblo depletion, or even destruction of our forests. With proper regulation, and only the most elementary precaution from the limit holders the extent of our torritory is such as to stand a far larger drain than actually in sight. The old countries, at all events, have sufficiently shown that thousands of years of exploitation have neither lessened the value, nor the power of production of their less important forests.

The imports of pulp wood by France amount to 100,000 cords per annum : the production of less than 40 miles of ordinary timber limits properly worked.

Our export of ground pulp has slightly decreased during the last two years. Not on account of a reduction in the production, but on account of the demand and remuncrative prices obtained in our own market. Shipments to the old country were reduced to nil, and the United States received rome 11,000 tons in 1897 and 9,000 tons in 1898 , valued at $\$ 170,000$ and $\$ 130,000$ respectively.

The manufacture of paper and sulphites commenced only at the Laurentide Pulp Company's establishment, Grand'Mere, late in November last, consequently no shipments of any account can yet be mentioned. But the mill expects 10 make daily shipments in 1899, of about 40 tons of paper, 50 tons of sulphite, 30 tons of cardboard. beside 30 tons of ground pulp.

Our shipments of products of the miues bave not varied materially. In 1897 the rawproducts (mostly asbestos) formed $4 \overline{0}$ per ceut and the partly manufactured articles (pig iron, etc.) 55 per cent in a total of $\$ 125,000$. In 1898, in a total of $\$ 103,500$ the rawproducte, on the contrary, formed 60 per cent of the exports. The series of tests, however, with our charcoal pig iron in Great Britain as well as in the principal military centres of the European continent are continuing and good results are expected as to future shipments of our renowed product of the Radnor Forges. The same might be said of the already colebrated minerul water from the sources at the same place.

As regard imports, the long established custom of receiving the greater proportion of our foreign goods for consumption via Montreal, consequently "indirectly," the registered totals seldom varied. Only in 1898, a sudden change, amounting to an increase of over 200 per cent, has been recorded. This extraordinary devolopment in our second-class transactions, principally with the United States, is entirely due to the large industries lately established in this section of the country. Although a large part of these new imports will remaim transient, a permanent increase will in future be counted upon. Fur each and every of these establishments will have to import particular products and raw materials indispensable to their manufacturing. Already we see sulphur and various acids, coal, clay, etc., figuring
to a cortain extent in last year's imports. And each of these articles, and many other besides, can only increase in quantity from year to yoar.

As to the facilities and conveniences of our port to meot the exigencies of modern shipping, the harbour of Three Rivers is now in a position to accommodate any traffic. Vessels up to 30 feet draft can easily reach our wharfs; no disturbing tide, no labour organization to hamper operations. The always moderate, but even lately reduced tariff for harbour and tonnage dues is about the lowest on record. Tho latest addition of some 400 feet of new cribwork and the filling up of new ground, forming a frontage for larger occan craft of over 1,500 feet and surface space to the extent of about 300,000 feet square -all under direct control of the harbour commissioners and exclusive of the accommodation offered by private wharf property and shipping grounds-will be at the disposal of the trade. Warehouses, with storing capacity of 3,000 tons are ready to receive goo's; a modern plant "Decauville" for quicker despatch and economical transport from, or to any point of the harbour and along side the vessel, of all kinds of freight is also at the disposal of the shipper. Electric lights allowing loading and unloading during night as well as during day time, are placed on every wharf. In fact the port, in cvery respect, is well prepared and ready for business.

The following is a summary Statement of the Exports:-

|  | 1897. |  | 1898. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity | Value. | Quantity. | Value. |
|  |  | 8 |  | 8 |
|  |  |  |  |  |
| Lumber, M. ft. B. M other | 28,500 | $\begin{array}{r} 270,850 \\ 35,825 \end{array}$ | 19,500 | 135,500 13,120 |
| Pulp wood, cord | 50,800 | 189,500 | 55,600 | 204, 900 |
| Pulp......... |  | 170.025 |  | 130,200 |
| Produce of the field and farm |  | 25,030 |  | 35,0.0 |
| " $"$ mines |  | 111,950 |  | 94,480 |
| Other manufactures and produce. |  | 7,290 |  | 7,230 |
| Household effects. |  | 7,840 |  | 13,850 |
| Articles not the produce of Canada. |  |  | (Sulphur) | 30,100 |
|  |  | 818,310 |  | 6644,430 |
|  |  |  |  |  |
|  |  |  |  |  |
| Pig iron.. |  | 1,200 |  | 1,800 |
| Mineral water |  | 800 |  | 1,000 |
|  |  | 571,578 |  | 432,800 |
|  |  |  |  |  |
| Pig iron .......... |  | 1,050 |  | 2,200 |
|  | - | 3,885 |  | 26,580 |
| To Germany :- _-_ _-_ |  |  |  | 1,416 |
| Pig iron. |  | 1,300 |  | 1,400 |
|  |  | 1,930 |  | 2,816 |
|  |  |  |  |  |
| To Belgium :- | -- |  |  |  |
| Hig iron............... ...... .......... |  |  |  |  |
| To Holland :-- |  |  |  |  |
| To Spain :- |  |  |  |  |
|  |  |  |  |  |
| Lumber, M. ft. B.M.... .. ... ............. $\quad 2,227$ 22,920 $\mid 1,440$; 12,500 |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Lumber, M. ft. B.M. | 866 | 10,477 | 779 | 8,540 |

## Harbours and אhipping.

The following is a summary Statement of the Imports:-


## RECAPITULATION.



GEORGE BALCER,
Secretary.
Harbour Commissioners Office,
Threr Rivers, 10 th March, 1599.

## Harbours and Shipping.

Statement of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Threo Rivers for the two years 1897 and 1898.

OCEAN TRAFFIC.

| Inwards. | 1897. |  | 1898. |  | Outwaris. | 1897. |  | 1898. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{aligned} & \dot{8} \\ & \frac{8}{E} \\ & \text { 号 } \end{aligned}$ |  |  | $\begin{aligned} & \dot{4} \\ & \text { D } \\ & \text { B } \\ & \end{aligned}$ | ¢ |  |  |
| Total arrivals. . . . | 49 | 79,689 | 43 | 71,264 | Total departures | 49 | 79,689 | 43 | 71,264 |
| Steamers Sailing vessels | 42 | 72,930 | $\begin{array}{r} 40 \\ 3 \end{array}$ | $\begin{array}{r} 67,354 \\ 3,910 \end{array}$ | British and Canadian Norwegian. Russian. | 445 | $\begin{array}{r} 74,425 \\ 5,264 \end{array}$ | 3931 | $\begin{array}{r} 65,857 \\ 3,685 \\ 1,722 \end{array}$ |
|  | 7 | 6,759 |  |  |  |  |  |  |  |
|  | 49 | 79,689 |  |  |  |  |  |  |  |
|  |  |  |  |  |  | 49 | 79,689 | 43 | 71,264 |

PORT OF THREE RIVERS.


OUTPORTS-BATISCAN.

| Steamers Sailing vessels | 3 <br> 2 | 4,680 $\mathbf{2 , 1 0 8}$ | 4 1 | $\mathbf{5 , 7 4 1}$ 1,722 | To Great Britain Argentine Republic | 5 | 6,788 | 4 1 | $5,7+1$ 1,722 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 5 | 6,788 | 5 | 7,463 |  | 5 | 6,783 | 5 | 7,463 |

LAKE ST. PETER-PIERREVILLE, LOUISEVILLE.

| Steamers. . <br> Sailing vessels | 6 2 2 | 11,425 1,425 | 6 | 10,386 $\ldots \ldots$. | To Great Britain. | 7 1 | 12,562 288 | 6 | 10,356 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 8 | 12,850 | 6 | 10,386 |  | 8 | 12,850 | 6 | 10,396 |

Statrment of Number and Tonnage of Sailing Vessela and Steamers entered Inward and Outward at the Port and Ontports of Three Rivers for the two years 1897 and 1898-Concluded.

UNITED STATES TRAFFIC.

|  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Number. | Tonnage | Number. | Tonnage. |
| United States canal boats Canadian barges. | 561 | 52,742$\mathbf{5 3 5}$ | 44412 | $\begin{array}{r} 43.553 \\ 1,567 \end{array}$ |
|  |  |  |  |  |
|  | 566 | 53,277 | 456 | 45,120 |

INLAND TRAFFIC.

| Boats not registered Schooners... ...... Barges. | $\begin{array}{r} 140 \\ 9 \\ 62 \\ 200 \end{array}$ | . $\begin{array}{rr}7 \ddot{6} \\ \\ \\ 6,424 \\ \\ 20,660\end{array}$ | 214858132 | $\begin{array}{r} 558 \\ 6,429 \\ 17,178 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |
|  |  |  |  |  |
| Steamboats and tugs |  |  |  |  |
|  | 411 | 27,870 | 412 | 24,158 |

## RECAPITULATION.

| Port of Three Rivers-Sea-going vessels. | 36 5 | $\begin{array}{r} 60,051 \\ \mathbf{6 , 7 8 8} \end{array}$ | 325 | 53,4357,463 |
| :---: | :---: | :---: | :---: | :---: |
| Outports-Batiscan " | 5 |  |  |  |
| " Lake St. Peter | 8 | 12,850 | 6 | 10,386 |
| United States Traders. | 566 | 53,277 | 456 | 45,120 |
| Coasting | 411 | 27,870 | 412 | 24,158 |
|  | 1,026 | 160,836 | 911 | 140,542 |

N.B.-Richelieu and Ontario Companies Steamers and local and market steamers not included.

Harbours and Shipping.
Reoeipts and Disbursements for the tivo yeard 1897 and 1898.


## APPENDIX No. 7.

## REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED 31st DECEMBER, 1898.

F. Gourdeat, Esq.,<br>Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I beg to hand you herewith inclosed the annual report of the North Sydney Harbour Commissioners, together with financial statement, report of shipping and total coal shipments for the year ending 31st December, 1898.

Your obedient servant,

WM. HACKETT,<br>Secretary.

North Sydney, C. B., 13th January, 1899.
To the Honourable Sir L. H. Davies, M.P., Minister of Marine and Fisheries, Ottawa.

1
Sir,-In accordance with the provision of 42 Victoria, chapter 30, the commissioncrs for the harbour of North Sydney beg to submit their annual report for the year ending 31st December, 1898.

We have much pleasure in reporting a steady increase in the trade of the port, and the outlook for the future is most encouraging.

Daring the past year the Railway Department extended the Intercolonial Railway to a deep water terminus on this harbour, and the rapidly growing traffic must be very gratifying to the railway management. A fine passenger and cargo steamer connects the Intercolonial Railway at this point with the Newfoundlund Railway at Port au Basque, Newfoundland, making three trips a week, and we understand the business has already grown to such an extent that it will be necessary to place another boat on this route in the near future.

In order that the harbour may be made more easy of access and for the safety and guidance of shipmasters making the port, we have been urged to request that an automatic buoy be placed off the entrance to the harbour.

Shipmasters contend, and rightly so, that Cranberry Head being about two miles inside Flat Point the fog-whistle on this head is no guide to vessels coming in from the eastward or south-east, but with an automatic buoy placed two and a half or three miles off Flat Point they could get their bearings and make the harbour in any weather.

We note from copies of former reports forwarded your department that the extension of the breakwater has been arged, and as the necessity for this extension

## Harbours and Shipping.

is quite apparent in order that protection may be afforded the shipping at the piers, the commissioners would be pleased it permission be given to extend said work according to plan as soon as the material can be secured.

Your obedient servants,<br>J. W. GORDON,<br>J. J. MuDONALD,<br>WM. HACKETT.<br>Harbour Commissioners.

$3 T \mathrm{~T}$ Number, tonnage and classification of vessels that arrived at this port daring the year ending 31et December, 1898. Navigated by 23,223 seamen.

|  | Number | Tonnage. |
| :---: | :---: | :---: |
| Ocean-going steamships.. | 524 | 537,275 |
| Coasting | . 165 | 39,112 |
| Ships..... | .. 4 | 5,625 |
| Barques.. | . 42 | 25,715 |
| Brigantines | 22 | 3,631 |
| Schooners | .. 888 | 71.041 |
|  | 1,645 | 689,399 |

Coal whipmente for year 1898:
General Mining Association, Ltd......................... ..... $\mathbf{2 4 3 . 6 0 0}$
Dominion Coal Company ..... ................ .. .. .......... 1,118,241
North Sydney Mining Co
6,000
$1,367,841$
WM. HACKETT,
Secretary Harbour Commissioners.

Harbour Commissioners' Statement of Receipts and Disbursements for Year ending 31st December, 1898.

$\left.\begin{array}{l}\text { WM. HACKETT, } \\ \text { Secretary. } \\ \text { J. W. GORDON, } \\ \text { Ireasurer. } \\ \text { J. J. McDONALD. }\end{array}\right\}$ Harbour Commissioners.
North Spdnet, C.B., 31st December, 1898.

## Harbours and Shipping.

## APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU FOR THE ©CALENDAR YEAR ENDED 31st DECEMBER, 1898.

Pictov, N. S., 13th Janaary, 1899.

F. Gourdead, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to inclose you accounts of the Harbour Commissioners, Port of Picton, for the year ending 31st December, 1898, also a statement from the Collector of Customs for this port.

Yours very truly,
HENRY G. IVES,
Secretary.

Memorandum of Receipts and Disbursements on account of harbour dues, for the Port of Pictou, N.S., during the year ending 31st December, 1898.

Harbour Commissioners, Port of Pictou, N. S., in account with Henry G. Iver, Secretary.

|  |  | $\$$ cts. | 1898. <br> Jan 11 |  | 8 cts. 18852 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Jan. 11.. | To Lifting 7 buoys and placing winter buoy at lighthouse, 15th December, 1897 | 37 <br> 20 <br> 20 | $\begin{aligned} & \text { Jan. } 11 . . \\ & \text { July } \\ & \hline 16 . . \end{aligned}$ | By Balance received from D. Sutherland per acet Cheque from Department Railways....... \$2,721 50 <br> Less costs |  |
| Feb. 2 <br> Mar. 29. | Tug "Elsie," placing buoy in harbour, 8th June, 1897 R. Dawson \& Son, acct. | 250 160 |  |  | 2,500 00 |
| Apr. 16 | Mell. McDunald, bushes for East River................. | 400 | - 30. | Wharfage on outside buoys. | 700 |
| May 5. | James Datton, yainting and caulking buoys. .......... | 400 | Dec. 31.. | Amount placed to credit of commissioners by Collector |  |
| " 14.. | Thomas Fraser, bushing West River....... ${ }^{\text {a }}$. | 800 |  |  |  |
| " 14.. | and putting out harbour buoys and lifting winter buoys. | 2300 |  |  |  |
| July ${ }^{10 .}$ | Pumping buoy <br> John McRae bushing Middle River | 100 <br> 800 <br> 10 |  |  |  |
| " 16.. | Deposit receipt No. 89151, Bank of Nova Scotia........ | 2,500 00 |  |  |  |
| " 16.. | Pumping buoy... | 100 |  |  |  |
| " 16. | Telegram to Ottawa | 058 |  |  |  |
| " $30 .$. <br> " 30. | Wm. Livingston, bushing East River....7... | 1500 500 |  |  |  |
| "" 30.. |  | 1200 |  |  |  |
| $\infty_{\infty}^{\infty}$ Sug. ${ }_{\text {Sept. }} 1 .$. |  | 100 |  |  |  |
| Sept. 24. | Alex. McMillan's acct. ..... .... .... ............... | 13 5 50 |  |  |  |
| Oct. ${ }^{\text {Onv. }} 5$. | Telephones, N. Glasgow .... | 030 |  |  |  |
| Dec. 28.. | Lifting harbour buoys and putting out spit buoy. . | ${ }^{37} 50$ |  |  |  |
| " ${ }^{\text {" } 29 .}$ | Repairs to wharr, New Glarfinger, N. Glasgow ............ | 8500 500 |  |  | 3,427 64 |
| ". $29 .$. | Harbour master's expenses and boat-hire for season Secretary's salary | 500 10833 |  |  |  |
| ${ }^{\prime \prime}$ 31.. | Balance in Bank of Nova Scotia ..... ..... .... .... | 61241 | Dec, 31.. | By Amount to credit of commissioners in Bank of Nov |  |
|  |  | 3,427 64 |  |  |  |

## APPENDIX No. 9.

## REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR ENDED 31bT DECEMBER, 1898.

Harbeur Commissioners of Montreal, Secretary's Office, Montreal, 10th February, 1899.

F. Gourdead, Esy.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour, by direction of the Harbour Commissioners of Montreal as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine an $d$ Fishories, the following report of the pilotage district of Montreal for the year ended 31st December, 1898.

The accompanying statement gives the names, earnings, etc., of all the pilots for the past season, and shows an increase of almost $\$ 10,000$ as compared with 1893, during which year the largest previous earnings were made, viz., $\$ 69,307.86$.

The total amount of pilotage dues, as therein shown, was received from the following eervices, namely:-

BRITISH.


At the time of making the last ancual report, the pilotage commission, appointed by the Government to inquire into the alleged grievances of the pílots, was sitting, and it was hoped would make its report in time for the Government to act upon it during the then approaching season of navigation. This, however, was not realized, and in consequence no changes in the pilotage by-laws and regulations took place.

Before the opening of the season all the Montreal shipping firms were, as usual, asked in writing if they desired to arail themselves of the privilege of employing pilots on special service during the season, as provided for in by-law 109, the terms of which were to be strictly carried out, in order to do justice to the general service or tour de rôle pilots upon whom the by-laws had borne somewhat severely in recent years.

In June complaints were lodged by members of the tour de role against special pilots Edonard Perrault and Célestin Brunet for violating by-law 109, by each piloting vessels belonging to two different lines. After a carefal inquiry into both of the complaints, that against Mr. Brunet was dismissed, on the understanding that he would thereafter pilot only the Gulf ports colliers in the propor-
tion of one and a half vessels, or the Transatlantic Dene line for not more than thirty single trips, for both of which Messrs. Carbray, Routh \& Co were agents.

Mr. Perrault was convicted of the charge and fined twenty dollars, but was granted a writ of certiorari by the Superior Court and the conviction was quashed on the 19th December, chiefly on the ground that by-law 109 does not prohibit the act set forth in the conviction, whereof the pilot wat declared guilty, or any of the acts done in connection with the steamship "Carlisle City," tor the piloting of which the complaint was lodged.

A copy of the judgment was forwarded last month for the information of the Honourable the Minister, and it is hoped it will have his early consideration, as showing the difficulties under which the Pilotuge Authority works with the present by-laws.

Early in October representations through the department were received, suggesting the suspension or amendment of this by-law 109, so as to allow a few special pilots of large I'ransatlantic vessels to continue service with their respective lines beyond the thirty pilotages to which each individual pilot was limited.

These representations were at the instance of the Marine Uuderwriters' Association and the Board of Trade Council, which saw danger in vessels of large size being transferred to less experienced pilots at the end of the season when the water was reaching a lower stage and the weather more uncertain.

At a conference the tour de role pilots' attorney assented to the wishes of the fow agents, who stated that their pilots would slightly exceed the limit of thirty trips, and it was found unnecessary to make any chapge in the by-law so late in the season.

The question of the reasonably fair division of the whole pilotage work has been a difficult one for many years back, and it is to be hoped will be shortly solved, either by confirmation of the present arrangement, modified possibly in some measure in view of the experience gained last season, or by no restriction whatever being imposed on vessel agents in the matter of what pilot or pilots they shall employ, or on pilots that they shall serve in any fixed rotation.

In addition to the cases of Messrs. Brunet and Perrault above mentioned, complaints were also lodged against several other pilots for transgressing by-law 109, bat all were dismissed as not borne out by the evidence.

On 29th March, plot Zéphirin Bouille, 69 years of age, was examined and granted a renewal of his license for another year.

In April, pilot Frangois Desjordy, who had been pensioned for one year from 1st May, 1897, on account of the impairment of his eyesight to such an extent that it would not be safe for him to continue his duties meantime, was continued on the pension list for one year more from 1st May.

In April, on a petition from the pilots, transmitted through the department, Messrs. Prudent Beaudet and Philippe Bélanger were reinstated as pilots, they having been dismissed in connection with the pilots' strike in June, 1897.

This action was taken after due consideration and upon the opinion of the commissioners' attorneys as to its legality, and made conditional on the repayment of all costs incurred in their conviction, which were duly paid as shown further on.

On 15th March, a license as pilot was granted to Mr. Alberic Angers, while on 20th September one was issued to Messrs. Arthur Bellisle, G. Theo. Hamelin and Cyrille Belleisle ; all these having completed their apprenticeship in 1897.

Pilot Louis Belleisle, of Deschambault, aged 52 years, died suddenly on 28th December, after a service of twenty-nine years.

These changes in the list leave 55 pilots thereor, as allowed by by.law No. 99.

## Harbours and Shipping.

The following list gives the name, age, residence and date of license of each apprentice pilot now serving his time, under this authority.

## List of Apprentice Pilots.

| No. | Name. | Age. | Residence. | Date of License. |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Pleau, J. E. | 29 | Ste. Anne de la Pérade | Oct. 14, 1890. |
| 2 | Perrault, Anthime | 30 | Deschambault . .... | Oc. 14, 1890. |
|  | Raymond, J. N | 28 |  | Nov. 11, 1890. |
| 4 | Veillet, George. | 29 | Ste. Anne de la Pérade | July 19, 1892. |
|  | Labranche, Melville. | 24 | Portneuf | Oct. 11, 1892. |
|  | Gagnon, Albert..... | 23 | Three Rivers. | " 11, 1892. |
| 7 | Paquin, Azarias. | 25 | Deschambault | " 11, 1892. |
|  | Gignac, Arthur. | 25 | Portneuf. | " 11, 1892. |
|  | Bélanger, Achille. | 25 | Lotbinière.... | M' 11, 1892. |
|  | Paquet, Damien | 22 | Deschambault | May 30, 1893. |
|  | Angers, Alfred. | 22 | Ste. Anne de la? Pérade. | Jan. 30, 1894. |
|  | Gariepy, J. A. W | 19 | St. Alban. . | June 2, 1896. |

From certificates lodged, it woula appear that, of the above, some are now entitled to examination, and, as several have asked for it, it is probable that an examination will be held during March.

In addition to the above apprentices, applications are on file from the following to be admitted as apprentices, which will be considered in rotation of their applications when it is thought necessary to license more apprentices.

List of Applioants for License as Apprentice Pilots.

| No. | Name. | Residence. | Date of Application. |
| :---: | :---: | :---: | :---: |
| 1 | Gariépy, A. J. P | Lachevrotière | Jan. 16, 1894. |
| 2 | Frenette, Oswald. | Portneuf | March 1, 1894 |
| 3 | Hamelin, Chas. B | Champlain | Nov. 17, 1896. |
| 4 | Perron, Tancrède | Deschambault | " 28, 1896. |
| 5 | Angers, J. B..... | Ste Anne de la Pérade. | " 28,1896. |
| 6 | Patoine, jr., J. B.. | Sydney, C. B | Dec. 3, 1896. |
| 8 | Frenette, Delavoie. Gauthier, Laurent J | Portneuf <br> Deschambault | Jan. 25, 1897 <br> March 26, 1897. |
| 9 | Perrault, fils, David. | Desc | April 8, 1897. |
| 10 | Hamelin, Fortunat | " | " 19, 1897. |
| 11 | Gauthier, Adélard | " | May 6, 1897. |
| 12 | Arcand, J. Frmilien | " | " 7, 1897. |
| 13 | Gauthier, Cyriac. | Quebec 306 St Valier St | " 9, 1897. |
| 15 | Rayer, fils. ${ }^{\text {Rarilien }}$ | Lachevrotiere. . . . . . . . . | " ${ }_{\text {" }}$ 23, 289897. |
| 16 | Garièpy, Henri |  | - 24, 1897. |
| 17 | Perrault, Jean. | Deschambault. | " 25, 1897. |
| 18 | Brunet, Edouard. | Montreal. | " 2, 1898. |
| 19 | Carpentier, Eugène. | Champlain... | June 28, 1898. |
| 20 | Fortier, J. Philéas. . | St. Jean, Ile d'Orlean | August 27, 1898. |
| 21 | Rivard, Frs. Xavier. | Grondines $_{\text {Lachevrotière }}$ | Sept. 12, 1898. |
| 23 | Mrcand, Arthur.. | Lachevrotier | $\begin{array}{r} \text { Nov. 6, } 1898 . \\ \text { " } 9,1898 . \end{array}$ |
| 24 | Frenette, Georges |  | " 15, 1898. |
| 25 | Gariépy, Hercule. | Deschambault. | " 18, 1898. |

The amount received and expended by the Harbour Commissioners as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilots' Fund, of which the annual report and statement bave been sent you, certified by Messrs. Riddell \& Common, audilors, were as follows :-
RECRIVED.
From Albéric Angers, fee for pilot's license ..... \& 1000
" Pradent Beaudet, refund of the cost of his con- viction and dismissal in June, 1897, in view of his reinstatement as a pilot ..... 5488
" Philippe Bélanger, do do ..... 4418
" Arthar Belleiste, fee for pilot's license. ..... 1000
" Cyrille Belleisle, fee for pilot's license ..... 1000
" Pilots, 2 per cent of the pilotage dues ou sundry vessels. ..... 1876
" Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers and Batiscan ..... 2082
" Collector of Customs, Sorel, 2 per cent of the pilotage dues on vessels to and from Sorel ..... 927
" Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal. ..... 1,53664
" G. Théodule Hamelin, fee for pilot's license. ..... 1000
Total ..... 81,724 55
EXPENDED.
By Deficiency, brought forward from 1897 ..... \& 87216
"Angers, DeLorimier \& Godin, costs of Certiorari incase of Geo. Arcand, pilot, vs. Harbour Commis-sioners.$5+15$
" Angers, DeLorimier \& Godin, costs of Certiorari in case of Edouard Perrault, pilot, vs. Harbour Com- missioners ..... 5586
" Joseph Thibeaudeau, expenses to Montreal for in- quiry into complaint against Pilot Edouard Per- ranlt ..... 1000
" Geoffrion, Dorion \& Allan, legal services in connec- tion with pilotage matters ..... 75520
" Urquhart \& Wright, stenographer's fees in "Milwau- kee". case ..... 7515
" L. A. Cusson, stenographer's fees in "Milwaukee" (French witnessos) ..... 2000
" Pierre Gagnon, expenses to Montreal for inquiry into complaint against Pilot J. S. Labranche ..... 1000
" Builiff's fees. ..... 575
" L. G. Collin, stenographer's fees in "Glenarm Head" case. ..... 1200
" C.de B. Macdonald, stenographer's fees in "Glenarm Head" case ..... 1500
" J. C. Hanley, stenographer's fees in " Glenarm Head" case ..... 2500
" Kingman \& Co., refund of Trinity dues, paid both at Montreal and Three Rivers. ..... 163
" Joseph Thibaudeau, salary as Montreal Pilot Agent, Quebec. ..... 60000

## Harbours and Shipping.

## Expended-Concluded.

> By Joseph Thibaudeau, allowance for travelling, stationery, postage, \&c

Owing to exceptional expenses during the year the debit balance of the previous year has again to be carried forward, less \$3.68, leaving the over-expenditure for four years as \$868.48.

The tariff of pilotage dues has been in force since March, 1877, and is as follows:
From the harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers:-

For the pilotage of any vessel in tow, or propelled by
steam (except as hereinafter mentioned), for each foot
of draught of water:

> Upwards .................... ............... ... . ...... .......................................................... 150 Downwards... ............. 50


From the harbour of Quebec to Sorel and the opposite side of the River St. Lawrence, or any place above Three Rivers and below Sorel:-

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:

Upwarde
$187 \frac{1}{2}$
Downwards

For the pilotage of any vessel under sail, for each foot of
draught of wator:

Upwards

315

Downwards

210

From the harbour of Quebec to the Harbour of Montreal, or any place above Sorel and below the harbour of Montreal :-

For the pilotage of any, sea-going vessel propelled by steam, for each foot of draught of water: Upwards. ..... 250
Downwards ..... 250
For the pilotage of any vessol uader sail, for each foot of draught of water :
Upwards ..... 420
Downwards ..... 2 80From the harbour of Montreal to Sorel, or any place aboveSorel and below Hochelaga; and from Sorel, or anyplace above Sorel and below Hochelaga, to the harbourof Montreal; for each toot of draught of water, for eachsuch pilotage:
Upwards ..... 100
Downwards ..... 100
For the removal of any vessel from one wharf to another within the limits of the harbour; or from any of the wharfs into the Lachine Canal; or out of the said canal to any of the wharfs in the harbour ; or from the foot of the current, or from Longuenil, in the barbour; or from the harbour to the foot of the current, or Longuenil ; tor each such service.

In the matter of pilot George Arcand, whose writ of certiorari was before the Supreme Court as noted in the last report, judgment was rendered in June in favour of the pilot, allowing him his costs of \$54.15.

It was held by the judge that the addition of the censure to the finding of "not guilty" was not allowable.

The following is a list of the principal accidents and mishaps which occurred between Quebec and Montreal during the season, the only ones resulting in damage to the vessel being those of the "Milwankee," "Carlisle City," and "Glenarm Head."

Even these vessels, after examination in the Louise basin at Quebec, were able to complete their voyage to Earope, without being docked for repairs.

On the night of 13 th June, with calm clear weather, pilot Liboire Perrault, at about 10 p.m., grounded the steamship "Madura," drawing 14 feet, on the sonth side of the wide natural channel about two miles below Ste. Croix. As the tide was rising, the vessel floated in half an hour, without damage, and continued on her way upwards to Three Rivers.

After a careful inquiry, the commissioners found the pilot guilty and suspended him for one month; upon which he applied to the Superior Court for a certiorari, which was refused.

On the 8th July at 8.20 p. m., the steamship "Milwaukee," in charge of pilot N. C. Dufresne, and drawing 26 feet 8 inches, struck heavily in passing the Barre a Boulard, when going down.

The pilot and Captain Williams claimed strongly that the vessel was in the channel at the time, as the Platon Beacons, they said, were in line and clearly visible.

On the other hand, very careful examination of the chaunel by testing showed no obstruction within the channel upon which the vessel could have touched.

After a very full investigation, at which the Minister of Public Works and several of his officers attended, and also the Chief Engineer of the Department of Marine and Fisheries, who, in the absence of the Chief Engieeer of the Department of Public Works was requested by the Hon. Mr. Tarte to make thorough inquiry into the accident, and supervise the testing of the channel through the Barre a Boulard, the commissioners found the pilot guilty and suspended him for two monthe.

He at once petitioned for a certiorari, which was however refused, after argument by counsel on both sides.

On the evening of 1 (1th August, about $8 \mathrm{p} . \mathrm{m}$., the steamship "Carlisle City," drawing 22 feet, while in charge of pilot B. Arcand, touched bottom on the south side of the channel, between Barre a Boulard and Richelieu Island on her way down.

The captain and agents asked that an inquiry be held, at which the pilot appeared with his counsel.

The pilot admitted that the vessel had touched lightly through taking a long shear, and ciaimed that she was steering badly at the time, on account of having a list and being nomewhat down by the head.

As no witnesses from the vessel, which had sailed, were able to be present, no action was taken.

The agents, a considerable time afterwards, reported that, when the vessel was docked in Europe, it was found that she had sustained damage.

On 6th Soptember about 7.30 a.m., the SS. "Glenarm Head," drawing 23 feet 7 inches, in charge of pilot A. Frenette, just after entering the upper part of the Cap a la Roche dredged channel, struck heavily. The pilot claimed that he was in the channel at the time, as he was some twenty feet inside of a large red cylinder buoy which marks the north-west edge of the dredged channel.

This accident attracted much attention, and the Hon. the Minister of Pablic Works made a visit to the spot with pilot Frenette and other pilots, and attended the subsequent inquiry held by the commissioners, at which also the Deputy Minister of Marine and Fisheries was present.

The following decision was arrived at:-
After hearing the evidence and deliberating, the commissioners find the case against the pilot not sufficiently clear, and, although they think that the defendant was imprudent in going too near the bony on the edge of the channel, they decide to give him the benefit of the doubt as to the real cause of the accident, and render their verdict as " not proven."

A report in French was received from pilot L. Z. Bouille, who left Montreal in charge of the SS. "Laurentian" on 15th September, of which the following is a translation:-

In coming down at about 7.45 a.m., a little above Poiste aux Trembles (en hant), a fog bank rose, so dense and so suddenly, that I lost sight of all the buoys, and the vessel grounded near the large iron buoy, on the curve of the channel to the north side, about a mile below the chureb, and we were not able to float her until 18th September, at 2 p.m. The vessel drew 26 feet 4 inches at the time of grounding.

The "Lloyd S. Porter," a large steam barge proceeding down the river, and the SS. "Tarret Age," cuming up, came into collision just below the Ste. Croix gas bupy about 6.05 p.m., on 23rd October. The "Lloyd S. Porter" was very badly damaged and was run into shoal water to the north, where she sank almost immediately and still lies.

The following report of the occurrence was received from pilot Norbert Arcand, in charge of the "Turret Age," which was coal laden and having a draught of 20 feet.
"Coming up near Ste. Croix gas buoy, I saw a steamer coming down, showing her port side light, when she suddenly shifted her helm to starboard, and went across our bow. When I saw that a collision could not be avoided, I ordered the helm hard aport and the engine full speed astern, and collided with her on her starboard bow and whe sank (the steam barge was the 'Lloyd S. Porter')."

A report in French was received from pilot L. Z. Bouille, who left Montreal in charge of SS. "Grecian," drawing 24 feet 6 inches, at 7 a.m., on 17 th November, of which the following is a translation.-

Coming down with SS. "Grecian" on 17 th instant, I encountered a bank of very dense fog, near Maisonneave, and, in endeavouring to anchor, the "Grecian" grounded near the wharf of the Sugar Refinery and was floated on the 19th instant at noon. We had to transfer some of the cargo and to use a tug in order to float her. After reloading, the "Grecian" completed her trip without further accident. No damage.

In conneotion with these accidents, it may be remarked that about 100 vessels (out of a total number of 868 sea-going vessels) passed down the channel during the season, drawing 26 feet and over and up to 27 feet 10 inches.

The water in the channel remained at a fairly satisfactory depth throughout the season, ranging from about $31 \frac{1}{2}$ feet at the beginning of May to 28 feet at the close of November. It only went below the normal 27 feet 6 inches, from 12th to 16th of August, when it was 27 feet 4 inches, for eighteen days in September-the lowest being 26 feet 11 inches-and for vine days in October, the lowest reading being 26 feet 4 inches on the $10 \mathrm{th}, 11$ th and 12 ch of that month

Appended is a list of vessels which passed down during the autumn monthy drawing 26 feet and orer, with the relative depth in the channel on the day of passage, as indicated by the Government gauge at Sorel :-

Statement showing draught of steamships for part of season of 1898, DRAWING 26 FEET AND OVER.


On 19th September the pilotage committee convicted pilot Joseph Sifroi Labranche on the charge of having been under the influence of liquor at Three Rivers when called upon by Captain Gould, of the SS. "Louisburg" to pilot that vessel to Quebec, both on the evening of 18th August, and again early the following morning.

The judgment suspended the pilot tor eighteen months, but was at once petitioned against in the form of a certiorari, and the writ and record bave recently been returned into the Superior Court.

## Harbours and Shipping.

By information received from the Department of Public Works it is learned that the improvements going on in the ship channel made fair progress during the season and also that the testing of the channel received due attention.

In the matter of the improvement of the aids to navigation along the ship channel the Commissioners learned with satisfaction, from time to time, that the Chief Engineer of the Department of Marine and Fisheries was making a thorough inspection of the whole route, and that the result of his several inspections is to be the improvement of the buoyage by the addition of many new buoys and the erection of new land marke at several points.

The semaphore at Cap Santé was worked throughout the season as in the previous year, as was also a new semaphore placed at Cap à la Roche by the Department of Public Works. The depth, as indicated by the signals from these two semaphores, is of great benefit to the pilots in passing those points at the lower stages of the tide with deep draught vessels.

In view of reports that certain vessels had been seen discharging ashes into the ship channel, and even dredgod portions of it in Lake St. Peter and near Contrecceur, it was ordered that the followiug notice should be published for a week and distributed amongst the shipping interest and the pilots, as, notwithstanding the strictness of the by-laws, masters and pilots of vessels appeared ignorant thereof :

## NOTICE TO MARINERS AND OTHERS.

The attention of masters, owners, agents and pilots of vessels is called to by-laws Nos. 56, 73 and 74 of the Harbour Commissioners of Montreal, which prohibit the throwing overboard or depositing of any ballast, ashes, cinders, hay, straw, rubbish, filth, etc., within the harbour and port of Montreal, which comprise the harbour proper and all the River St. Lawrence, and its tributaries navigable for sea-going vessels, between the basin of Portneuf and the foot of the Lachine Rapids, except the harbour of Three Riters.

Any one found committing a breach of these by-laws will be prosecuted by the Harbour Commissioners of Montreal, and is liable to a fine up to forty dollars and costs.

By order,
ALEXANDER ROBERTSON, Secretary.

Harbour Commi-sioners' Office,
Montreal, lst October, 1898.
Another matter to which the attention of the commissioners was called by the the master of one of the large steamships, was the blocking of the channel by tugs towing several vessels abreast of each other, on independent tow lines, and thus not allowing sufficient roum for large vessels to pass in safety.

It is probable that a by-law to prohibit this will have to be enacted before the opening of navigation.

In view of the usual lowering water in September the following notice was also issued to the pilots.

## NOTICE TO PILOTS.

Montreal, 15th September, 1898.
The Harbour Commissioners of Montreal, as pilotage and port anthority, hereby call the attention of all the pilots under their jurisdiction to the need of extra precautions in passing the critical points in the ship channel between Montreal and Quebec.

The information given as to the channel on the first two pages of the tide tables for 1898 , of which copies both in English and French, were sent to every pilot early
in the season, should be carefully studied; and the by-law 120, requiring each pilot to repair as !ate as possible before his departure for Montreal with any vessel, to the commissioners' office to obtain the latest information as to the state of the buoys, beacons and channel, must be strictly adhered to.

The government gauging of the depth of water in the channel from day to day, as recoived by telegraph from Sorel, Cap a la Roche and Cap Sante, are posted up in the harbour office immediately upon their receipt.

The commissioners would impress upon every pilot the absolute necessity of waiting above each of the bars mentioned in the tide tables for such rise of tide as will carry his vessel safely over.

Attention is also again called to by-law 126, which requires a prompt report in writing of any incident out of the ordinary course whish is brought to the notice of any pilot in connection with the navigation of his vessel.

## ALEXANDER ROBERTSON,

 Secretary.The usual edition of the Commissioners' Tide Tables' pamphlet, embodying the tide tables for Quebec (and also one specially prepared for Ste. Croix bar) by the tidal survey branch of the Department of Marine and Fisheries, which were furnished to the Commissioners by the department, was issued both in English and French. These tide tables were very freely distributed amongst the pilots and the officers of vessels without charge, and were, as in past years, much appreciated by them.

I have the honour to be, sir, Your obedient servant,

ALEXANDER ROBERTSON, Secretary.

Harbours and Shipping.

## sTATEMEスTT

RESPECTING

## BRANCH PILOTS

Statement showing the Number of Bianch Pilots for and above the Harbour of Quedec, during the year 1898 , thoir Age, whether Employed on Special Services or Tour-de-Rôle.


## Harbours and Shipping.



# REPORT AND STATEMENTS OF THE MONTREAL DECAYED PILOTS' FUND FOR THE YEAR 1898. 

Harbour Commisbioners of Montreal, Secretary's Office,<br>Montreal, 9th January, 1899.

F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-1 have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of (1) receipts and disbursements of the Montreal Decayed Pilote' Fund for the year ended 31st December, 1898, and (2) assets of the fund at 31st December, 1898.

The following is an abstract of the former :-

RECEIPTS.


## DISBURSEMENTS.

Pensions to old pilots and widows of pilots ................ \$5,447 84
Audit of the fund for 1897 ... ..... ....... .................... $250_{0}$
Postage stamps and stationery............ ................... 1000
Refund of percentage paid twice...................... ........ 407
Total . ..... ....... ......................... \$5,486 91
Showing a gain for the year of $\$ 789.31$, notwithstanding that two pensions of $\$ 37.33$ each were paid in December, which rather belong to the current year.

Before the opening of navigation pilot François Desjordy, of Lavaltrie, who had been placed on the pension list for one year from 1st May, 1897, on account of impaired eyesight, again submitted medical certificates to the effect that his sight had not improved. In view thereof he was continued as a pensioner until 1st May, 1899.

Attention having been called to the fact that widow Joseph Toupin was receiving $\$ 37.33$ quarterly, while widow Alexis Gauthier, whose husband had served as a pilot longer than Joseph Toupin had done, was only receiving $\$ 32.00$, it was found that an error had been made in March, 1895, when the former was placed on the pension list, and from 1st May last she has therefore only received $\$ 32.00$ per quarter.

## Harbours and Shipping.

It may be noted here that the three different rates paid to widows were years ago fixed by the length of service of the husband. If he has served for less than ten years, $\$ 29.33$ quarterly is allowed the widow, while, if from ten to twenty years, or ahove twenty years, the rate is $\$ 32.00$ and $\$ 37.33$ respectively.

On 24th November widow Hubert Lemay died, and on 1st December widow Sévère Belleisle died, who had been pensioners for more than twenty-six and twentynine years respectively.

In each case, as is customary, the full pension for the current quarter ending 31st January, 1899, was paid to the legal heir.

At the close of the year there were twenty-two pensioners, namely, nine old pilots and thirteen widows.

I have the honour to be, sir, Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.


## Harbours and Shipping.




| Collector of Customs, Montreal, Trinity" dues collected in July. | 61396 |  |
| :---: | :---: | :---: |
| Collector of Customs, Montreal, Trinity dues collected in August. | 66949 |  |
| Pilot Ulric Groleau, 5 , per cent of pilotage dues for steam barge "Delaware," from Montreal to Quebec with 6 feet of draught | 063 |  |
| Pilot Barthelemi Arcand, 5 per cent of pilotage dues of U.S. steamer "Gresham," from Montreal to Quebec on 3rd August, with draught of 11 feet 6 inches. | 144 |  |
| Collector of Customs, Montreal, Trinity dues collected in September. | 59249 |  |
| Pilot Celestin Brunet, 5 per cent of the pilotage dues of H. M. S. "Indefatigable," from Quebec to Montreal and back, with draught of 20 feet | 500 |  |
| Pilot Onésime Naud, 5 per cent of the pilotage dues of H. M. S. "Talbrt," from and to Quebec, with draught of 23 feet in and 22 feet 10 inches out | 573 |  |
| l'ilot Sévère Perron, 5 per cent of the pilotage dues of American barge "Bacon," in tow, with draught of 7 feet. | 070 |  |
| Joseph Hurteau, 5 per cent of the pilotage dues of American barge "Sheldon," in tow, with draught of 6 feet 3 inches. | 063 |  |
| Cyrille Bellisle, 5 per cent of the pilotage dues of barge <br> "Redwing," with draught of 1 feet 6 inches | 665 | Aug. |
| Pilot George Arcand, 5 per cent of the pilotage dues of H. M. S. "Pallas," from Quebec and back, with draught in of 17 feet 1 inch, and out of 17 feet 6 inches. | 132 |  |
| Pilot G. Therdule Hamelin, 5 per cent of the pilotage dues of the American steam barge "George L. |  |  |
| Colwell "........... | 113 |  |
| Collector of Customs, Montreal, Trinity duen collected in October. | 50623 |  |
| Pilut George Dufresne, 5 per cent of the pilotage dues of U.S. steam barge "Roanoke" from Montreal to Quebec, 12th November, 1898, with draught of 9 feet. | 113 |  |
| Collector of Customs, Three Rivers, Trinity dues for season 1898 | 5211 |  |
| Collector of Customs, Montreal, Trinity dues for November | 40675 |  |
| Collector of Customs, Sorel, Trinity dues for season 1898 | 2317 |  |
| Collector of Customs, Montreal, Trinity dues, balance in full for season | 1816 |  |
| Pilot N. Come Dufresne, five-sevenths of the pilotage dues of " Minot G. Wilcox," with draught of 11 feet. | 137 |  |
| Pilot Liboire Perrault, five-sevenths of the pilotage dues of steamer "Josephine," with draught of 8 feet 6 in.. | 106 |  |
|  | 155 |  |


|  |  |  |  |
| :---: | :---: | :---: | :---: |



## Harbours and Shipping.

Alexander Robertson, Treasurer, in account with the Montreal Decayed Pilots' Fund-Continued.

StATEMENT OF THE FUND.

| Nos. | Series. | - - | \$ cts. |
| :---: | :---: | :---: | :---: |
| 20 and 102 | R | Montreal Harbour Debentures- <br> (Due ath July, 1906); interest at 6 p.c. $=2 \times 500$. |  |
| 42 and 117.119 | R |  | 4,000 00 |
| $4{ }^{4}{ }^{\text {a }}$ | R | (" 5th " 1906) ; " 6 ¢p.c. $-1 \times 2,000$ | 2,00000 |
| 21 and 45-49 | D | ( $" 5$ th " 1915); " $\quad$ ¢p.c. $=6 \times 1,000$. | 6,000 00 |
| 164-172 | F | (" 5th " 1917); " 4 p.c. $=9 \times 1,000$. | 9,000 00 |
| 289-290 | G | (" 5th " 1918); " $\quad$ ¢ p.c. $=2 \times 1,000$ | 2,000 00 |
| 64-65 | H | (" 5th " 1921); " 4 p.c. $=2 \times 1,000$. | 2,000 00 |
| 139-142 | H | (" 5th " 1921); " 4 p.c. $=-4 \times 1,000$ | 4,000 00 |
| 231-246 | J | ( $"$ 5th " 1924); " 4 p.c. $=16 \times 1,000$. | 16,000 00 |
| 165 |  | City of Montreal Consolidated Fund- <br> (Due 1st July, 1910) ; interest at 5 p.c. $=50 \times 100$. | 5,000 00 |
|  |  | Cash in Montreal City and District Savings Bank at 3 p.c. | 2,667 74 |
|  |  | Total. | 53,667 74 |

## ALEXANDER ROBERTSON, Treasurer.

Montreal, 31st December, 1898.

APl'ENDIX No. io.

## REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDED 31st DECEMBER, 1899.

To the Honourable Sir L. H. Davies, M.P., Minister of Marine and Fisheries, Ottawa.

Sir,-In compliance with the requirements of "The Pilotage Act," 36 Victoria, chapter 54, section 22, I bave the honour to submit the following report from the Quebec Harbour Commissioners as pilotage authority for the year 1898.

## SERVICE OF THE PILOT STATIONS.

The operations of the year opened the 16th April by the departure of the pilot schooner "La Vigie" with eight pilots on board.

On the 28th of same month, the pilot schooner "La Mouette" left with cleven pilots.

On the 12 th of May, the pilot schooner "Price" left with eight pilots, and on the 3rd, 12 th , 21st. 23 rd and 25 th of May, thirty-eight pilots were sent down via the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service bas been performed to the satisfaction of the commissioners.

## OLD PILOTS.

Previous to the opening of navigation, all the old pilots, eight in number, who had attained the age of sixty-five and over, were summoned before the commissioners under the authority of the 3 Ind section of "The Pilotage Act," in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. They were all found competent to perform their dutios, and their licenses were accordingly renewed for one year.

## SUPERANNUATIONS.

There has been but one superannuation during the year, that of Mr. Jerémie Dufresne, pilot No. 1 on the list of 1898.

Mr. Dufresne, who had attained the advanced age of eighty-two years, entered the pilotage service the 2 rd of April, 1849, and had thus nearly half a century of active service, and it maý be here noted, with satisfaction to the commissioners and to the honour of pilot Dufresne, that during his long term of arduous and dangerous duty, not one casualty or complaint appears in bis record.

DEATHS.
Two pilots have died during the year, Mr. George Couillard Després, pilot No. 57, and Mr. Françis, alias Jos. N. Dallaire, pilot No. 122 on list of 1898.

Mr. Després had served for twenty-seven years, and Mr. Dallaire had ten years' service.

# Harbours and Shipping. 

## TRIALS.

Three complaints have been received during the season against the pilots of the following vessels:-SS. "Montpelier," the 28h of June, SS. "Livonian," the 4th of July, and SS. "Turret Crown," the 19th of August, and one action was taken by the commissioners under the provisions of the 45 Victoria, chapter 54, section 4, in the case of the SS. "Truma," who, when in charge of pilot Jules Asselin, on ber outward trip, on the 23rd of August last, took the north channel off the Island of Orleans (in place of the south) touched lightly, but oi returning to Quebec for examination, it was found that no damage had been suffered, and vessel proceeded on her voyage.

In only one of the cases, that of the SS. "Livonian," were the commissioners able to secure the attendance of the witnesses, and proceeded with the investigation.

In the other two caces, that of the SS. "Montpellier" and SS. "Turret Crown," the absence of the witnesies was unavoidable; but the complaints having been regularly made can be taken up and inquired into any time that these vessels are in the harbour.

In the case of the SS. "Truma" it was arranged that the investigation would bo beld at the close of the season, when the vessel having completed her summer contract would be in or passing through the harbour, and the trial was consequently fixed for the 4th of November, the necessary papers having been served upon the vessel when in Montreal on her last trip. The master of the SS. "Truma" disregarded the commissioners' summons, passing through the harbour on the atternoon of the 3rd of November without stopping.

The Commissioners have imposed a fine on him of $\$ 40$ for this default (all that the law allows), and have placed the whole facts as to the master's conduct in this matter before his owners and the insurers of his vessel. Copy of this letter accompanies this report.

The fine of $\$ 40$ which the commissioners can impose on a defaulting witness is altogether inadequate, and in the revision now being made of their laws it is intended to largely increase it.

Onie of the statements annexed to this report contains all the particulars as to the nature of the complaints and the result of the investigation in each case.

## FAST RUNNING THROUGH THE HARBOUR.

Two Montreal pilots, Beaudet and Boulle, were summoned before the commissioners for running their steamers at too great a rate of speed through the harbour.

They were severely admonished and warned that in future any infraction of commissioners' by-law in this respect would entail exemplary punishment.

## EXAMINATION OF THE EYESIGHT OF ALL THE PILOTS ON THE ACTIVE LISt.

The commissioners realizing the necessity that, not only should the pilots of sixtyfive years and over be subject to a periodical examination as to their bodily powers, but that all the pilots on the active list should be subject to such an examination wheu called upon to undergo it, and the Honourable the Minister of Marine and Fisheries urging the same course, commissioners have endeavored so get the pilots to submit to such an examination voluntarily; but failing in this, and as they consider their powers under "The Pilotage Act" to order such a general examination are not definite enough, they have therefore recommended to the Honourable the Minister of Marine and Fisherifs, that an amendment be made to "The Pilotage Act" that will give them the necessary power to enforco such an examination.

## LIGHTS AND BUOYS IN THE LOWER ST. LAWRENCE.

The commissioners have again urged upon the Department of Marine and Fisheries the placing of a gas buoy on the St. Thomas shoal. They have also asked that leading lights be placed at Indian Cove and West Point of Island of Orleans, and
have kept constantly before the government the necessity of replacing the traverse light ships by permanent light houses.

## saguenay pilotage.

In the fall of 1897, the corporation of pilots requested the commissioners to take action against one Jos. Tremblay, an unlicensed pilot, for having piloted the bark "Thabitha" contrary to the provisions of "The Pilotage Act" in the River Saguenay, after a licensed pilot had offered his services.

The commissioners refused to take action on the ground that there was no tariff of compulsory pilotage for the River Saguenay, nor could one be enacted under the present provisions of "The Pilotage Act."

The corporation of pilots carried the question to the courts, and although the case went against them on a technicality, it was maintained that they had the preference to pilot in the River Saguenay, and that it was the duty of the commissioners to pass a tariff.

The commissioners have therefore passed a tariff of pilotage for the River Saguenay, and regulations to govern the pilots and piloting in that river, and have submitted same to the Department of Marine and Fisheries for the approval of His Excellency the Goveruor General in Council.

So far this approval has not been given, the Deputy Minister of Justice taking the same ground as the commissioners had taken, that is, that a by-law providing such a tariff cannot be made in view of section 15, subsection $h$, of "The Pilotage Act."

## pilotage earnings.

According to a return received from the secretary-treasurer of the corporation of pilots for and below the harbour of Quebec, their gross earnings for the season have been \$137,073.61.

Of this amount $\$ 128,734.28$ was received from 929 British vessels, and the balance, $\$ 8,339.33$, from 101 foreign vessels.

The total expenses, including the percentage for the pension fund, have been $\$ 24,366.75$, leaving a net balance of $\$ 112,706.86$ to be divided among an average of 126 or 127 pilots, giving them a net dividend of $\$ 890.96$ each.
directors of the corporationjof pilots.
At their annual meeting, held on the tenth of December last, the following directors to the corporation of pilots bave been elected for the ensuing year, viz.: Léo Labrecque, Eumond Larochelle, Arbel Bernier, Jean-Baptiste Tremblay, Jos. Pouliot and L. E. Morin, and at a sabsequent meeting of the new board Mr. L. E. Morin was unanimously elected president.

Annexed to the present report are the various statements not herein alluded to, which contain all the information yearly conveyed to your department by the commissioners in their capacity of pilotage authority.

> I have the honour to be, sir,
> Your most obedient servant,

JAS. WOODS, Secretary-Treasurer.

# Harbours and Shipping. 

Harbour Commissioners' Office,<br>Quebec, 9th December, 1898.

## (Actuselskabit)

C. T. Boe, Esq., Agent,<br>Arendal, Norway.

Gentlemen,-I have the honour to place before you by direction of the Quebec Harbour Commissioners the following facts in connection with an accident to the SS." "Truma," just outside the harbour of Quebec.

On the night of the 23 rd of August, the SS. "Truma," light, in charge of pilot Asselin, on her outward trip took the north channel off the Island of Orleans, in place of the south channel off same island, the proper one, touched ground slightly and returned to Quebec, and no damage being found, proceeded on her voyage.

The commissioners' harbour master saw the master of the SS. "Truma" on his return and requested him to lodge a complaint against his pilot, so that the accident could be investigated; that it was his duty and he was bound to do this.

The captain positively refused, saying, that his vessel had received no damage and that he had no fault to find with his pilot.

Under those circumstances, the commissioners, as they have the power to do so, took legal steps to investigate this accident; but their powers to do this were very much limited by the captain's refusal to make a written complaint.

It was decided that this investigation would be held after the vessel bad completed her summer contract, so as not to cause her ang detention or loss in this respect.

Mr. Carbray, of Carbray, Routh \& Co., a commissioner and also one of the agents of the vessel, communicated this to Montreal, and the captain was fully informed of the anxiety of the commiesioners to hold the investigation.

The case was finally fixed for the 4 th of November, and the necessary documents served upon the master and a portion of the crew in Montreal, to appear as witnesses. The master treated them with contempt, and some twenty-four hours before the trial would have been held, proceeded through the harbour of Quebec without stopping. The commissioners have fined him $\$ 40$ for this contempt, all that the law allows them, and will exact it the first time be returns to the harbour.

The commissioners would represent that this accident was a very peculiar one, and one that might have had very serious consequences, only another such having happened in this port for the last twenty years, when in 1892 the SS. "Commasee's" pilot committed this same error, and for which he had his branch taken from him.

This action of the master of the SS. "Truma" has brought the commissioners' authority into contempt, and has prevented them from inquiring into a matter of great consequence to the shipping trade of the St. Lawrence. It was of great importance to find out how the accident had occurred; whether it was the pilot's or master's fault, or was due to some defect in the leading (harbour) lights, which should be rectified.

Under those circumstances, the commissioners had no other course than to close the case, as they had no evidence, and to bring the master of the SS. "Truma's" conduct to your notice, and it is also their intention to have a copy of this letter forwarded to Lloyd's London Association.

> I remain, yours respectfully,

JAS. WOODS, Secretary Treasurer.

|  | Name. | Age. | Residence. | Number of Pilotages Efrected. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | 突 |
| 1 | Jérémie Dufresne | 82 | Quebec. | 2 | 2 | 2 |
| 2 | Antoine ( ableil. | 70 | St. Laurent, Orle:uns. | 15 | 15 | 1 |
| 3 | Charles Francis Brown | 71 | Quebec | 4 | $\stackrel{6}{6}$ | 4 |
| 4 | Piaul Paquet. |  | St. John, Orleans | ${ }_{5}^{6}$ | 7 | ${ }_{4}^{4}$ |
| ${ }_{6}$ | Georges Normand | 68 | Crane Island | 5 | 4 | 5 |
| 7 | David Damour. | 66 | Trois Pistoles. | 5 | 5 | 4 |
|  | Charles Vézina | 64 | St. Michel, Bellechasse |  |  | 4 |
| 9 | Numa Lachance | 64 |  | 15 | 15 | 1 |
| 10 | Joseph Gravel | 72 | Quebee. | 5 | 5 | 5 |
| 11 | Auguste Conillard Despres. | $\stackrel{62}{57}$ | LLauzon, Lévis., | 15 | 15 | 1 |
| 13 | Jean Gubeil. | 62 |  | 3 | $\stackrel{7}{2}$ | $\stackrel{4}{2}$ |
| 14 | J seph Paquet. | ${ }^{61}$ | Quebec. | 6 |  | 5 |
| 15 | Lunis Edmond Morin | 60 |  | 18 | 19 | 1 |
| 16 | Moise Lachance. | ${ }_{61}$ | St. John, Orleans. | 5 | 5 | 5 |
| 17 | Joseph S. Brown. | 64 | Quebre ...... | 5 | ${ }^{6}$ | 5 |
| 18 | Hubert Raymond | 59 |  | ${ }_{6}^{10}$ | 11 | ${ }_{5}^{1}$ |
| 19 | ${ }_{\text {A }} \begin{aligned} & \text { Achille } \\ & \text { Ioseph Pamour }\end{aligned}$ | 59 | St. Valier....... | ${ }_{0}^{6}$ | 4 | 5 |
| $\stackrel{20}{20}$ | Iosep, Pouliot Cdmond Larochelle, sen | 55 | St. John, Orieans | 1 | 1 | 0 |
| 22 | Ant. Thomas Chouinard | 64 | Point au Père | 0 | 0 | 0 |
| 23 | Laurent Godbout | 55 | Quebec. | 0 | 0 |  |
| 24 | Adelme Ponliot | 59 | St. Laurent, Orleans | 19 | 19 | 1 |
| 25 | Bart. Pepin dit Lachance | 53 | St. John, Orleins. . | 6 | 5 | 4 |
| $\stackrel{26}{ }$ | Frs.-Xav. Delisle | 53 | Quebec | 5 | 5 | 4 |
| 27 | .Joseph Pepin dit Lachance | 64 |  | 7 | 7 | 5 |
| 28 | Damien Eugene Boulanger. | 55 | Tadoussac | 0 | 0 | 0 |
| 29 | Cyprien Langlois. | 54 | St. John, Orleans | ${ }_{6}$ | 4 | 5 |
| 30 | Jean Delisle ${ }^{\text {J }}$ | ${ }_{51}^{53}$ | (Absent) | 0 | ${ }_{0}^{6}$ | 0 |

## Harbours and Shipping.








Statement showing the number of Pilots for and below the Harbour of Quebec，de．－Concluded．

| $\begin{aligned} & \dot{8} \\ & \text { 若 } \\ & \text { 云 } \end{aligned}$ | Name． | Age． | Residence． | $\begin{aligned} & \text { Numbrr } \\ & \text { of Pilotagers } \\ & \text { Regeived. } \end{aligned}$ |  |  | Casualties and Remarks． |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 宕 | 窇 |  |  |  |
| 798081828384858687 | Joneph alius Philéas Langlois | 52 | St．John，Orleans． | 0 |  |  | Master of Pilot Schmoner No． 2. |  |
|  | Nazaire Delisle．．．．．．．．．．．． |  |  | ${ }_{6}^{6}$ | 5 | 4 |  |  |
|  | J．E．Bonavanture Lavoie． |  | Ste．Petronille，Orieans | 14 | 11 | 1 |  |  |
|  | Sainuel Rioux．．${ }^{\text {Ad }}$ ． | 45 | Quebes．．．．${ }^{\text {S }}$ ，．．．．．．． | 19 | 14 | 1 | Employed by the Black Diamond Line． Fimployed by the Allan Line． |  |
|  | Chs．Octave Clavet． | 44 | St．Michel，Bellechasse | 17 | 18 | 1 |  |  |
|  | Paul Lachance． | 42 | Quebec．． | 10 | 13 | ${ }_{4}^{1}$ | One of the directors of the corporation of Pilots．Re－elected |  |
|  | Arcadius Jouvin Léon Labrecque． | 48 | St．Laurent，Orleans ．．．．．．．．．．． | 0 | 0 | ${ }_{0}^{4}$ |  |  |
|  |  |  |  |  |  |  | at last election． |  |
| 88 | Paul Lachance． | 43 |  | 6 | 6 | 4 |  |  |
| 89 90 | Joseph Pouliot．．．． | 42 | St．Michel，Bellechasse． | ${ }_{4}^{5}$ | 5 | 4 |  | Employed by the London and Head Line． |  |
| 90 91 | Joseph Larachelle． | 40 | St．Michel，Bellechasse． | 9 | 7 | 2 |  |  |  |
| 92 | Frs．Gaudreau．．． | 47 | Quebec | ${ }_{10}^{11}$ | ${ }_{11}$ | 1 |  |  |  |
| ${ }_{94}^{93}$ | Arthur Koenig． | 47 |  | ${ }^{11}$ | ${ }_{0}^{1}$ | 0 | Master of pilot schooner No． 1. |  |
| $\stackrel{94}{95}$ | Eugène Anctil <br> David Dumas． | 45 | Notre－Dame，Lévis．． | 6 | 5 | 5 |  |  |  |  |
| ${ }_{96}$ | Juseph Lachance | 44 | St．Laurent，Orleans． | 7 | 6 | 4 | One of the directors of the corporation of Pilots． at last election． | Not re－elected |
| 97 | Paul Paquet．．．． | 40 | St．John | 0 | 0 | 0 |  |  |
|  | Alphonse Pouliot． | 46 |  |  | 6 |  |  |  |
| 99 | Elzear Normand | 39 | L＇Islet |  | ${ }^{6}$ | 1 | Employed by the Donaldson and Ross Line． |  |
| 100 101 | ${ }^{\text {Jean Bernier．}}$ | 37 | st．＂John，Orieans． | 5 | 6 | 4 |  |  |
| 102 | Tean A．Lachance． | 36 | St．Henri，Lévis． | 4 | ${ }^{6}$ |  | Elder Line． |  |
| 103 | Arthur Baillargeon． | 43 | Ste．Petronille，Orleans． |  | 6 | 4 |  |  |
| 105 |  | 40 | St．Thomas，Montmagn | 4 |  | 4 |  |  |
| 106 |  | 45 | Quebec．．． | 5 | 4 | 5 |  |  |  |
| 107 | John J．A．Irvine． | 42 | Green Island． | 466 | ${ }_{5}^{6}$ |  |  |  |  |
| 108 | ${ }^{\text {Frederick Bouffar．}}$ | 41 | St．Laurent，Orieans．${ }^{\text {St．}}$ Michel， |  | 6 | 5 |  |  |
| 110 | Jules Asselin．．．．． | 39 | Beauport ．．．．．．．．．．．． |  |  | 4 | Einployed by the Black Diamond Line． |  |
| 111 | Lucien Lachance． | 37 | Notre Dame，Lévis． | 12 | ${ }_{6}^{13}$ | 1 |  |  |  |
| 112 | Alfred Dion． | 40 | Green Isiand．．．．．．．．．． |  |  |  |  |  |  |

## Harbours and Shipping.



## PILOTAGE TARIFF.

Rates of Pilotage for the Harbour of Quebec and below, as per by-law passed by the Quebec Hurbour Commissioners, on the 18th Jume, 1891, and sunctioned by His Excellency the Governor General in Council, on the 26th June, 1891.

TABLE 1.
Rates of Pilotage for the Harbour of Quebec and below, for each foot of draught of Water.


## TABLE II.

Rates of Pilotage for the Harbour of Quebec and below.

| From | To | \$ cts. |
| :---: | :---: | :---: |
| Any wharf in the Harbour of Quebec between Point-a-Carcy, below, and the West End of the Allan's wharf above, both inclusive... |  |  |
|  | Any other wharf within said limits. . | 250 |
| Any place in the Harbour of Quebec, not being a wharf within the above mentioned limits..... | Any other place in the said harbour not |  |
|  | being a wharf within the said limits ... | 500 |

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II. for piloting vessels from one part of the harbour to another.

Harbolr Commissionerg' Office, Quebec, 3rd January, 1899.

J. B. LALIBERTE,<br>Chairman.<br>JAS. WOODS,<br>Secretary-Treasurer.

## QUEBEC HARBOUR COMMISSION.

Statement of Trials held during the year 1898, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32 , sec. 4.

| Name of Pilot Tried. | Nature of Complaint. | Date of Trial. | Result. |
| :---: | :---: | :---: | :---: |
| Charles Vézina | Stranding the SS. "Li vonian" on Red Island Reef. | 11th July. | That having taken cognizance of the charge lodged against the defendant, Charles Vézina, branch |
|  |  |  |  |
|  |  |  | bec, and considering the evidence adduced, the |
|  |  |  | court inds the said Charles Vezina guily of an |
|  |  |  | the speed of the vessel and the allowance for the |
|  |  |  | tenor of the whole evidence it is shown that he |
|  |  |  | kept the proper course and took due care in tak- |
|  |  |  | ing soundings. This miscalculation led him to |
|  |  |  | Island in place of safely passing through the |
|  |  |  | channel to the south of it. But owing to his |
|  |  |  | long service of forty years, over twenty of which has been spent as a special pilot on the |
|  |  |  | Allan Line, and in which time there has been |
|  |  |  | neither accident nor complaint recorded against |
|  |  |  | him, in consideration of these mitigating cir- |
|  |  |  |  |
|  | off the Island of Orleans | 18th Oct. | Investigation closed 4th of November Kithout results, witness of SS. "Truma" making de- |
|  | with SS. "Truma" and | and 4th |  |

## Harbour Commissioners' Offige, Quebec, 3ird January, 1899.

Certified,
JAS. WOOD,
Secretary-Treasurer.

## QU EBEC HARBOUR COMMISSION.

List of Apprentice Pilots immediately under the Quebec Harbour Commissioners Pilotage Authority on the 31st Decumber, 1898.

|  | Names. | When Indentured. | Remarks. |
| :---: | :---: | :---: | :---: |
| 1 | George Dugas. | 11th April, 1871.. | Absent since the fall of 1877. |
| 2 | Ernest Nolet. | 19th March, 1874.. | Absent since the fall of 1878. |
| 3 | Adélard Vézina. | 24th May, 1883.. | It is stipulated in the indentures of these |
| 4 | Jean-Bte. Pouliot. | " 1883.. | apprentices that they will not be admitted |
| 5 | Joseph Thivierge. | " 1883. . | to pass their examination before the num- |
| 6 | Léonidas Lachance <br> Eudore Lenglois. | " 1883.. | ber of pilots is reduced to 125, as provided |
| 8 |  | 12th"July, 1883.. | for by the Act 45 Victoria, cap. 32. |

Certified,

Harbour Cominisbioners' Offioe, Quebec, 3rd January, 1899.

JÁS. WOOD, Secretary-Treasurer.

F. Godrdrat, Esq.,<br>Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to forward a detailed statement in duplicate of the moneys received and expended by the Decayed Pilot Fund of Quebec for the year 1898; also a statement of the moneys received and expended by tho corporatiou of pilots, all of which certified :

$$
\begin{aligned}
& \text { The total amount received was.......... ...... ........ } \begin{array}{l}
\text { 137,073 } 61 \\
\text { Total amount expended was............. .... ....... } \frac{24,366 ~ 75}{7} \\
\text { Leaving a balance uf............. ....... .... } \$ 112,70686
\end{array}
\end{aligned}
$$

to be distributed among 126 pilots, thus giving to each a dividend of $\$ 890.96$.
One hundred and six foreign vensols paid $\$ 8,339.33$, and 929 British vessels paid \$12,873.28.

All of which is respectfully submitted.

F. X. DION,<br>Secretary-Treasurer.

## Harbours and Shipping.

## THE CORPORATION OF PILOTS.

Statement of Moneys receired and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1898.


Statement of Moneyn receired and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, \&c.-Continued.


## Harbours and Shipping.

Statement of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, \&c.-Concluded.

| Dr. <br> Receipis. | \$ cts. | Ск. | \$ cts. |
| :---: | :---: | :---: | :---: |
| To balance of 1897 | 18,170 26 | By pensions, relief paid during the year |  |
| Trustees of Quebec roads, 1 year's interest to 1st July, 1898, on $\$ 22,800$, at |  | 1898 :- <br> By relief | 57676 |
| 6 per cent..................... | 1,368 00 | By arrears of pensions to 31st Dec., |  |
| The City of Quebec, 1 years interest to |  | 1898. | 4850 |
| 1st July, 1898, on $\$ 9,000$, at 7 per |  | By quarter ending 31st Jan., 1898. | 2,00515 |
| cent........... .............. | 63000 | " 30th Aprii, 1898 | 1,998 00 |
| Treasury Department, 1 year's interest |  | " 31st July, 1898. | 1,910 23 |
| to 1st Jtly, 1898, on $\$ 20,000$ at 5 per |  | "' 31st Oct., 1898. | 1,854 70 |
| cent | 1,000 00 | Salaries of secy.-treasurer and assist- | 55000 |
| est on $\$ 1,000$ at 4 per cent | 4000 | Deposit at savings bank - National | 500 |
| Church Trustees, St. Fulgence, 1 year's |  | Bank | 23,766 61 |
| interest on $\$ 2,500$, at 5 per cent | 12500 | By balance on hand. | 12408 |
| Guillaume Bouchard, 1 year's interest on $\$ 2,400$, at 5 per cent. . | 12000 |  | 32,834 03 |
| The Municipality of St. Joseph de Lévis, 1 year's interest on $\$ 3,210$, at 5 per cent | 16050 | Statement of Fund. |  |
| The Savings Bank, 1 year's interest on current account to 25th May, 1898. | 49329 | Moneys loaned... | 59,910 10 |
| Contributions of pilots................ | 9,666 98 | Money in savings bank. | 23,766 61 |
| Corporation of Pilots, fines. | 4000 | Money in secy.-treasurer's hands.. | 12408 |
| On account of capital remitted........ | 1,000 00 | To deduct the arrears of pensions due this day. | 83,800 69 |
|  |  |  |  |
|  | 32,834 03 |  | 83,694 19 |

## F. X. DION, <br> Secretary 'I'reasurer.

We, the undersigned, cortify to having minutely cxamined the books and accounts of the Decayed Pilot Find of Quebec and found them co:rect.

T. BOISSINOT,<br>Accountant.<br>J. A. LACHAN(YE, NAP. BAILLA RGEON, Auditors.

Quebmo, 31st December, 1898.
F. X. Dron-in current account with the Corporation of Pilots of Quebec to 31st December, 1898.

|  | Dr. | \$ cts. | Cr. | \$ cts. |
| :---: | :---: | :---: | :---: | :---: |
| To | Balance of 1897 | 93664 | By Expenses pilots' boats. .. . \$ 1,570 09 |  |
|  | Reserve fund of 1897 | 50000 | To be deducted....... 5700 |  |
|  | Pilots' retiring fund. | 75000 |  | 1,513 09 |
|  | Customs Montreal | 80,208 27 | Pilots' exp-nses.......... \$ 58376 |  |
|  | " Three Rivers. | 2,327 11 | To be deducted........ 1050 |  |
|  | " Chicoutimi . . . . . . | 33092 |  | 57326 |
|  | " Tadoussac (St. Etiennt). . | 45086 | Pilot boat "Price".. . . . . | 13718 |
|  | " Sorel | 1,014 46 | General expenses...... \$ $\$ 1,97368$ |  |
|  | " Batiscan. | 63023 | Less.. ............. 254 |  |
|  | ", St. Thomas de Montmagny | 1,79082 31451 | Provisions. . . . . . . . . . \$ 1,545 51 | 1,971 14 |
|  | Interests: Banque Nationale ..... | 14282 | Less.. ... . . . . . . . 2415 |  |
|  | Lost time. ................ ..... | $\begin{array}{r}6,43392 \\ 80 \\ \hline 00\end{array}$ | Rent...... .. ........ \$ 475 (33 | 1,521 36 |
|  | Pilotage collected at Quebec.... .. | 50,006 43 | Less.. . . . . . . . . . . 50 00 |  |
|  |  |  | Loan : Balance of capital. | $\begin{array}{r} 42563 \\ 1,00000 \end{array}$ |
|  |  |  | Seamen and apprentices' wages. | 92816 |
|  |  |  | Cooks' wages. ${ }^{\text {a }}$. ${ }^{\text {a }}$. | 49808 |
|  |  |  | Indemnity to directors. | 60000 |
|  |  |  | Indemnity to captains.... | 28000 |
|  |  |  | Indemnity, for Sagrenay | $\begin{array}{r}250 \\ 3,000 \\ \hline\end{array}$ |
|  |  |  | Pilot boat-shares ..... | 3,00000 4000 |
|  |  |  | Insurance...... . | 12364 |
|  |  |  | Pilotage refunded | 36069 |
|  |  |  | Salaries of employees | 1,550 00 |
|  |  |  | Decayed pilots' fund | 9,594 52 |
|  |  |  | Retired pilots' fund | 75000 |
|  |  |  | Reserve fund | 50000 |
|  |  |  | Dividends.... | 118,990 00 |
|  |  |  | Balance. | 1,310 24 |
|  |  | 145,916 99 |  | 145,916 99 |

F. X. DION, Secretary-Treasurer.

We, the undersigned, officially appointed to audit the books and accounts of the Corporation of Pilots of Quebec, certify to having found them correct.

> T. BOISSINOT,
> Accountant.
J. A. LACHANCE,
NAP. BAILLARGEON,

Auditors.
Quebec, 31st Decomber, 1898.

## Harbours and Shipping.

## APPENDIX No. in.

## REPORT OF THE PILOTAGE aUthority OF halifax for the YEAR ENDED 31st DECEMBER, 1898.

Hon. Minister of Marine and Fisheries, Ottawa.

Sir,-I beg leave to transmit, for the information of the department, the inclosed returns of the pilotage authority of the district of Halifax, N.S., viz.:Statement of receipts and expenditures. Statement of superannuation fund. Return of vessels outward, British and Foreign. Return of vessels inward, British and Foreign. List of licensed pilots.

Respectfully,
Your obedient serrant,
J. TAYLOR WOOD, Secretary-Treasurer.

> Office of Commissioners of Pilots, Halifax, 31st December, 1898.

Statement of Receipts and Expenditures for the year ended 31st December, 1898.

| Dr. | \$ cts. | Cr. | \$ cts. |
| :---: | :---: | :---: | :---: |
| Salary, secretary and treasurer. . | 6\%000 | Balance, December 31st, 1897 | 2,094 32 |
| Rent, gas, \&c . .............. | 32500 | Outward pilotage............ | 1,417 33 |
| Printing, legal expenses, telephone, \&c. | 34360 | Commissions | 1,340 76 |
| Union Bank ....................... | 1,40791 1,600 00 | Interest, \&c. ... .............. | 79628 |
|  | 1,600 00 | Licenses and bonds........... | 25400 |
| Balance, 31st December, 1898........ | 4,326 51 |  | 5,902 69 |
|  | 1,576 18 |  |  |

J. TAYLOR WOOD,

Secretary-Treasurer.

Statement of Balance Sheet.


J. TAYLOR WOOD,<br>Secretary-Treasurer.

## Statement of Superannuation Fund.

| Dr. | \$ cts. | Cr. | \& cts. |
| :---: | :---: | :---: | :---: |
| Dominion stock | 5,200 00 | Balance, 31st December, 1897. | 14,111 76 |
| Savings bank. | 6,878 05 | Interest, \&c.. | 79628 |
| Special deposit. | 2,000 00 | Commissions | 66163 |
| Union Bank .. | 1,012 87 | Less paid pensions.............. .... | $\begin{array}{r} 15,56967 \\ 47875 \end{array}$ |
|  | 15,090 92 |  | 15,090 92 |

J. TAYLOR WOOD,<br>Secretary-Treasurer.

Office of Commissionzes' Pijots,
Halifax, N.S., 3 ist December, 1898.
Return of Vebsols ontered Outward at the Port of Halifax, N.S., from 1st January, 1898, to 31 st December, 1898, (subject to compulsory pilotage).

BRITISH.

| Schooners. |
| :---: |
| Brigantines. |
| 16 |

## Harbours and Shipping.

Return of Vessels entered Inward at the Port of Halifax, N.S., from 1st January, 1898, to 3 lst December, 1898, (subject to compulsory pilotage).

BRITISH.

 Schooners. | Brigantines. |
| :---: |
| 86 |

J. TAYLOR WOOD,<br>Secretary-Treasurer.

## Offick of Commissioners' Pilots,

 31st December, 1898.List of Pilote, Port of Halifax.

| No. | Name. | Residence. | Age. |
| :---: | :---: | :---: | :---: |
| 1 |  |  |  |
| 2 | William Fleming. | Halifax., | 32 |
| 3 | James Holland. | Duncan's Cove. | 62 |
| 4 | William Baker. | Halifax. | 63 |
| 5 | Bernard Gallagher. |  | 74 |
| 6 | Frank Thomas.. . | Herring Cove, H. Co. | 23 |
| 7 | Joseph Reno... William Hayes. |  | 73 |
| 8 9 | William Hayes.. Hugh Munro... | Halifax. | ${ }^{24}$ |
| 10 | Jeremiah Holland. | Duncan's Cove | 66 |
| 11 | Edward Byers .. | Halifax... | 57 |
| 12 | James Hanrahan. | Ferguson's Cove. | 61 |
| 13 | William Beazley | - | 58 |
| 14 | John Hayes. | Halifax.. | 48 |
| 15 | James Spears. | " | 40 |
| 16 | John F. Beazley |  | 38 |
| 17 | William Gorman. | Herring Cove, H. Co. | 24 |
| 18 | Charles F. Martin. | Halifax.. ${ }^{\text {a }}$. | 33 |
| 19 | William White. | Ferguson's Cove | 41 |
| 20 | Thomas Hayes | Halifax. ...... | 39 |
| 21 | Thomas Reno. | Herring Cove, H. Co. | 38 |
| 22 | Frank Mackey. | Halifax... .. | 26 |
| 23 | Henry Latter.. | " | 34 |
| 24 | James Conway |  | 36 |
| 26 | James Fleming.. | Ketch Fiarbour | 59 |

## J. TAYLOR WOOD, Secretary-Treasurer.

## APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF ST: JOHN, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Office of Pilotage Authority,
District of St. John, N.B., 6th January, 1899.
F. Gourdeat, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-Inclosed herewith, please find our annual return for pilotage for this district, for the year ending the 31st December, 1898, all of which I trust you will find in order.

I have the honour to be, Sir,
Your obedient servant,
J. W. THOMAS,

Secretary St. John Pilot Commissioners.

Statement of Receipts and Expenditures for the yoar ended 31st December, 1898

| INCOME ACCOUNT. Receipts. | 8 cts. | 8 cts. |
| :---: | :---: | :---: |
| Licenses to 30 pilots at $\$ 5$ <br> " 6 boats at $\$ 10$. | 150 6000 | 21000 |
| 25 cents per foot on outward pilotage from Port of St. John to date... . .. ...." " " " Musquash " .............. | $\begin{array}{r} 1,64367 \\ 700 \end{array}$ | 1,650 67 |
|  |  |  |
|  |  | 1,860 67 |
| Stationery, books, \&c | 1845 | $\begin{aligned} & 97345 \\ & 887 \\ & 22 \end{aligned}$ |
| Auditing accounts for 1897 ..... ..... ${ }^{\text {a }}$. | 2500 |  |
| Office rent, one year to 1st November, 1898. | 10000 |  |
| Salary, Secretary-Treasurer...... ........ | 80000 |  |
| Sundry accounts ...................... . ...... . . . . . . . . . . . . . . . . . . . . . . . . . | 3000 |  |
| Balance to credit of Pilot Fund Account | ........... |  |
|  |  | 1,860 67 |

J. W. THOMAS,

Secretary.

## Harbours and Shipping.

Statement of Pilot Fund Account for the year ended 31st December, 1898.

J. W. THOMAS,
Secretary.

Pllots' individual earnings for year 1898.

| $\square$ | \$ cts. | \$ cts. |
| :---: | :---: | :---: |
| Total amount of pilotage received Less-25 c nts per foot deducted from outward pilotage for office expenses, Pilot Fund, \&c | $\begin{array}{r}24,677 \\ \hline 1,643 \\ \hline 6\end{array}$ | 23,033 39 |
| Contra. |  |  |
| Bennett, James. | 64030 |  |
| Cline, Richard. | 1,818 70 |  |
| Cline, Alfred.. | +373 20 |  |
| Cline, Richard B. | 23475 |  |
| Conlin, Patrick.. | 21813 30750 |  |
| Doyle, James. | 1,962 23 |  |
| Doherty, Joseph | 2,411 88 |  |
| Doody, P. George | 7950 |  |
| Fletcher, Edward J | 37425 |  |
| Lahey, William . | 53550 |  |
| Lahev, Frank L. | $\mathbf{4} 64.50$ <br> 505 <br> 8 |  |
| McPartland, James. | 26776 |  |
| Quinn. William.... | 34837 |  |
| Reed, James | 31176 |  |
| Rogers, Bart. . | 2,097 53 |  |
| Spears, John.... | $\begin{array}{r}939 \\ 1,696 \\ \hline\end{array}$ |  |
| Spears, Menry | $\begin{array}{r}1,66662 \\ 680 \\ \hline 68\end{array}$ |  |
| Spears, James S | 20620 |  |
| Sherrard, John L. C | 1,271 94 |  |
| Sproul, John. | 92268 |  |
| Stone, Thomas J | 90115 |  |
| Scott, William. | 49763 17375 |  |
| Thomas, John S | 1,665 53 |  |
| Thomas, Robert | 46638 |  |
| Traynor, Thomas.......... .................... ................. . . . . . . . | 69080 | 23,033 39 |

J. W. 'ГHOMAS.

Secretary.

Statement of Finances of the St. John Pilut Commissioners, as per audit, 31st
December, 1898.

| Investment Accocit. | \$ cts. | \$ cts. |
| :---: | :---: | :---: |
| On deposit in Dominion Savings Bank, per pass book No. 744....... | 4,278 62 |  |
| " " " No. 10,260. | 4,332 72 | 8,611 34 |
| Current Account. | ... .. ... |  |
| In Bank of New Brunswick.......... ............ .. .... . . ... .... |  | 1,079 18 |
|  |  | 9,690 52 |

J. W. THOMAS,

Secretary.

## Harbours and Shipping.

Licensed Pilots, Port of St. John, N.B., for the year 1897-98.

| Name. | Age. | Residence. | Remarks. |
| :---: | :---: | :---: | :---: |
| Bennett, James. | 41 | St. John, N.B. |  |
| Cline, Richard. | 73 | " .. |  |
| Cline, Alfred. | 41 | " |  |
| Cline, Richard B. | 28 | " |  |
| Conlin, Patrick. | 48 | " |  |
| Doyle, James.... | 61 | " |  |
| Doherty, Joseph. | 52 62 | ", |  |
| Doody, P. George. | 58 | "' |  |
| Fletcher, Edward J. | 71 | " $\quad .$. |  |
| Lahey. William. | 69 | " |  |
| Lahey, Frank L | 27 | " . |  |
| Mantle, James E. | 52 | " .. |  |
| McPartland, James | 64 | " . |  |
| Reed, James. . | 52 | " . |  |
| Rogers, Bart. . | 41 | " $\quad$... |  |
| Spears, John... | 49 | " |  |
| Spears, Henry | 47 | " |  |
| Spears, Martin.. | 41 | " |  |
| Spears, James S . ${ }^{\text {S }}$ | 53 | ", .. |  |
| Sherrard, John L. C . | 64 42 | "" |  |
| Scott, Richard... | 47 | " |  |
| Stone, Thomas J. | 45 | " ... |  |
| Sproul, John.. | 62 | " .. |  |
| Thomas, John S | 50 | " .. |  |
| 'Thomas, Robert | 57 | " |  |
| Traynor, Thomas.. | 45 | " |  |
| Quinn, William.. | ${ }_{60} 1$ |  |  |
| McAnulty, John. ...... | 60 | Musquash, N.B. | Licensed for Musquash only. |
| - . .-. |  |  |  |

J. W. THOMAS,

Secretary.

Return of Versels arriving at Port of St. John, N.B. (subject to pilotage) for year ending 31st December, 1898.

| - | British. | Foreign. | Total. |
| :---: | :---: | :---: | :---: |
| Schooners. | 83 | 149 | 232 |
| Brigs and brigantines. | 2 |  | 2 |
| Ships.. ....... .... | 8 | 6 | 14 |
| Barques and barquentines | 21 | 27 | 48 |
| Steamers. . | 146 | 8 | 154 |
|  | 260 | 190 | 450 |
| Amount of pilotage received | 17,984 82 | 6,692 24 | 24,677 06 |

## J. W. THOMAS, <br> Seoretary.

APPENDIX No. 13.
REPORT OF THE PILOTAGE AUTHORITY, DISTRICT OF LOUISBURG, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1898.

Louisburg, C.B., 31st January, 1899.
F. Gourdeat, Eaq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-Herewith I beg to forward accounts for the Pilotage District of Louisburg, from the 1st of January to the 10th of October, 1898.

I have the honour to be, sir, Your obedient servant, JAS. McPHEE, Secretary.

Names of Pilots and License Fees during the Year 1898.


Names of Mastors of Vessels to whom Pilotage Licenses have been issued for the Year 1898.

| Names. | Fees. |
| :---: | :---: |
|  |  |
|  |  |
|  | 1000 |
|  | 1000 |
| Edmund Pettipas, schooner "North Anserica "... ....... ................. .... ........ 1000 |  |
|  | 4000 |

## Harbours and Shipping.

CLASS OF VESSELS.


## PILOTAGE RECEIVED.


Statmment of Expenditure and Receipts for 1898.

| - | Amount. |
| :---: | :---: |
| Receipts. | \$ cts. |
| Amount received pilotage. ${ }_{\text {l }}$ licenses . . . . | $\begin{array}{r} 3,21819 \\ 6250 \end{array}$ |
| Expenditcre. | 3,280 69 |
| Paid printing bills. $\qquad$ <br> " secretary-treasurer's salary. <br> " commissioners. <br> " pilots. $\qquad$ | $\begin{array}{r} 200 \\ 12873 \\ 6250 \\ 3,08746 \end{array}$ |
|  | 3,280 69 |

JAS. McPHEE.
Secretary-Treasurer.

## APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Pictou, N S., 31 st December, 1898.
F. Godrdead, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-Inclosed please find annual returns for pilotage authority, Port of Pictou, for season ending 3lst Decomber, 1898.

I am, sir, Your obedient servant, W. H. NOONAN.

Receipts and Expenditures of all Moneys received by or on bebalf of the Pilotage Authority, in respect of Pilots or Pilotage.


[^4]
## Harbours and Shipping.

Total amount received for Pilotage Dues, for season ending 31st December, 1898.

| Total amount received for pilotage dues for season ending 31st December, 1898.. | \$ cts. | $\begin{gathered} \$ \mathrm{cts} . \\ 3,31593 \end{gathered}$ |
| :---: | :---: | :---: |
| Of this amount- |  |  |
| Received from steamships ... " sailing ships.. | $\begin{array}{r} 2,856 \\ 459 \\ \hline 25 \end{array}$ |  |
| Of this amount- |  |  |
| Received from British ships. " foreign ships. | $\begin{array}{r} 71192 \\ \mathbf{2 , 6 0 4} 01 \end{array}$ |  |
|  |  | 3,315 93 |

## Certificated Master.

A. B. BELANGER, SS. "Campana."

Earnings of Pilots, 1898.

| No. | Name. | Age. | Amount. |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | \$ cts. | \$ cts. |
| 1 | James Fraser... | 67 | 15493 |  |
| 3 | W. A. Cooke | 60 | 23279 |  |
| 4 | ..... .............. |  |  |  |
| 6 | C. A. Cooke | 52 | 53378 |  |
| 7 | Geo. W. Powell | 47 | 40149 |  |
| 8 | Danl. McLeod. . | 57 | 26810 |  |
| 9. | Danl. Smith . | 47 | 82298 |  |
| 10 | Angus Smith. | 41 | 83786 | 3,251 93 |
|  |  |  |  |  |

## APPENDIX No. 15.

## REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Norty Sydney, 12th January, 1899.
F. Gourdeat, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa, Canada.

Dear Sir,-I beg to wait on you with returns in connection with the pilotage authority district of Sydney for the year ending 31st December, 1898, showing:

Balance due per account
\$ 51398
Amount on deposit, Bank of Nova Scotia
1,00000
\$ 1,513 98
Which I trust will be found correct.
Your obedient servant,
DANIEL McLEAN, Secretary.

NOR'TH SYDNEY.

|  | Number. | Tonnage. |
| :---: | :---: | :---: |
| British steamers. | 175 | 128,649 |
| Foreign do | 50 | 37,154 |
| British sailing vessels. | 39 | 14.697 |
| Foreign do | 30 | 16,049 |
| Relief. | 16 | 4,892 |
| Total. | 310 | 201,441 |

PILOTAGE RECEIVED.

| From British vessels. | \$4,c27 16 |
| :---: | :---: |
| From Foreign vessels | 1,726 50 |
| From ralief. | 7400 |
| Total. | 5,927 66 |

## Harbours and Shipping.

## INTERNATIONAL.


## PILOTAGE RECEIVED.

| From British vessels | \$12,030 87 |
| :---: | :---: |
| From Foreign vessels. | 2,097 00 |
| From relief | 1950 |
| Total. | 14,147 37 |

## RECAPITULATION.

| Port. | Number of Vessels. | Tonnage. | Amount. |
| :---: | :---: | :---: | :---: |
| North Sydney. | 310 | 201,441 | \$5,827 66 |
| International.. | 310 | 410,533 | 14,147 37 |
| Total. | 620 | 611,974 | \$19,975 03 |

MASTERS LICENSED.

| No. | Name. | Vessel. | Class. | Amount. |
| :---: | :---: | :---: | :---: | :---: |
|  | P. Lechance. | Polino | Steamer . |  |
| 3 | D. Fraser.. | Coban. | " | 40 |
| 4 | D). C. Fraser | Bonavista . | " | 40 |
| 5 | E. Couillard. | Greetlands.. |  | 40 |
| 7 | T. Whalen. | Cacouna... |  | 40 |
| 8 | J. Couillard. | Acadian.... |  | 40 |
| 9 | J. Reed.... | Cape Breton | " | 40 |
|  | J. A. Farquhar | Harlaw .... |  | 40 |
| 11 | H. G. Gould . . | Louisburg |  | 40 |
| 12 | J. Delish.... | Tiber...... | " . | 40 |
|  | Total.. |  |  | 400 |

Statement showing each Pilot's Earnings for Year cnding 31st December, 18!18.


ANTHONY GANNON, Head Collector.

# Harbours and Shipping. 

## Statement of Relief.

| Date. | Name. | Amount. |
| :---: | :---: | :---: |
| 1898. |  | \$ cts. |
| June 10. | Widow J. G. McGillvary. | 1500 |
| 11. | " Madere. ......... | 2000 |
| 11. | " Margaret Petrie. | 1500 |
| July 11. | Family Doyle. | 1500 |
| " 11. | Widow Mary Petrie. | 1500 |
| " 11. | " Mullins... | 1500 |
| " 11. | " J. H. Brown. | 3000 |
| " 12. | " Daley.. | 1500 |
| 19 | - Isabella McGillvary. | 1500 |
| A"g 25. | Family Young. | 1500 |
| Aug. 6. | Family Doyle. | 1500 |
| " 10. | Widow McInnis | 1500 |
| 12. | " Mary Petrie. | 1500 |
| O't 13. | " Madere. | 2000 |
| Oct. ${ }^{7}$ | " Daley... ${ }^{\text {a }}$. ${ }^{\text {a }}$ | 1500 |
| " 20 | " Isabella McGillvary | 1500 |
| 21 | Family H. McGillvary . | 2500 |
| 21. | Widow Young. | 1500 |
| 21. | " McInnis. | 1500 |
| 22. | " J. D. McGillvary. | 1500 |
| ~" 22. | Pi" Margaret Petrie. | 1500 |
| Nov. 8. | Pilot John Curren | 5000 |
| Dec. ${ }^{\prime \prime} 10$. | Widow Carroll.. . . . | 1500 |
| " 22. | ", Carroll.. |  |
|  |  | 44500 |

Dr.
Sydney Pilotage Authority.
Cr.

|  | \$ cts. | 1898. <br> By Total pilotage, per return. <br> License to pilots.. <br> Boats licensed <br> Masters licensed. <br> Refunded by Mr. Purvis <br> Balance on hand.. <br> Interest.... <br> Deposit receipt in Bk of NovaScotia | $\begin{array}{r} 8 \text { cts. } \\ 19,97503 \\ 8700 \\ 1600 \\ 40000 \\ 100000 \\ 37953 \end{array}$ |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  | 18,887 46 |  |  |
|  | 51645 |  | 1454 |
|  | 5000 11500 |  | 1,000 00 |
|  | 15000 |  |  |
|  | 1862 |  |  |
|  | 1139 |  |  |
|  | 1420 |  |  |
|  | 44500 |  |  |
|  | 1,000 00 |  |  |
|  | 25000 |  |  |
|  | 51398 |  |  |
|  | 21,972 10 |  | 21,972 10 |
|  |  | 1898. |  |
|  |  | By Balance put down. Amount on deposit, Bank of Nova Scotia.. | 51398 1,00000 |
|  |  |  | 1,513 98 |

Return of Pilotage for Pilotage District of St. Mary's and Liscomb, for year ended 31st December, 1898. edward quinn, pilot No. 1, for St. mary's.

| $\begin{gathered} \text { Dote } \\ \text { ofrival. } \\ \text { off } \end{gathered}$ | Where from. | Rig. | Name of Vessel. | Port of Registry. |  | Name of Master. | Ratr of Pilotagr. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | Inwards. | Outwards. | Total. |
|  |  | Schooner Barquentine Schooner | Cecilia W <br> E. Z. Grover <br> George..... <br> Thomas W. Holder <br> Howard L <br> Howard L | Halifax . <br> Boston <br> Hagnish <br> Lubec. <br> Beverly.. <br> Charlottetown. |  | J. Hartling <br> A. R. Joyce <br> Richardson <br> A. McDonald <br> Farrah.. | \$ cts. | \% cts. | \% cts. |
|  |  |  |  |  |  |  |  |  | 328 3 1300 |
|  |  |  |  |  |  |  | 1600 600 000 | - ${ }^{7} 900$ | - $\begin{array}{r}13 \\ 13 \\ 130 \\ \hline 0\end{array}$ |
|  |  |  |  |  |  |  | ${ }^{6} 000$ | 700 | ${ }^{13} 000$ |
|  |  |  |  |  |  |  |  | + |  |
|  |  |  |  |  |  |  | 280 | ${ }_{2}^{112}$ | - ${ }_{5}^{24}$ |
|  |  |  |  |  |  |  |  |  | 5812 |

* One-third less owed.
DANIEL BURNS, PILOT NO. 4, FOR ST. MARY'S.


Harbours and Shipping.
henry J. Rye, pilot no. 1, FOR liscomb.

| July 14.. <br> Aug. 12.. | Liverpoo | Barque. <br> 11 ..... | Arvilla Govoro | Christiana, Nor way. <br> Gumstad, Norway | $\begin{array}{r} 998 \\ 1,437 \end{array}$ | Gunderson. . <br> K. M. Bie. . | $\begin{aligned} & 1600 \\ & 2000 \end{aligned}$ | $\begin{aligned} & 1800 \\ & 2200 \end{aligned}$ | $\begin{array}{r} 3400 \\ 4200 \\ \hline 76 \frac{00}{01} \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
| daniel lang, pilot no. 2, FOR Liscomb. |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Sept. 10.. } \\ & \text { " } 14 . . \end{aligned}$ | Liverpool. Wexford | S. S. Ship . Barquentine | Ramlah Jasper. | I.ondon Wexford | $\begin{array}{r} 1,650 \\ 295 \end{array}$ | Charles Dustan E Clancy ..... | 1500700 | 17800800 | $\begin{array}{r} 3200 \\ 1500 \\ \hline 4700 \end{array}$ |
|  |  |  |  |  |  |  |  |  |  |
| Charles riley, pilot no. 3, For liscomb. |  |  |  |  |  |  |  |  |  |
| Mar. 25.. | Cape Town | Barque. | Constance............. Norway |  | 720 | Olsen .......... . .... .... | 1300 | 1500 | 2800 |
|  | $\begin{aligned} & \text { Mary's Rir } \\ & \text { 2nd Jar } \end{aligned}$ |  |  |  |  |  | DE, <br> ry to | missi |  |

APPENDIX No. ${ }^{17}$.


## Harbours and shipping.

## APPENDIX No. 18.

REPORT OF THE PILOTAGE aUTHORITY OF CARAQUET FOR THE YEAR ENDED 31st DECEMBER, 1898.

Caraquet, 3rd January, 1899.
To the Honourable Minister of Marine and Fisheries, Ottawa.

Sir,-I beg to transmit to you statement of pilotage and fees received during the year 1898 in the pilotage district of Caraquet; also, statement of my account with the pilotage authority of Caraquet.

I have the bonour to be, sir,
Your obedient servant,
PHILIP RIVE,
Secretary to Pilot Commissioners.


## Harbours and Shipping.

## APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N. B., FOR FOR THE YEAR ENDED 31st DECEMBER, 1898.

Major F. Gourdeat,
Deputy Minister of Marine and Fishories, Ottawa.

Sir,-I have the honour to inclose herewith the pilotage returns of the district of Miramichi, N. B., for the year ending 31st December, 1898.

> I am, sir,
> Your obedient servant,

> R. R. CALL,
> Secretary-Treasurer to Pilot Commissioners.

Pilotage Returns for the Pilotago District of Miramichi, N. B., Jear ending 31st December, 1898.


R. R. CALI,<br>Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER, C'hairman.

Pilotage Returns for the Pilotage District of Miramichi, N. B., year ending 31st December, 1898.

| Class of Vessel. |
| :--- | :--- | :--- |

R. R. CALL, Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER, Chairman.

Rates of Pilotage chargeable at Miramichi, N.B., on all vessels British. and Foreign, for the year 1898.

| When inward bound. | $\begin{aligned} & 8 \mathrm{c} . \\ & 2.25 \text { per foot. } \end{aligned}$ |
| :---: | :---: |
| And in addition to the above for all vessels propelled wholly or in part by steam. | 0.02 per ton. |
| When outward bound. | 2.00 per foot. |
| And in addition to the above for all vessels propelled wholly or in part by steam. | 0.02 per ton. |
| For every vessel taken to sea after the first day of November a bonus of |  |
| For the removal and mooring of vessels over 300 tons....... | 4.00 |
| And where the distance of removal exceeds four miles, fifty per cent additiona above rate. |  |

## Harbours and Shipping.

## Nationalities of Vessels piloted Inwards, 1898.

British ..... 76
Norregian ..... 49
Italian ..... 12
Anerican ..... 8
Swedish ..... 2
Danish ..... 1
Rassian ..... 1
French ..... 1
German ..... 1
Austrian ..... 1

R. R. CALL,<br>Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,<br>Chairman.

Pilotage Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1898.


Pilotage Returns for the Pilotage District of Miramichi, N. B., year ending 31st December, 1898.

| No. | Names of Boats. | Tonnage. | Captains. | First Licensed | Last Licensed. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 14 | " Empress" | $25 \cdot 57$ | George Savoy | May, 1878.... | May, 1898. |
| 15 | "Princess Louise" | $20 \cdot 85$ | Asa Walls ... | " 1879.... | " |
| 16 | "Senator Snowball". | $30 \cdot 95$ | Jas. A. Nowla | " 1897 | " " |

R. R. CALL,
Secretary-Treasurer to Plotage Commissioners.

Statement showing the yearly expenditure by the Pilots on account of Pilot Schooners during the past seven jears.

| Name of Boats. | Paid by Pilots in 1892. | Paid by Pilots in 1893. | Paid by Pilots in 1894. | Paid by Pilots in 1895. | Paid by Pilots in 1896. | Paid by Pilots in 1897. | Paid by Pilots in 1898. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \mathrm{S} \quad \text { cts. } \\ & 50537 \\ & 32435 \end{aligned}$ |  | \$ cts. | \$ cts. | 8 cts . | 8 cts. | 8 cts. |
|  |  |  | 43078 | 38790 | 40568 | 31064 | 31525 |
|  |  |  | 39184 | 38121 | 32914 | 30505 | 32219 |
|  |  |  |  |  |  | 32532 | 32923 |
| Tota | 82972 | 83237 | 82262 | 76911 | 73482 | 94101 | 96967 |

J. U. MILLER,

Chairman.
R. R. CALL,

Secretary Treasurer to Pilotage Commissioners.

# Harbours and Shipping. 

## The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.



## APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHAR. Lotte, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

St. Andrews, N.B., 31st Dec., 1898.
F. Gourdeau. Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to inclose herewith pilotage returns for the district of the County of Charlotte, for the year ended 31st December.

$$
\begin{aligned}
& \text { I am, sir, } \\
& \text { Your most obedient servant, } \\
& \text { C. E. O. HATHEWAY, } \\
& \text { Pilot Commissioner. }
\end{aligned}
$$

Pilotage account for the district of the County of Charlotte, N.B., for the year 1898.

| Acting Piluts. |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Pilot Boats License.
Schooner "Frederick Taylor," $12 \frac{1}{2}$ tons, Joseph Boyd, master.

Masters' Licenses (iranted.

|  | Age. | Barque. | Tonnage. | Port of Register. | District Licensed for Ports. |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |

## Harbours and Shipping.

Amount of Pilotage Cullected by Pilots, Description of Vessels and Tonnage.

| Name of Pilot. | Vessel. | Tonnage. | Nationality. | Amount of Pilotage. |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | \$ cts. |
| Joseph Boyd | Barque. | 300 | British . | 3000 |
| " | Schooner | 140 | " | 3000 |
| " $\quad$......... | " . | 124 | " $\quad . . .$. . | 2550 |
|  | " | 130 | " . | 3300 |
| Wellington Cline | " . | 125 | " ....... | 2500 |
|  |  | $81!$ |  | 14350 |
| " | " | 300 | Foreign | 2600 |
| Total. |  | 1,119 | Total. | 16950 |

Receipts by Filotage Authority.
License granted for one pilot boat ...... . ............... ..... \$ 500
Regulations.................... ........................................ 200
Licenses granted to three masters....................... .. ..... 1800
$\$ 2500$
Charges.
Stationery and postage......................................... 8100
Allowance to Commissioners and Secretary St. Andrews. 2400
$\$ 2500$

C. E. O. HATHEWAY, Commissioner and Secretary.

St. Andrews, N.B., 31st Dec., 1898.

Rates of Pilotage in the District.
Longest pilotage, distance, inwards and outwards, $\$ 2.25 \mathrm{par} \mathrm{ft}$. draught of water.
Second do do 1.60 do
Third do do 1.50 do

From or to Campobello 20 cents por foct less than above rates.
Fourth pilotage distance, inwards or outwards, $\$ 1$ per foot draught of water.
From 1st November to 1st of April, 20 cents per foot in addition to above rate.
To or from St. Andrews to ballast ground, vessels 80 tons and under 300 tons, $\$ 2.50$ each ; vessels, 300 tons and upwards, $\$ 3$ each.

Removing a vessel from one loading or harbour to any other loading place or harbour and inside St. Andrews Bay, vessels 80 tons up to 200 tons, 84 ; over 200 tons and up to 300 tons, $\$ 5$; over 300 tons and up to 400 tons, 86 ; exceeding 400 tons, $\$ 8$ each.

Removing a vessel from any loading place outside St. Andrews Bay to any harbour or loading place outside St. Andrews Bay and within the district, pilotage inwards and outwards, vessels 80 tons and under 200 tons, $\$ 6 ; 200$ tons and under 300 tonds, $\$ 8 ; 300$ tons and under 400 tons, $\$ 10 ; 400$ tons and upwards, $\$ 12$ each.

C. E. O. HATHEWAY,<br>Commissioner and Acting Secretary.

## APPENDIX No. 21.

## REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1838.

Pilotage Office,<br>Shediac, N.B., 10 th Jauuary, 1899.

F. Gocrdeau, Esq.,
Deputy Minister of Marine and Fisheries, Oitara.

Sir,-The pilotage authority of the Port of Sbediac, N.B., beg leave to submit the following report for the year ented 31at Decembor, A D. 1898.

| ct. | Age. | Servi |
| :---: | :---: | :---: |
| 1. Elward McDonald | 66 | Full Distri |
| 2. Dosithe P. LeBlanc | 60 | do |
| 3. Thomas McGrath. | 52 | do |
| 4. Otaf Hendrickvon | 45 | do |
| 5. Paul P. LeB!anc | 53 | do |

Number of vessels reported liable to pay pilotage :-

|  | Inwards. | Outwards. |
| :---: | :---: | :---: |
| British sailing vessels. | 2 | 2 |
| Forcign do | 2.3 | 23 |
|  | - | - |

Nationality of above vessels reported inwards during the jear 1898 :-
Briti,h
2
Norwegian 22
Russian.. ........ .....:. ...... ........................... ................... 1
25
The total amount received for pilotage services for the year was as follows:-
From foreign vessels.. ...... ............................. .... \$ 94162
From British vessels,
8237
Total . . ...... ............. ..................... \$1,023 99
This a mount was all paid to the above pilots.
The rates of pilotage for this district are as follows :-
For pilotage inwards and outwards $\$ 1.25$ per foot draught of water. Each remove $\$ 2$.

Very respectfully,

$$
\begin{aligned}
& \text { W. A. RUsSELL, } \\
& \text { Secretary to the Pilotage Commission of Shediac. } \\
& \substack{150}
\end{aligned}
$$

## Harbours and Shipping.

## APPENDIX No. 22.

## REPORT OF THE PILOTAGE AUTHORITY OF YALE AND NEW WESTMINSTER FOR THE YEAR ENDED 31st DECEMBER, 1898.

To the Honourable<br>The Minister of Marine and Fisheries, Ottawa.

Sir,-I bave the honour to enclose a statement of the affairs of the Yale and New Westminster Pilotage Authority for the year just ended, 1898.

At a meeting of the commissioners held yesterday, my accounts were audited and signed by the chairman and I was instructed to forward them to you sir. This I now do, enclosing Receipts and Expenditure, Ledger Balance and Statement.

I send the same to your Dominion Marine Agent at Victoria, Capt. J. Gaudin.

> I have, sir, the honour to remain,
> Your obedient servant,
> C. GARDINER JOHNSON, Secretary Yale and New Westminster Pilotage Authority.

| No. of License. | Nane of Pilot. | Age. | Service. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
| ${ }_{2}$ First class.. | William Ettershank . |  | Licensed to pilct vessels of any size or des-) |  |
| 2 | George W. Robertson | 48 | cription within the limits of Yale and | Active. |
| 3 4 | H. Robson Jones.... | 42 42 | New Westminster pilotage authority. $\}$ | Active. |

Note.-Pilotage dues now in force are same as approved by Order in Council, Saturday the 26th day of April, 1894.

## Inwards.

| 33 British steamers......... .................. \$ | 3,681 57 |
| :---: | :---: |
| 180 Foreign steamers. .. ..... .... ........ ..... | 3,349 28 |
| 21 British sailers.. | 66100 |
| 23 Foicign sailers......... ....... .............. | 58900 |
|  | - 8, 8 ,280 85 |
| Outwards. |  |
| 95 British steamers............. ............ \$ | 4,086 50 |
| 182 Foreign steamers. . ...... .... .. ......... | 3,520 12 |
| 23 British sailers.... | 74800 |
| 2, Foreign sailers..... .. ............. . ....... | 92400 |
|  | \$ 9,278 62 |
|  | \$17,559 47 |

Remaining in port on 31st December, 1898.-Ocean Wave (in Westminster), \$9; Warrimoo, \$60; Warrimoo, \$10; Louisiana, \$27; Semmele, \$25; Saga, \$21.25; Cutch, $\$ 50$; Tartar, $\$ 69$.
C. GARDINER JOHNSON, Secretary Yale and New Westminster Pilotage Authority. Vancouver, B.C., 5th January, 1899.

## Receipts.

Balance in bank, 5th January, 1898—Folio 103...........\$ 70378
Pilotage earnings for year 1898.............................. 17,55949
\$18,263 27
Disbursements.
Paid pilots 5th January, 1898...... ............................ \$ 70378
Paid pilots during year 1898............. ................... 12,294 :37
Office expense account, 1898........ ........ .......... ...... 945 3 .
Pilotage expense account, 1898 ...... ..... ....... .... .... 3,509 67
Balance in bank
81010
$\$ 18,26327$
C. GARDINER JOHNSON, Secretary Yale and New Westminster Pilotage Authority.

Examined and found correct.
Richard Alexander, Chairman.
Vancouver, B.C., 5th January, 1899.

Ledger Balance.
Assets.


Liabilities.

C. GARDINER JOHNSON, Secretary Yale and New Westminster Pilotage Authority.
Examined and found correct.

> Richard Alexander, Chairman.

Vancouver, B.C., 5th January, 1899.

## APPENDIX No. 23.

## REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT FOR THE YEAR ENDED 31st DECEMBER, 1898.

Pilotage Authority, Victoria, B.C., 7th January, 1899.
F. Gourdeau, Esq.,

Deputy Minister of Marine, Ottawa, Ont.

Sir, - I have the honour by direction of the Commissioners, to transmit herewith the Pilotage Returns for the Pilotage District of Victoria and Esquimalt, in the Province of British Columbia, for the year ending 31st December, 1898, as required by Section $* 22$ of Chapter 80, of the Revised Statutes of Canada, 1886, and venture to express the hope that the same will reach your Dopartment in time to be included in the supplement of gour annual report, and that, as usual, I may be furnished with a copy of same when issued. Mr. R. P. Rithet (our chairman) is again temporarily absent from Victoria or he would have signed returns.

> I have the honour to be, sir,
> Your most obedient servant,

EDGAR CROW BAKER, Secretary-Treasurer P. A.

Pilotage Returns, Victoria and Esquimalt Pilotage District, B.C., 1st January to 31st December, 1898.

LICENSED PILOTS.

N.B.-The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district. One of the above, Jas. Ramsey, who had been pensioned off by the pilots under agreement with an allowance of sixty dollars per month, paid by said pilots pio rata, died on the 3rd day of September last.

There are no masters and mates acting under license from the pilotage authority, all the certificates previously granted baving expired by effluxion of time.

Clauses I, II, III, page 213, supplement to 19th Annual Roport, with reductions on pages 200 and 201, supplement to 21st Annual Report, and also those on pages 181 and 182, supplemont to 26th Annual Report (i.e. Orders in Council, 1st July, 1893), apply to this year also.

Same acts and parts of acts as last year apply to 1838, and list of exempted ressels and Puget Sound rates remain the same.

EDGAR CROW BAKER,<br>Secretary-Treasurer P. A.

Victoria, B.C., 31st Decomber, 1898.

Pilotage Dues collected 1st January to 31st December, 1898.

| Month. | British. | Foreign. | Total. | Remarks. |
| :---: | :---: | :---: | :---: | :---: |
|  | \$ cts. | \$ cts. | 8 cts. |  |
| January. | 38250 | 66100 | 1,043 50 |  |
| February | 56225 | 92025 1 | 1,482 50 |  |
| March ... | 58475 1,28737 | 1,25951 96350 | 1,844 2,2508 1,26 |  |
| May........... | -868 75 | 79225 | 2,200 1,661 | N.B.-The total $\$ 18,098.75$ does not in- |
| June | 89125 | 85125 | 1,742 50 | from Puget Sound steamers, and |
| July. | 73375 | 72925 | 1,463 00 | \$139.51 pilotage outwards in cer- |
| August..... | 60750 | 84050 | 1,448 00 | tain cases to credit of Pilotage |
| September.. | 41650 | 98350 | 1,400 00 | Authority. |
| October... | 58825 | 94125 | 1,529 50 |  |
| November. | 43137 | 69875 | 1,130 12 | ) |
| December. | 34675 | 75675 | 1,103 50 |  |
|  | 7,700 99 | 10,397 76 | 18,098 75 |  |

Victoria, B.C., 31st December, 1898.

Harbours and Shipping.
Dr.

| Recxipts and Expendituro, 1st January to 31st Docombor, 1898. |  |  |  |  | Cr. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Date. | Nature of Receipt. | Anount. | Date. | Head of Service. | Amount. |
| 1898. | To Balance from last year. Pilutage dues, 12 months Certificate fees, Puget Sound steamers. Pilotage outwards in certain cases to credit of Pilotage Authority. | \$ cts. | 1898. |  | \$ cts. |
| $1 . J$ anuary $\ldots \ldots$ |  | 931 26 | 2 February. ... | By V. and E. pilots, division surplus, 1897. | 93120 |
| 1 Jan. to 31 Dec . |  | 18,098 75 | 1 Jan. to 31 Dec. | V. and E. pilots, carnings as iker receipts | $16,28889$ |
| $\begin{array}{llll}1 & \prime \prime & 31 & " \\ 1 & \prime \prime & 31 & \end{array}$ |  | 50000 | $\begin{array}{llll}1 & \prime \prime & 31 & \prime \prime \\ 1 & \text { ", } & 31\end{array}$ | Secretary-Treasurer, 12 monthe' salary... Ottice expenses, rent, fuel, light, \&c., \&c. | $\begin{array}{r} 60000 \\ 33499 \\ \hline \end{array}$ |
|  |  | 13951 | 31 December.... | Balance to credit of P'ilotage Authority. | 1,514 39 |
|  |  | 19,669 52 |  |  | 19,669 52 |

EDGAR CROW BAKER,
Secretary-Treasurer.

## APPENDIX No. 24.

## report of tue pilotage authority of harvey, n.b., for the YEAR ENDED 31st DECEMBER, 1898.

Harvey, N.B., 31st December, 1898.
F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honor to enclose returns for pilotage district of the port of Harvey for the year ended 31st December, 1898.

Names of pilots-Addington Brewster, Samuel T. Stevens.
Your obedient servant,
GEO. A. COONAN.

List of Vessels visiting the Port of Harvey paying Pilotage for the Year ending 31st December, 1898.

| Description of Vessel. | Name and Nationality. | Tonnage. | Amount of Pilotage. |
| :---: | :---: | :---: | :---: |
|  |  |  | 8 cts. |
| Bark | Ingomar, Nor. | 1,183 | 1800 |
| , | Siringa, Nor . | 1,116 | 2400 |
| " ... ................. | Alpha, Nor. | 464 | 1425 |
|  | Palmas, Nor. | 412 | 1225 |
| " | Hans Neilsen, Nor | 440 | 1300 |
| " | Try, Nor... | 380 | 1250 |
|  | Sophie, Nor | 1,156 | 1600 |
| S.S. | Tuskar, Br.. | 1,963 | 1050 |
| " . | Wilster, Br. | 1,332 | 1850 |
| " ....... | Norfolk, Br | 1,157 | 1375 |
| " ... | Latona, Br. | 1,933 | 1750 |
| " ......... | Feliciana, Br........ .... | 1,960 | 1900 |
|  |  | 13,496 | 18925 |

Receipts by pilotage authority:
License granted L. Stevens, charges
$\$ 500$
Expenses attending to postage business............................ 250
Balance ........ .. .. .......... .......................... \$2 50

## Harbours and Shipping.

## APPENDIX No. 25.

## REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF KENT, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

F. Gourdeau, Esq.,<br>Deputy Minister of Marine and Fisheries, Ottawa.

Str,-On March 30th, 1898, the Pilot Commissioners held their annual meeting at the office of W. J. Brait, Kingston. Commissioners all present excepting Mr. Walker. Moved and decided that the following pilots, being duly qualified, be granted licenses, viz.: William Irving, James Lang, Albert Lang, William Lang, Henry Irving and John Curwen, all of whom have been granted licenses on payment of fees, $\$ 1.00$, for the season of 1898 . Seventeen ressels of 7,653 tons register have entered, loaded and cleared at this port, not including coasting vessels. No casualities to report. Position of bar from lighthouse on South Beach N.E. by N. Distance 400 fathoms from L.W.U.S. Length of bar across, about 260 fathoms. Depth, 11 feet L.W.O.S. Bar shifting southerly every season.

Yours very truly,
JAMES GORDON, Secretary to Commissioners.

## APPENDIX No. 26.

## REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Pugwash, N.S., 3rd January, 1899.

## F. Golrdeat, Esq., <br> Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I now beg to hand you pilotage returns of pilotage authority for this port' for the year ending 31st December, 1898.

I am, sir,<br>Your obedient sercant,<br>H. C. BLACK, Secretary of Pilot Commissioners.

## Licensed Pilots.

|  | Ages. | Number |
| :---: | :---: | :---: |
| Joseph O. Read. | $4+$ | 1 |
| Neil McIver | 39 | 2 |
| Clarence E. Read | 45 | 3 |
| George M. Coope | 45 | 4 |
| John Seaman, for | 6.5 | 5 |

The amount of Pilotage was, from 35 foreign ships, $\$ 1,145$.
Each pilot is paid when bis duties are performed, there being no "pilotage fund." Pugwash, N.S., 3rd January, 1899.

H. C. BLACK, Secretary for Commissioners.

## Harbours and Shipping.

APPENDIX No. 27.

## REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF RICH. MOND, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Arichat, 5th January, 1899.
Dear Sir,-Enclosed please find the return of the amount collected by the two pilots of the pilotage district of the county of Richmond. Shipping, that is sailing ships, are getting a thing of the past in this part of the country, there are but one pilot for Arichat harbour and one at St. Petor's Canal.

The pilots experience a great deal of difficulty in collecting their pilotage at St. Peter's Canal, as the collector does not detain the vessels that cannot or do not produce a receipt that they have paid their pilotage as provided by the pilotage laws. I wish something could be done to remedy that trouble.

Yours truly,
ISIDORE LEBLANC, Secretary.

Report of Pilot dues collected by two Pilots in the Pilotage District of the County
of Richmond for the year 1898.


## APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY OF N゙ANAIMO, B.C., FOR THE YEAR ENDED 31st DECEMBER, 1898.

I'ilot Office, Nanaimo,
10th January, 1898.

## The Honourable

The Minister of Marine and Fisheries, Ottawa.

Sir,-I hare the honour to forward, for the information of the Government, the Pilotage Returns of this Pilotage Authority, for the jear ending 31st December, 1898, in accordance with the Pilotage Act, 1886.

I am, sir, Your obedient servant,
C. C. McKENZIE,

Acting Secretary Nanaimo Pi otage Authority.

## Harbours and Shipping.

## NANAIMO PILOTAGE AUTHORITY.

Pilotage Returns of the Nanaimo Pilotage Authority for the year ending 31stDecember, 1898, in accordance with the Pilotage Act, 1886.| Names of Pilots. | Age. | Service. |
| :---: | :---: | :---: |
| Sabiston, John, jr. | 45 | District, died 14th Aug., 1898. |
| Morrison, Daniel. | 58 | do |
| Bendrodt, Jas. Peter............ ....... | 38 | do |
| Christensen, Jas. | 57 | do |
| Butler, Jas. Edgar. | 37 | do |
| Owen, Wm. David. | 32 | do |
| Sabiston, John, sr .. ........... ......... | 72 | Retired on 30th Sept., 1896. |

Rater of Pilotage Dues, \&c.-Half pilotage.81 per foot.Full do ............................. . . ......... ......... 2 doGulf do ...................... ................................ 10 per diem.Special rates for mail steamers and tugs.Total Amount Received for Pilotage Dues-
Pilotage dues from British ships ..... 87,92300
do do foreign ships ..... 16,954 65
Total piltage dues ..... $\$ 24,87765$
Receipts and Expenditure-
Receipts.
Balance from 1897. ..... \$ 1583
Receipts for 1898
\$24;893 48
Expenditure.
Paid pilots. ..... - \$19,859 74
Pilots' expenses ..... 3,566 74
Ex-pilot allowance. ..... 60000
Secretary-Treasurer ..... 60000
Rent of office. ..... 12000
Office cleaning, fuel, te. ..... 9000
Printing, postage, stationery, \&v. ..... 5300
Funeral of Pilot Sabiston, jr. ..... 400
Balance for 1899 ..... Nil.
\$24,893 48
Nanaimo, 10th January, 1899.
E. QUENNELL,

Chairman.
C. C. MoKENZIE, Acting Secretary.

## APPENDIX No. 29.

REPORT Of THE PILOTAGE AUTHORITY FOR BUCTOUCHE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.
F. Gourdeat, Eeq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I herewith transmit pilotage return for the district of Buctouche, N.B., for the year 1898, as required by law, and in accordacce with your communication No. 14,505c of 14th November last.

Your obedient servant,
JOHN C. ROSS, Secretary of Buctouche Pilotage Authority.

Pilotage returns, district of Buctouche, province of New Brunswick, for the year, 1898. Act 36 Vic., cap. 54, sec. 24.

1st. Names and ages of pilots licensed.-Calixte Leger, age 66 years. Joseph Crossman, age 47 years.

2nd. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz.: One dollar aud fifty cents per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, $\$ 45.00$. Of this amount $\$ 36.00$ was paid by foroign vessel (Norwegian) the only one liable to pilotage under the regalations, and $\$ 9.00$ by Schooners (British) by which employment of pilot was optional.
bth. The pilotage dues as above were paid to the pilots who performed their duties as such to the respective vessels.

6th. Joseph Crossman, licensed during the year, paid $\$ 2$ license fee, and Calixte Leger, 81 for renewal of license, payment of license for boats being dispensed with for the year by the pilotage authority. No expense was incurred during the year by the authority.

JOHN C. ROSS, Secretary of Buctouche Pilotage Authority.<br>Buctouche, N. B., 7th January, 1899.

## APPENDIX No. 30.

## REPORT OF THE PILOTAGE AUTHORITY OF PARRSBURO' FOR THE YEARS 1897 AND 1898.

Parreboro', N.S., 3rd February, 1899.
F. Gourdrat, Esq.,

Deputy Minister of Marine and Fisheries.
Sir.-Enclosed please find pilotage returns for the pilotage district of Parrsboro' for 1897 and 1898.

> I am, sir,
> Your abedient servant, S. R. DeWOLFE.
Secretary Parrsboro' Pilotage Authority.
P.S.-I inclose one of our blanks to be signed and stamped and given to the captain on payment of bis pilotage.

Pilotage returns for the Pilotage District of Parrsboro', for the season of 1897
Amount of pilot fees collected for the year \$2,060.80 as follows, namely :-

| On 3 American schooners, \$27, \$24, \$27 ............... | 7870 |
| :---: | :---: |
| : 1 Canadian sohooner. | 2100 |
| " 1 " barquentine | 22.50 |
| " 4 " barques, \$49.20, \$53,20, \$31.50, \$61... | 19490 |
| " 1 " ship .. ...... ................ ............ | 6050 |
| " 17 Norwegian barques, 849.50, 859.50, 64.50, 861, \$54.50, \$62.50, \$66, *30, \$52.50, 851, \$61, \$30, \$56, \$47.50, \$27, \$56, \$18.................. | 84650 |
| " 10 British steamers, $879, \$ 62, \$ 72, \$ 74.50, \$ 63.20$, \$65, \$65, \$72, \$74, \$70.......................... | 69670 |
|  | \$1,920 80 |
| 4 pilot certificates to Coal barges, \$35............. | 14010 |

From the pilote, earnings of $\$ 1,920.80$, ten per cent was deducted to $g o$ to the pilot fund, and the whole of barge money went to the pilot fund.

Pilots acting.-James George, Robert Anderson, Geo. E.Pettis, Haviland Pettis.
Commissioners.-S. R. DeWolfe, Secretary; A. MoGilvray, Chairman; E. Gillespie, J. E. Pettis, Sydney Smith.

Parrsboro', 1st February, 1899.

## S. R. DeWOLFE,

 Secretary Parrsboro' Pilotage Authority. 163Pilotage returns for the pilotage district of Parrsboro' for the season of 1898:

| Pilotage fees collected on |  |
| :---: | :---: |
| 14 American schooners, \$25.20, 827, 82t, \$26.50, \$12, |  |
| \$22.50, \$16.50, \$25.20, \$15, \$9, \$27, \$23.70, |  |
| \$30.70, 812.20.......... ... ..... ............... ..... | 295 د0 |
| 1 Canadian schooner............ ...... .... ............. | 2100 |
| 3 " barques, \$61, \$48, \$33. | 14200 |
| " ships, \$33, \$49.20, \$34.50, \$50.70, \$49.20, |  |
| \$i4.50.......... | 28110 |
| 14 Norwegian barques, 849.70, 857.50, 856.50, \$61, |  |
| \$46.20, \$46, \$40.20, 850.50, \$42, \$24.70, \$55, |  |
| \$49.70, 857.50, 66.50......... .... ... | 70000 |
| 1 Norwegian ship. | 6250 |
| 5 British steamers, \$113, \$65, \$68, \$72.50, \$63.50... | 38.20 |
| Collected at Port Greville on American schooners loading piling $\qquad$ | 57020 |
|  | \$2,454 30 |
| 5 pilot certificates to coal barges, 835................... | 17500 |
|  | 82,629 30 |

Ten per cent of $\$ 2,454.30$ was deducted from pilote, earnings to be placed in pilot fund, also the barge money, 8175 goes to the pilot fund.

Pilots.-James George, Robert Anderson, Geo. E. Pettis, Haviland Pettis, the latter died in November, 1898.

Parrbbozo, N.S., 3rd February, 1899.
S. R. DeWOiFE, Secretary Parrsboro' Pilotage Authority.

## Harbours and Shipping.

## APPENDIX No. 3 •

REPORT OF THE PILOTAGE AUTHORI'Y OF DALHOUSIE AND CAMP. BELLTON, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Dalhovsie, 15th Jannary, 1898.
Dopartment of Marine and Fisheries, Ottawa.

Dear Sir,-Please find report of Pilot Commissioners of Dalhousie and Campbellton.

Yours truly,

A. G. WALLACE,<br>Secretary of Pilotage Commissioners.

Vresrls arrived and cleared from Dalhousie and Campbellton, N.B.

| Name. | Registered Tonnage. | Nationality | Cleared. |
| :---: | :---: | :---: | :---: |
| Ratara | F32 | Norwegian | Whitehaven. |
| Vision | 680 | " | Belfast. |
| Amazon | 337 | " | Irvine. |
| Frier | 265 | " | Rhyl. |
| Halden | 835 | " | Liverpool. |
| Petropolis | 536 | " | Berkenhead. |
| Ebenezer. | 430 | " | Plymouth. |
| Arthur. | 379 | " | Rhyl. |
| Sverre. Meypa | 421 | " | Whitehaven Dock. |
| Petropolis | 536 | " | Belfast. |
| Marie.... | 387 |  | Plymouth. |
| Seringa | 1,115 |  | Dublin. |
| Lornning | 768 |  | Glasgow. |
| Eda ..... | 536 |  | Yarmouth. |
| Ship Record. | 1,722 | British..... | Liverpool. |
| Lady Gladys | 1,370 | Norwegian | London. |
| Carl Frederick. | 924 | " | Fleetwood. |
| Ship Sovereign. | 1,864 | " | London. |
| Kong Sverre. | 460 | " | Fleetwood. |
| Somerset.... | 310 | " | Preston. |
| Thebeta.. | 960 760 |  | Liverpool. |
| Beda.. | 760 960 |  | Swansea. |
| Thomas Faulkner | 1,090 | -.. ..... . ${ }^{\text {a }}$. | Bristol. |
| Orion | 1,198 |  | Liverpool. |
| Venner | 624 |  | Maryport. |
| Hamlet | 389 |  | Newry. |
| Kentegern | 782 |  | Liverpool. |
| Gunhilda. | 1,129 |  | " |
| Inga. | 396 |  | Plymouth. |
| Lady Gladys. | 1,370 | Norwegian | London. |
| Karl Fredrick | ,924 |  | Fleetwood. |
| Primer | 1,122 | Russian | Sapilo. |
| Thebeta. | 960 |  | Liverpool. |
| Titina | 487 |  | Dublin. |
| Bk. Hirdeon | 542 | Norwegian | River Mersey. |
| Mountain Laurel | 653 |  | Troon. |
| Petitcodiac. | 654 | Norwegian | Liverpool. |
| Ijuano.... | 814 | " | Newry. |
| Concurrent. | 529 |  | Methet Dock. |
| Tamerline | 921 | Norwegian | Sharpness. |
| Bella | 508 | " | Swansea. |
| Aster... | 394 |  | Sunderland. |
| Andoake | 1,031 |  | Swansea. |
| Nysleath | 765 | Russian | Leith. |
| Ax | 714 |  | Tyne. |
| Gratia... | 1,475 |  | Meibourne. |
| Kanyford | ${ }^{7} 43$ |  | Sharpness. |
| Ophelia | 1,127 |  | Adelaide. |
| Hirdeon | 542 |  | Tyne. |
| Hecla | 838 |  | Dublin. |
| Rubia | 997 |  | Buenos Ayres. |
| Belfast. | 797 |  | Fleetwood. |
| Homewood | 1,065 |  | Glasgow. |
| Annie Lewis | , 637 | United States. | Buenos dyres. |
| Str. Hardanger. | 1,569 | British .. | Glasgow. |
| Bk. Aldborough | 1,517 1,098 | " | Buenos Ayres. |
| Str. John J. Hill. | 1,098 825 | " | Buenos Ayres. <br> Boston. |

## APPENDIX No. 32.

## harbour masters.

Table Showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collectod by each of them during the calendar year ended 31st December, 1898, and the overplus, if any, paid into the credit of the Receiver General.

PROVINCE OF ONTARIO.

| Name of Port. | Date of Proclama- tion. | $\begin{gathered} \text { Name of } \\ \text { Harbour Master. } \end{gathered}$ | Date of Appointment. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | \$ cts. | \$ cts. | \$ cts. |
| Collingwood.. | 3 March, '77 | Andrew Luckerbie. | 3 March, 77 | 20000 | 14600 |  |
| Depot Harbour | - June, '98 | J. F. Pratt. . . . . . | 15 Jan., '98 | 20000 | 5050 |  |
| Fort William. | 7 July, '91 | T. E. Oakley | 21 May, 97 | 40000 | 48000 | 8000 |
| French River | 20 June, '93 | E. Borron, jun... | 20 June, '93 |  | 5050 |  |
| Goderich. | 28 April, 76 | William Marlton. | 8 May, 94 | 30000 | 2750 |  |
| Midland.... | 22 July, '82 | John White. | 13 July, 97 | 20000 | 10700 |  |
| Parry Sound | 24 March, '83 | Frank Strain ... | 26 April, 98 | 20000 | 6150 |  |
| Penetanguishene | 2 Feb., 77 | Francis Densome.. | 3 June, '81 | 20000 | 1850 |  |
| Port Arthur.. | 12 May, '84 | Basil Guerard. | . 21 May, '97 | 30000 | 8150 |  |
| Port Stanley | - Jan., 98 | Trank E. Shepherd. |  | 20000 | 5400 |  |
| Rondeau. | 4 do 78 | W. R. Fellowes. . | 17 Dec., '88 | 10000 | 2850 |  |
| Southampton. | 23 Sept., '75 | W. H. Johnston. | - Oct., '82 | 10000 30000 | 5950 |  |

PROVINCE OF QUEBEC.

| Amherst | 14 Sept., '78 | John Cassidy. | 2 Sept., 78 | 20000 | 1600 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bersimis. | 31 July, '91 | Earl I). Chase | 31. | 20000 |  |  |
| Carleton | 8 Dec., '81 | Joseph E. Cullen | 30 March,'96 | 20000 |  |  |
| Chicoutim | 17 June, '35 | Ainsworth Sturton | 8 June, '86 | 20000 |  |  |
| Grand Entr | 19 Feb., 92 | Hugh Clarke | $8 \mathrm{Dec} .{ }^{\text {c }}$ '98 | 20000 |  |  |
| Gaspé. | 25 Sept., '74 | Francis J. Eden. | 3 April, '89 | 50000 |  |  |
| House Harbo | 9 Aug., '87 | C. Lafrance..... | 10 Dec., '96 | 20000 | 750 |  |
| Matane | $\left\|\begin{array}{l} 19 \text { April, }{ }_{19} \\ 19 \end{array}\right\|$ | Vacant.... ... |  |  |  |  |
| Métis. | 7 Feb., 78 | J. H. Ferguson. | 12 March,'96 | 20000 | 7100 |  |
| New Carlis | 25 Feb., '89 | John C. Hall. | 17 Jan., '95 | 20000 | 900 |  |
| New Richmond | 15 April, '82 | Henry Leblanc. | 3 April, '82 | 20000 | 2750 |  |
| Oak Bay | 27 March,'80 | Jas. D. Sowerby | 22 March,'80 | 20000 |  |  |
| Paspebiac | $12 \mathrm{May}, 77$ | Hugh Christie.. | $22 \mathrm{May}, 77$ | 15000 | 2800 |  |
| Port Daniel | 25 March,'89 | J. Enright.. | 11 Sept., '90 | 20000 | 500 |  |
| Rimouski. | 5 do 77 | A. P. St. Laure | 13 May, '96 | 20000 | 1100 |  |
| Rivière Ouelle | $22 . J u l y, ~ ' 92$ | Vacant. |  | 10000 |  |  |
| St. Thomas | $2{ }^{2}$ Jan., '86 | L. Dion | 22 Oct., '96 | 20000 | 8950 |  |
| St. Johns. Sorel | Within the <br> Harbour of | fr. H. Farrar...... Pierre Guevrémont | $\begin{aligned} & 20 \text { March, } 97 \\ & 20 \mathrm{May}, 90 \end{aligned}$ | 50000 30000 | 57059 245 | 7050 |
| Trois Pistoles | Montreal, | Pierre Guevremont <br> J. E. Vincent. | $\left\lvert\, \begin{aligned} & 20 \text { May, }{ }^{20} 9 \\ & 28 \text { March, } 98\end{aligned}\right.$ | 30000 10000 | 24500 3000 |  |

Table showing the names of Ports proclaimed under the Dominion Acts, de.-Con.
PROVINCE OF NEW BRUNSWICK.


PROVINCE OF NOVA SCOTIA.

| Advocate | 15 May, | '80 Samuel Morris | 10 May , '80 | 10000 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Alma | 2 " | ${ }^{98}$ Gideon W. Parsons | 2 "' '98 | 10000 | 2900 |  |
| Annapoli | 12 Mar., | 75 J . Lindgren | 7 July, '98 | 20000 |  |  |
| Apple River | 14 Aug., | '86 Robt. Field | 9 Sept., '90 | 20000 | 3400 |  |
| Arichat. | 22 April, | ${ }^{7} 9 \mathrm{C} . \mathrm{P}$. Terrio | 29 April, '95 | 20000 | 3050 |  |
| Baddeck | 23 Sept., | , 75 Alex. McAul | $10 \mathrm{Dec} .{ }^{\text {, }} 90$ | 10000 | 200 |  |
| Barringt | 10 July, | '82 B. K. Kenney | $6 \text { July, } 93$ | 20000 | 2800 |  |
| Bayfield |  | 79 John McDon | $11 \text {." } 79$ | 20000 |  |  |
| Bay St. Lawrence | 21 April, | '87 G. Zwicker | 21 April, '87 | 20000 |  |  |
| Bear River | 25 Sept., | 74 Wm . McFadden. | 27 Sept., 97 | 10000 | 2400 |  |
| Beaver Harbo | 24 July, | '80'Henry Hawboldt. | 22 " '88 | 10000 | 900 |  |
| Big Harbour | 9 June, | '83, Donald McKenzie | 28 May, '83] | 10000 | 1350 |  |

Harbours and Shipping.
Table showing the names of Ports proclaimed noder the Dominion Acts, \&e.-Con.
PROVINCE OF NOVA SCOTIA.

| Name of Port. | Date of Proclama- tion. | Name of Harbour Master. | Date of Appoint ment. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 8 cts. | \$ cts. | 8 cts. |
| Bourgeoise Riv | 1 May , '86 | E. C. Bouchi | 19 April, '86 | 10000 | 600 |  |
| Bridgewater.... | 6 " ${ }^{\prime \prime}$ '74 | William Oakes | 28 Jan., '96 | 10000 |  |  |
| Bras d'Or, including New Camplellton |  | Wm. Living | 13 Feb., 94 | 20000 | 1450 |  |
| Cape Canso............... | 6 June, ${ }^{\prime} 76$ | R. Jamieson | 5 July, '97 | 10000 | 4950 |  |
| Cape Negro or North East Harbour. | 18 May, '81 | A. D. Perry . | 18 May, '81 | 20000 | 2250 |  |
| Chester | 8 sept., 83 | A. C. Corku | 8 July, '96 | 10000 | 2300 |  |
| Cheticamp | 20 April, 76 | Fulgence Ancoi | 15 April, 76 | 10000 |  |  |
| Clark's Harlou | 1 June, '81 | J. B. Brannen. | 1 June, '81 | 20000 | 700 |  |
| Clementsport. . . . | 1 May, ${ }^{\text {\% }} 7$ | J. M. Lecain.. | 18 Uct.,' '98 | 15000 | 150 |  |
| Cunnty Line to Grand Narrows. $\qquad$ |  |  |  |  |  |  |
| Crow Harbour | 30 Sept., '88 | A. Whler | 30 Aug., 97 | 10000 |  |  |
| D'Escousse | 23 Jan., '85 | Arthur Pertus | 6 Mar., ${ }^{\text {'90 }}$ | 10000 | 1900 |  |
| Digby | 19 Feb., 78 | Israel Hersey | 23 May, '97 | 20000 | 5450 |  |
| East Bay. | 25 Aug., '83 | Donald McInn | 5 April, '86 | 10000 |  |  |
| Fourchu.. | 22 May, '89 | Neil MacLean. | 22 May, '89 | 10000 | 200 |  |
| Gaberonse... ${ }_{\text {G }}$........ | 3 Mar., '79 | John Wm. Hardy | 2 Nov., '86 | 10000 | 550 |  |
| Glasgow and Cape Breton Pier, Sydney. | 30 Oct., '80 | Angus McQuar | 30 Oct., '80 | 30000 | 3550 |  |
| Guysborough. | 15 Jan., '89 | Thos. O'Connor | 31 "', '93 | 10000 | 1100 |  |
| Halifax | No proclamation required by Act | J. E. Butler | 21 Sept., '93 | 1,800 00 | 1,573 00 |  |
| Hantsport | 27 June, ${ }^{2} 8$ | Edward Davison | 7 June, '84 | 22500 | 15150 |  |
| Ingonish, North Bay | 22 Mar., '81 | William Thompson | 24 Mar., '81 | 20000 |  |  |
| International Pier, "Sydney | 9 Oct., '84 ${ }^{30}$ | J. J. Donovan. Michael J Nevil | 26 Dec., '98 | 10000 |  |  |
| International Pier, Sydney Isaac's Harbour ..... ... | 30 ", '80 <br> 30 $\prime \prime$  <br> 18   | Michael J. Neville | 30 30 30 | 30000 10000 | 41000 1600 | 11000 |
| Jeddore.. ..... | 20 Sept., '90 | Wm. Jennox. . . . | 20 Sept., '90 | 10000 | 1600 300 |  |
| Jordan Bay | 25 Oct., ' 76 | M. D. McKenzie. | 25 Oct., '78 | 15000 | 2700 |  |
| La, Have or Getson's Cove. | 12 Mar., 75 | George Henry Zwi | 25 Feb., '75 | 30000 | 3500 |  |
| L'Ardoise, Upper and Lower. ..................... | 22 Aug., '84 | George Burke. | 20 Aug., '84 | 10000 | 050 |  |
| Lingan | 12 July, '81 | Thomas Laffin | 12 July, '81 | 20000 |  |  |
| Liscomb................. | 18 May, '81 | David Rosenheiser. | 9 Aug., '88 | 20000 | 2100 |  |
| Little Bras d'Or Lake between McKay's Point and Grand Narrows. | 25 April, '84 | Peter McLean | 25 April, '84 | 10000 |  |  |
| Little Bras d'Or Lake from McKay's Point to W ashadebuck River. $\qquad$ | 25 "1 84 | Alex. J. McNeil | 25 " 20,84 | 10000 |  |  |
| Little Glace Bay. | 3 Aug., '74 | E. Douglas Rigby. | 8 May , '84 | 20000 | 1350 |  |
| Little Narruws to Cranberry Point. | 9 June, '83 | Kenneth McLennan. | 1 Nov., '97 | 10000 | 200 |  |
| Liverpool | 19 Jan., '77 | Wm. A. Kenney.. | 19 Jan., '77 | 20000 | 6800 |  |
| Lockeport | 18 May, '81 | E. A. Capstick | 18 May, '81 | 20000 | 5700 |  |
| Louisburg. | 17 Mar., '79 | H. C. V. Lavatte | 13 Oct., '98 | 20000 |  |  |
| Lunenburg | $3 \mathrm{Dec.}$, | John Loye. | 10 Dec., '96 | 15000 | 12700 |  |
| Mabou. | 17 July , '80 | Finlay Rankin | 23 June, '80 | 10000 |  |  |
| Mahone Bay | 16 May , 87 | Lewis Knaut. | 3 Feb., '98 | 20000 | 2800 |  |
| McNair's Cov | $12 \text { Mar., } 75$ | Ronald McEachen | 8 Mar., '75 | 15000 |  |  |
| Main à Die | $31 \text { July, } 86$ | Joinn Farrell. | 21 July, '86 | 10000 |  |  |
| Maitland Marble Mountain | $26 \text { May, ' } 85$ | Vacant |  |  |  |  |
| Marble Mountain Margaretsville... | 26 July, '92 D | D. McDonald. | 26 July, '92 | 20000 | 100 |  |
| Margaretsville. Margaret's Bay | 26 Mar., '78 16 | Robert Early P (..... | 26 Mar.; '78 7 | 100 100 100 100 | 2600 |  |
| Margaree... | 12 June, '86 | Nicholas Deagle. . . . . . . | 27 Feb., '93 | 10000 |  |  |
| Marie Joseph. | - Jan., '95.J | John Davis... | $23 \mathrm{Jan.}$, | 10000 |  |  |

Table showing the names of Ports proclaimod under the Dominion Acts, \&c.-Con.
PROVINCE OF NOVA SCOTIA-Concluded.

| Name of Port. | Date of Proclama- tion. | $\begin{gathered} \text { Name of } \\ \text { Harbour Master. } \end{gathered}$ | $\begin{gathered} \text { Date } \\ \text { of } \\ \text { Appoint. } \end{gathered}$ ment. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 8 cts. | 8 cts. | 8 ct |
| Middle South | April, | S. Wyacht. | 1 April, ${ }^{96}$ |  | 500 |  |
| Merigomish | ${ }^{26}$ Mar., 78 | D. McGrego | 22 Mar., 93 | 10000 |  |  |
| Meteghan Harbo | 8 June, 97 | B. F. Robichear | 8 June, '97 | 10000 | is 00 |  |
| Meteghan River | 10 Feb., ${ }^{\text {d }}$ | L. A. Comeau | 1 June, '97 | 10000 | 1150 |  |
| Musquodoboit | 19 May, ${ }^{82}$ | David Williams | 19 May, ${ }^{2}$ | 10000 | 1700 |  |
| New Haven | 9 June, '83 | H. A. McLeod | 17 Aug., '89 | 10000 |  |  |
| Neil's Harbour | $9 \mathrm{l}{ }^{2}$ | A. Hayman.. | 28 May, ${ }^{23}$ | 10000 |  |  |
| Northport.. . ${ }^{\text {co. }}$ | 27 " '82 | John M. Burns | 27 June, '82 | 10000 | 3550 |  |
| North-west Cove, Coleman's Cove and Aspotogan Harbour..:...... | 22 Dec., 76 |  |  |  |  |  |
| Parrsborough | 22 Oct., 73 | Edward Walter Beaty | 22 Oct., 73 | 30000 | 23900 |  |
| Petit de Grat. . C | 5 June, 9 | S. Boudrot | 5 June, 95 | 20000 | 250 |  |
| Petite Riviere Bridge. | 7 July, ${ }^{\text {d }}$ | John Neleon P | ${ }^{27}$ April, '88 | 10000 |  |  |
| ${ }_{\text {Plictou. }}^{\text {Plaster Harb }}$ | 24 May, 83 | John Gunn | 14 Aug., 75 | 4000 |  |  |
| Plaster Harbo | $6{ }^{1} 7$ | Vacant |  |  |  |  |
| Port George. | $1{ }^{1}{ }^{\text {\% }}$ | Charlee B. Wea | 1 May, 77 | 15000 |  |  |
| Port Greville. | 13 March, ${ }^{8}$ | W. Cochrane | 26 Oct., 98 | 20000 |  |  |
| Port Hawkesb | 16 July, ${ }^{7}$ | Daniel Henesey | 9 July, 75 | 20000 | 14050 |  |
| Port Hood... | 16 . 75 | John Murphy, j |  | 20000 |  |  |
| Port la Tour | 14 April, 8 | Wm. Sholds | 15 Feb., '98 | 20000 |  |  |
| Port Lorne | 27 March,',86 | Freeman Be | 9 June, 97 | 20000 | 150 |  |
| Port Maitland | - Dec., '96 | osiah Ellis | 10 Dec., '96 | 20000 |  |  |
| Port Morien. | 3 March, 79 | Hector McDona | 3 March,'79 | 40000 |  |  |
| Port Mulgrave | $8{ }^{8}{ }^{1} 76$ | David Murphy | 12 Oct.,'92 | 20000 | 2050 |  |
| Port Medway | 25 June, '79 | E. Cahoun. | 10 Sept., '98 | 20000 |  |  |
| Pubnico. | 27 Sept., 8 | D. Q. Amireal | 27 Sept., '82 | 10000 | 4150 |  |
| Pugwash | 22 Oct., '93 | C. T. De W | ${ }^{6} \mathrm{May}$, ${ }^{95}$ | 10000 | 13600 |  |
| Ritcey's Cove | ${ }_{26}$ Sept., ${ }^{2}$ | J. B. Ritcey | 21 April, 96 | 10000 | 2900 |  |
|  | 26 March, 78 | H. Campbell. | 11 June, '91 | 10000 | 50 |  |
| St. Anns, including Fu- | 20 April, 81 |  |  |  |  |  |
| St. Mary's River | 18 May, 8 | Wm. Pride | 20 Dec., '93 | 20000 |  |  |
| St. Peter' | 24 Jan, ${ }^{81}$ | Peter McNeil | 17 Sept., '83 | 20000 | 7950 |  |
| Sambro | 27 Dec., 79 | Ben Smith. | 27 May, 90 | 20000 | 1500 |  |
| Sheet Har | 14 May, 7 | H. Hall | 13 April, '98 | 20000 | 5200 |  |
| Shelburne. | 27 Aug., 7 | J. C. Morriso | 4 May, ${ }^{\text {97 }}$ | 20000 | 8150 |  |
| Ship Harbour ........... | 2 June, '84 | Conrod Mar | 2 June, '84 | 10000 | 3550 |  |
| Smith's Mountsin, St. |  |  |  |  |  |  |
| Tatamagouch | 27 Feb., 78 | W. McKen | 29 March,'93 | 20000 | 350 |  |
| Tidnish | 5 July, '82 | Charles Fields | 30 June, '84 | 10000 | 3000 |  |
| Torbay and Whitehead. | 18 May, 81 | A. Haley | 10 Dec., 97 | 20000 |  |  |
| Tusket. | 18 March, 75 | Charles W. Hatfield. | 7 March, 87 | 10000 |  |  |
| Victoria Pier, South Bar, Sydney |  |  |  |  |  |  |
| Wallace | 22 Oct., 73 | Jaa. Patton....... | 14 Fob., |  |  |  |
| West Arich | 20 Aug., '90 | B. Poirier | 7 Oct., |  |  |  |
| West Bay | 8 May, 8 | John MeInn | 9 May , ${ }^{4}$ | 10000 | 1550 150 |  |
| West Port | 8 March, 87 | feo. Welch. | 29 Jan., 98 | ${ }_{200} 00$ | ${ }^{36} 00$ |  |
| Weymouth... | - May, '94 | R. Payson | 29 May, '97 | 200 00 |  |  |
| Whycocomagh | 29 Oct., 7 | Seil McKinn | 8 Oct., 75 | 10000 |  |  |
| Woods Harbo | 19 Feb., 92 | S. K. Woods. | 19 Tuly, ${ }^{17}$ |  | 850 |  |
| Yarmouth. | 18 March,'75 | Ebenezer Scott | 19 Oct., 77 | 25000 | 23300 |  |

Harbours and Shipping.
Table showing the names of Ports proclaimed under the Dominion Acts, \&o.-Con.
PROVINCE OF PRINCE EDW ARD ISLAND.

| Name of Port. | Date of Proclama- tion. | Name of Harbour Master. | Date of Appointment. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 8 cts. | $\$$ ets. | \$ cts. |
| Alberton and Cascumpec. | 15 July, '74 | $n \mathrm{McK}$ | 7 | 20000 | 1100 |  |
| Bay Fortnne............. | 10 April, 75 | John R. Coffin | 29 April, ${ }^{78}$ | 20000 |  |  |
| Brudenell... | 25 July, ''85 | Vacant... |  | 20000 |  |  |
| Cape Traverse. | 23 May , '84 | Vacant. |  |  |  |  |
| Cardigan River, including Cardigan Bridge. | 2 July, 78 | Hercules McDonald. | 2 July, '78 | 20000 |  |  |
| Cardigan River, from head of river to north bank Mitchell River. | 16 May, ${ }^{78}$ |  | 7 May, 97 | 10000 |  |  |
| Cove Head........... | 15 "' 89 | James D. McMillan. | 15 '' '80 | 10000 |  |  |
| Charlottetow | 15 July, 74 | David Small... | 19 Feb., ${ }^{77}$ | 40000 | 17850 |  |
| Crapaud. | 15 " 74 | Wesley Myers. | 17 June, 74 | 200 no |  |  |
| Egmont | $15 \quad 7 \quad 34$ | George Rollum | 3 Nov., '85 | 20000 |  |  |
| Georgetown | 15 " 74 | Samuel Hemphill | 1 Dec., '87 | 20000 | 3800 |  |
| Grand River. . . . . . . . | 10 April, ${ }^{75}$ | Wm. C. Jenkins. | 4 May, '97 | 20000 |  |  |
| Grand River, down to and including Poplar Point and Chapel Wharf | 16 May, $\quad 78$ | Vacant . . . . ..... | ......... |  |  |  |
| Malpeque | 10 July, 74 | J. Champion. | 101009 | 200000 |  |  |
| Miminegash. | 17 April, '80 | J. J. Gallant... | 14 June, '97 | 10000 | 9500 |  |
| Montague Bridge | 15 July, '74 | Welton Poster | ${ }^{7}$ A April, ${ }^{\prime \prime}$ | $20000$ | 1500 |  |
| Murray Harbour | 17 June, ${ }^{74}$ | Wm. Millar. | 17 June, 74 | $20000$ | 650 |  |
| Murray River | 16 May, ${ }^{158}$ | Geo. McLeod Wm. Bell | ${ }^{9} 9$ Feb., ${ }^{15}$ | 20000 20000 |  |  |
| New London. | 15 July, ${ }^{15} 4$ 15 | Wm. Bell | 25 Aug., ${ }^{18}$ Dec., ${ }^{\prime} 97$ | 20000 20000 | 250 |  |
| Port Hill | $15 \quad 1074$ | Wm. C. Brown | 20 June, '98 | 20000 | Nil. |  |
| Pownal | $10 \quad 7 \quad 79$ | M. Haley. . | $30 \mathrm{Mar} .,{ }^{\text {' } 97}$ | 10000 |  |  |
| Rollo Bay | 10 April, ${ }^{75}$ | Vacant. |  |  |  |  |
| Rustico. | 17 May ${ }^{\text {, } 75}$ | Felix Buote. | 1 Mar., '97 | 20000 |  |  |
| St. Peter's Bay ${ }_{\text {S }}$.. | 10 April, 75 | A. Anderson. . . . | 16 Oct., ${ }^{18}$ | 20000 |  |  |
| Souris East and West | 10 July ${ }^{15}$ | John McCormic | 25 April, '79 | 20000 20000 |  |  |
| Summerside. <br> Tignish | 15 July, ${ }^{22}$ April, ${ }^{70}$ | Wm. Stymest. Vacant. | 20 Oct., '97 | 20000 | 6300 |  |
| Tracadie. .. | 17 May , 75 | Donald Campbell. | 27 Aug., '95 | 20000 |  |  |
| Tryon .............. . | 12 April, ${ }^{7} 7$ | Vacant |  |  |  |  |
| Vernon River Bridge. . | $19 \text { May, } 74$ | John Finlay. | 9 Oct., '84 | 20000 |  |  |
| West River. . . . . . . | 17 " '75 | Vacant... . |  |  |  |  |

PROVINCE OF BRITISH COLUMBIA.


F. GOURDEAU, Deputy Minister of Marine and Fisheries.

Statement showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisherien, in accordance with the provisions of Chapter 74, Consolidated Statuten of Canada, from Shipping Mastera throughout the Dominion, for the half-years ended 30th June and 31st December, 1898.
Notr.-Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.
QUEBEC.

| Naine of Port. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { County. } \end{gathered}$ | Name. Shipping Master. | For Half-year ended 30thJune, 1898. |  |  | For Half-year ended 31st |  |  | Total Seamen Shipped. | $\underset{\substack{\text { Teamen } \\ \text { Dis- }}}{\substack{\text { Dis }}}$ charged. | $\begin{array}{\|c} \text { Total } \\ \text { Amount. } \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Seamen Shipped. | Seamen Dis. charged. | Amount. | Seamen Shipped. | Seamen Discharged. | Amount. |  |  |  |
|  |  |  |  |  | \% cts. |  |  | \$ cts. |  |  | \% cts. |
| TEscoumains. | Bonaventure | John Topping |  | Nil. |  |  | Nil. | .... .... |  |  |  |
|  | Gaspé... . |  |  |  |  |  |  |  |  |  |  |
| Montrenl......... | Montreal..... | Wm. Cunningham. | 1,491 | 489 | 89220 | 3,370 | 1,651 | $\ddot{2}, 180$ | 4,861 | 2,140 | 3,072 $0_{0}$ |
| New Richmond. | Bonaventure | R. W. H. Dimock.. |  |  |  |  |  |  |  |  |  |
| Paspebiac. | Bonaventure | P. C. Beauchesme | 4 | 1 | 230 | 7 |  | 680 | 11 |  | 910 |
| Quebec. | Quebec....... | J. U. Gregory....... | 159 |  | 280 | 203 | 158 | 1489 | 362 | 169 | 3170 |
| Rimouski. | Rimouski.... | J. A. Martin. |  |  |  |  | Nil. |  |  |  |  |
| Sorel. | Richelieu.... | Joseph Mathieu |  |  |  |  |  |  |  |  |  |
| Three River | Three Rivers. | P. B. Vanasse. |  |  |  |  |  |  |  |  |  |


| Alma | A | D. Cleveland |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bathurst. | Gloucester | John E. Baldwin |  | Nil. |  |  |  |  |  |  |  |
| Buctouche |  | J. J. L. Broulanc... | 12 | 5 | $7 \%$ | 56 | 24 | 3520 | 68 | 29 | 4270 |
| Cocagne. | Kent... | A. K. Dysart |  |  |  |  |  |  |  |  |  |
| Dalhousie. | Restigouche | W. Montgomery |  |  |  |  |  |  |  |  |  |
| Drathester | Westmoreland | Walter Dobs |  | - . $\cdot$. |  |  |  |  |  |  |  |

## Harbours and Shipping.


Statement showing roturns respecting shipping and diecharging Seamen, \&c.-Continued.


Harbours and Shipping.

Statement showing returns respecting shipping and discharging Suamon, \&c.-Continned.

| Name of Port. | $\begin{aligned} & \text { Name } \\ & \text { of } \\ & \text { County. } \end{aligned}$ | $\substack{\text { Name } \\ \text { of } \\ \text { Shipping Master. }}$ | For Half-year ended 30th June, 1898. |  |  | For Half-year ended 31st December, 1898. |  |  | Total Seamen Shipped. | Total Seamen Discharged. | Total Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Seamen Shipped. | Seamen Discharged. | Amount. | Seamen Shipped. | Seamen Discharged. | Amount. |  |  |  |
|  |  |  |  |  | \$ cts. |  |  | \$ cts. |  |  | 8 cts. |
| Ahouset ... . . | Clayoquot . . . . . . | C. R. McDougall |  |  |  | ....... |  |  |  |  |  |
| Barclay Sound Clayoquot. | Vancouver ... .. | M. Swartout. ... |  |  |  |  | . |  |  |  | 3940 |
| Clayoquot. . . . | Clayoquot. | John Grice. . |  |  |  |  |  |  |  |  |  |
| Kynquot | Nanaimo. | W. J. ${ }^{\text {W F Feker }}$. | 112 | i | 56 30 | ii | 96 | 3430 | 123 | 97 | 9060 |
| Massett Inlet..... | Queen Charl'te I'd, | Rev. Mr. Keen |  |  |  |  |  |  |  |  |  |
| New Westminister | New Westminister | Pcter Grant. | 1 |  | 50 | 21 320 | 10 | 1350 | 29 320 | 10 |  |
| mancouver IVicturia.. | New Westminister | J. M. Bowell H. G. Levis |  |  | 6 | 320 500 | 295 639 | 30525 43870 | 320 1506 | 2995 | 305825 104080 |
| -8Victuria... | Victoria . . . . . . . . | H. G. Lewis | 1006 | 497 | 63210 | 500 | 639 | 43870 | 1506 | 1136 | 10:0080 |

## APPENDIX No. 34.

## REPOR' OF THE PORT WARDEN OF MONTREAL FOR THE YEAR ENDED 31st DECEMBER, 1898.

Montreal, 7th January, 1899.

Honourable Sir L. H. Davies, K.C.M.G., Minister of Marine and Fisheries, Ottawa.

Sir,-1 have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transact herewith documents as follows :-

1. The Port Warden's Report for the year 1898.
2. Audited statement of receipls and expenditure of the Port Warden's Office for the year ending 31st December, 1898.
3. Statement of Investments of the Port Warden's surplus funds.

I have the honour to be, sir,
Your obedient servant,
GEO. HADRILL,
Secretary.

To the President
and Council of "Toe Montreal Board of Trade."
Gentlemen,--I have the honour to submit the annual roport of the business of this office with statements of exports, receipts and expenditures for the year 1898.

Navigation opened on the 20th April with the arrival from Quebec of the SS. "Campana" followed on the 22nd by the SS. " Polino," and closed with the departure for sea of the SS. "Guildhall" at 7 a.m. on the 28th November.

The first ocean steamship to arrive was the Dominion Line SS. "Scotsman" at 7 a.m. on the 26th April.

The first sailing vessel to arrive was the barquentine " Grei " from Barbadoes with a cargo of molasses on the 19th May.

The firat veseel to enter the Gulf of St. Lawrence this season by the way of the Strait of Belle Isle was the steamship "Starlight" which arrived at Quebec on the 19th June, and the SS. "Britannia" which arrived at this port on the 23rd June.

The export trade of this port shows a healthy, steadily progressive increase as seen by the following statement.

Five hundred and sixteen oversea or foreign going vessels of all kinds were entered at this office, with a tonnage of $1,212,747$ tons, being an increase of thirtyseven vessels and 158,522 tons over last season.

The buriness to the lower ports this seuson consisted of, entered 330 vessels of all classes with a tonnage of 348,500 tons, against 300 vessesls of all classes last jear, with a tonnage of 317,397 tons, increase of 30 vessels and 31,103 tons.

Clearances of vessels loaded for the lower ports this season were as follows, 115 vessels of all classes with a tonnage of 88,600 tons, against 123 vessels of all classes last season with a tonnage of 99,994 tons, decrease of eight vessels and 11,394 tons, the difference in the lower port trade between the number of vessels entered and cleared at this office are accounted for by 215 vessels going hence light being in the coal carrying trade solely.

There has been a marked revival of the South American lumber trade this season, 13 vessels having loaded $11,44 \nmid, 776 \mathrm{ft}$. B. M., for the River Plate, against 1 vessel carrying only $\$ 17,505 \mathrm{ft}$. B. M., last season.

The disasters and groundings of vessels in the ship channel between this port and Quebec have been comparatively few this season, and those which have been principally owing to the vessels being suddenly onveloped in fog.

The water in the ship channel has been much improved this seacon as compared with last year; for instance, November 1st, 1898, the Montreal guage showed $29^{\prime \prime} 4^{\prime \prime}$, Sorel guage $29^{\prime} 3^{\prime \prime}$, whereas on November 1st, 1897, Montreal guage showed 26' $\mathbf{1 0}^{\prime \prime}$,', Sorel guage $26^{\prime \prime} 5^{\prime \prime}$. The stage of low water this season was of short duration, the lowest readings of the guages being October 11th viz:-Montreal guage $27^{\prime} 0^{\prime \prime}$, Sorel guage $26^{\prime} 4^{\prime \prime}$. Last year the lowest water was on the 24th October, viz:-Montreal guage $26^{\prime} 5^{\prime \prime}$, Sorel guage $26^{\prime} 0^{\prime \prime}$. The latter part of this season we had good water in the ship channel, the lowest water in the month of November being $\mathbf{2 7} \mathbf{7}^{\prime} 10^{\prime \prime}$, shown on the Sorel guage on the 9th.

On the 3rd October, the writer in pursuance of instructions from your Council proceeded to Quebec where he joined the Government Chief Engineer Colonel W. P. Anderson and the representatives of the Montreal Marine Underwriters Association, the shipping interests of this port, and the Montreal Harbour Commissioners, represented respectively by Messrs. E. L. Bond, Alexander Sinclair, and John Kennedy, on a tour of inspection of the Ship'Channel between Quebec and Montreal on the Government steamship "Draid," which occupied the 4th, 5th and 6th October. My report on that inspection tour was presented to you on my return here.

The shipments of various kinds for the past season, manifested and reported at this office as per attached statement.

All of which is respectfully submitted.

I am, Gentlemen, Your obedient servant,

ARCHIBALD REID, Port Warden.

## Harbours and Shipping.

Comparative Statement of Shipments, years 1897 and 1898 , as per Manifests reported at Port Warden's Office.


Statembnt of Ofersea or Foreign going Vebsels.

| Description. | 1897. |  | 1898. |  |
| :---: | :---: | :---: | :---: | :---: |
|  | No. | Tons. | No. | Tons. |
| Steamers... |  | 1,046,300 | 497 | 1,198,078 |
| Ships .... | None. |  | 3 | 1, 4,215 |
| Barques ....... | 8 | 3,968 | 12 | 9,246 |
| Brigs and schooners. | 14 | 3,957 | 4 | 1,208 |
| Totals. | 479 | 1,054, 225 | 516 | 1,212,747 |

Increase of 37 vessels and 158,522 tons.
Statement of Lower Port Arrivals.

| Steamers...........Brigs and schooners | 284 | 315,530 | 316 | 347,151 |
| :---: | :---: | :---: | :---: | :---: |
|  | 16 | 1,867 | 14 | 1,349 |
| Totals. | 300 | 317,397 | 330 | 348,500 |

Increase of 30 vessels and 31,103 tons.
Clearanges for the Lower Porte.

| Steamers | 113 10 | 99,067 927 | 105 10 | 87,769 |
| :---: | :---: | :---: | :---: | :---: |
|  | 10 | 927 | 10 | 831 |
| Totals. . | 123 | 99,994 | 115 | 88,600 |

Decrease of 8 vessels and 11,394 tons.
Revende.
Revenue.............. ....... ................. $\$ 10,925.7 \pm$

Harbours and Shipping.
PORT WARDEN'S OFFICE.


Statement of the Interest of the Surplus Funds of the Port Warden's Office at Montreal, and of Interest accruing therefrom during the year ended 31st December, 1898.

| Date, |  | Amount. | $\left\|\begin{array}{c} \text { Per cent } \\ \text { for } \\ 12 \text { mos. } \end{array}\right\|$ | Total Interest. |
| :---: | :---: | :---: | :---: | :---: |
|  |  | \$ |  | \$ cts. |
| Feb., 16, '80 | Expended, $\$ 2,380.34$ in purchase of Dominion Government Stock. | 2,300 | $3 \frac{1}{2}$ | 8050 |
| Aug., 16, '80 | Expended $\$ 7,254.11$ in purchase of city of Montreal Registered Stock | 7,000 | 5 | 35000 |
| April, 18, '84 | Expended $\$ 5,031.34$ in purchase of city of Montreal four per cent Registered Stock. <br> (Nos. 1,720, 1,721, 1,722, 1, 723, 1,724-5 at \$1,000.) | 5,000 | 4 | 20000 |
| Mch., 14, '87 | Expended $\$ 10,320.55$ in purchase of city of Montreal Consolidated Fund Stock.. <br> (Class C. 100 shares of $\$ 100$ each.) | 10,000 | 4 | 40000 |
| Jan., 5, '98 | Loans to Montreal Board of Trade Building Fund to 31st <br> December, 1897. <br> Additional Loan to Montreal Board of Crade Building Fund. | 37,000 8,000 | $\begin{gathered} 4 \\ 4 \text { p.c. for } \\ 365 \text { days } \end{gathered}$ | $\begin{array}{r} 1,48000 \\ 31649 \end{array}$ |
|  | Total | 69,300 |  | 2,826 99 |

HENRY MILES, Treasurer.

GEO. HADRILL, secretary.

Montreal, 4th January, 1899.

## APPENDIX No. 35.

# REPORT OF THE PORT WARDEN AT QUEBEC FOR 'THE YEAR ENDED 31st DECEMBER, 1898. 

Port Warden's Office, Quebec, 31st December, 1898.

F. F. Gourdeat, Esq.,<br>Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-As requested by the 30 th section of the port warden rales, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending the 31st December, 1898, as follows:-

Eighty-three steamers were surveyed for clearance outward after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Three steamers and nine sailing vessels were surveyed, their hatches opened and cargo examined on their arrival from sea.

Twelve steamers and three sailing vessels were surveyed on account of grounding and stranding in the River St. Lawrence below and above Quebec.

Two steamers and two sailing vessels were surveyed and their value estimated for general average purposes.

One barge, one propeller and one schooner were surveyed on account of collision damage.

Two steamers were surveyed on account of excessive deckload and a portion removed.

Six surveys were held on damaged goods in store and on wharves.
One steamship surveyed for damage at sea was temporarily repaired and proceeded, and one coal barge, also damaged by stress of weather at sea, was permanently repaired and proceeded.

The bark "Skein" was totally wrecked at Matane, and the bark "Vidfarne" above Bic Island. The propeller "Lloyd S. Porter" was sunk by collision in St. Croix Bay and has not yet been raised.

The receipts and disbursements of this office were as follows :-


Besides the above there were several vessels damaged by stranding and otherwise that did not come under the port warden rules.

Nine steamers took live stock at Quebec during the season amounting in all to 2,897 cattle and 1,477 sheep, on which was collected 850.87 , which was deposited in the Bank of Montreal to the credit of the Receiver General.

> With much respect, I am, Your obedient servant,,

W. SIMONS, N. A.,<br>Port Warden.

## APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT RIMOUSKI, P. Q., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Rimouski, 7th December, 1598.
Hod. Sir L. H. Davies, K.C.M.G.,
Minister of Marine and Fisheries, Ottawa.

Sir,-I beg to submit you my report as Port Warden for the Port of Rimouski. I beg to inform you that I have not visited any vessels nor collected any money for the year 1898.

I have the honour to be, sir,<br>Your obedient servant,

CAPT. E. HEPPEL, Port Warden.

Harbours and Shipping.

## APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT ANNAPOLIS, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Annapolis, 31st December, 1898.
F. Gourdrat, Eisq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to submit my report of the business of this office for the year ending 31st December, 1898.

Sept. 19.-Held survey on Norwegian barque "Sophie Helena." Afterpart of keel ground on flats off old forts, no damage. Certificate of seaworthiness.

> I am, sir, your obedient cervant, SIMON W. RILEY.
> Port Warden.

## APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT HALIFAX, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Pqrt Warden's Office.
Halifax, N. S., 31st December, 1898.
F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to submit my report for the year ending 31st December, 1898, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held by me on eighteen steamers and five sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceded to their destinations, where they arrived safely. Three of the vessels still remain in port, two of them, the steamers "Manchester Enterprise" and "Birchton" undergoing repairs. The third vessel, the ship "Maren" has completed her repairs and is about ready for sea.

I have the honour to be, sir,
Your most obedient servant,
DAVID HUNTER,
Port Warden.

Receipts and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1898.

| Dr. <br> To amount of fees received...... ..... | \$ cts. | Cr. <br> By paid assistants, office expenses, \&c. Amount reverting to Port Warden | \$ cts. |
| :---: | :---: | :---: | :---: |
|  | 1,706 55 |  | 1,212 36 |
|  |  |  | 49419 |
|  | 1,706 55 |  | 1,706 55 |

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1898.

DAVID HUNTER,
Port Warden.

## Harbours and Shipping.

## APPENDIX No. 39.

REPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE YEAR ENDING 31st DECEMBER, 1898.

Port Wardens Office,<br>North Sydney, C.B., 7th January, 1898.

F. Gourdrau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,--I have the honour to report as follows :During the past season I have held the following surveys :

```
Two (2) steamships.
Five (5) sailing vessels.
Total fees reccived were ....... .......................... \$83 40)
Paid assistant surveyors...... ...... .. ...... ...... ..... \(\$ 2500\)
Paid office expenses ................ ....... ........ ...... \(3500 \quad 6050\)
\(\$ 2300\)
```

As almost all the grain laden steamers from the St. Lawrence, which are required by law to take certificate and pay fee for same, now bunker at the Whitney Pier which is outside of my jurisdiction, it has cut the North Sydney Port Warden's fees down to a very small figure.

I have the honour to be, sir,
Your obedient servant, DANIEL McKAY, Port Warden.

APPENDIX No. 40.

REPORT OF THE PORT W.ARDEN AT PICTOU, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Pictov, 7th January, 1899.
Had one survey on the American barge on the 18th November, 1898, but received no fees as the Company has failed in the United States and gone into liquidation. Expense for the year 1898, 87.36, Barge "Varona."

WILLIAM C. MUNRO,
Port Warden.

## Harbours and Shipping.

## APPENDIX No. 4 I .

## REPORT OF THE PORT WARDEN AT PORT HAWKESBURY, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

## F. Gourdead, Esq.,

Port Hawkesbury, N.S., 31st December, 1898.
Deputy Minister of Marine and Fisheries, Ottawa.

Sir, -I have the honour to submit my Annual Report of the doings of this office, accompanied with a statement of fees received by me during the year now closing. There has not been many vessels repaired here during the year. The services of the Port Warden have been required only on two sailing vessels and one steamer. The necessary repairs have been made on the sailing vessels, and the steamer is now on the marine railway, and the repairs to her have not yet been made.

> I have the honour to be, sir, Your obedient servant,
D. W. HENESEY,

Port Warden.

Receipts and Expenditure of Port Warden's office, Port Hawkesbury, N. S., from 1st January, to 31st December, 1898.

| Amount of fees received.. | $\begin{aligned} & 8 \mathrm{cts} \\ & 2300 \end{aligned}$ | Paid assistant ..... .......... . . . . . . . . . | $\$ \mathrm{cts}$ 500 |
| :---: | :---: | :---: | :---: |
|  | 1800 |  |  |

I do hereby certify that the above is a true and correct account of receipts of this office for the year ending 31st December, 1898.
D. W. HENESEY, Port Warden.
Port Hawkesbury, 31st December, 1898.
Report of Surveys held by Port Warden at Port Hawkesbury, N.S., in 1898.


[^5]Harbours and Shipping.

## APPENDIX No. 42.

REPORT OF THE PORT WARDEN AT WHITNEY PIER, SYDNEY, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Whitney Pier, Sydney, C.B.
F. Gourdeau, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour to report to you the procgedings of this office for the year 1898.

Surveys held on fifty-five steamships, fees collected as follows :-
Survey on hull, seaworthiness ............... ..................... \$440 00
Less.-Office expenses and rent
$70 \quad 00$
$\$ 37000$
The office discharged was of the usual description.
Your obedient servant,
JAMES CARLIN, Fort Warden.
Port Warden-Survey, 1898.


## Harbours and Shipping.



## APPENDIX No. 43.

REPOR'T OF THE ?ORT WARDEN AT YARMOUTH, N.S., FOR THE YEAR ENDED THE 31st DECEMBER, 1898.

Yarmotth, N.S., 2nd January, 1899.
F. Gourdeau, Fsq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-In accordance with my instructions, I now make my report as Port Warden at Yarmonth, N.S., for the year ending 31st December, 1898.

I have been called on sixteen times for survey on hatches, and vessels arriving damaged; and twice for survey and certificates for seaworthiness.

The net amount of fees received was ninety-four dollars (\$94.)
I remain your obedient servant.
EBEN SCOTT,
Port Warden.

# APPENDIX No. 44. 

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Chatham, Miramichi, N.B., 31st December, 1898.

F. Gourdeat, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-Inclosed please find copy of surveys held by me at the Port of Chatham, N.B., with account of fees collected for same to date.

Navigation is now closed by ice on the Miramichi.

> Your obedient servant, $$
\text { W. MUIRHEAD, }
$$ Port Warden.

Memo. of fees received by William Muirhead for service as port wardeu for the Port of Chatham, New Brunswick, for the year 1898 :-

> May 16th, SS. "Mantinea"......... . ............... .... ...... .. 81000
> July 16th, SS. "Cimaxca"............................................ 1500
> July 16th, barque " Emigrant"...................................... 1000
> Angust 12th, barque "Carita L" ....... ...................... ... 1500
> November 23rd, coal barge "Grandee"............................ 2500
> Total.. ............................... ........... ......... \$75 00

Chatham, N.B., 12th Dec., 1898.

> W. MUIRHEAD,
> Port Warden.

Port of Chatham, N.B., 16th May, 1898.
At the request of A. I Mulcahy, master of steamer "Mantinea" of the port of Liverpool, G.B., 1,737 tons, register tonnage, I, William Muirhoad, port warden of the Port of Chatham, New Brunswick, Dominion of Canada; Captain B. V.Smith, of steamer "Ardora" of Liverpool, G.B., and J. M. Ruddick, engineer and shipbuilder of Chatham, N.B., proceeded on board said steamer "Mantinea" lying at W. Richards' mill wharf, Chatham, for the purpose of holding survey on said vessel, she having been on the ground on Herring Cove shoal, Miramichi Bay, during dense fog. On examining said steamer inside in the several compartments, viz., bilges, fore and aft on both sides, including ergine room bilges, we found the cement in good condition; also examined outside of hall, decks, \&c., and found no perceivable damage; sounded the ballast tanks, fore and aft, and found no increase of water during an interval of three hours. We therefore recommend that the said steamer load her cargo of deals at Miramichi and proceed to her port of destination in United Kingdom. We also recommend that the said steamer be docked and further examined at
convenient port. In testimony whereof, we, the undersigned, have set our hands and seals this the 16th day of May, 1898.

WILLIAM MUIRHEAD. Port Warden.<br>B. V. SMITH,<br>Master.<br>J. M. RUDDICK,<br>Engineer.

Port Chatham, N.B., 16th July, 1898.

At the request of Thomas Grady, master of the steamship "Cimaxa" of Liverpool, G.B., 2,048 tons register tonnage, I, William Muirhead, port warden of the Port of Chatham, N.B., Joseph M. Ruddick, shipbuilder and machinist, of Chatham, N.B., C. S. Robinson, master of steamship "Anaces" of Greenock, G.B., proceeded to Black Brook, Miramichi River, for the purpose of holding survey on steamship "Repton" of London, England, Stavely, master, the said steamship "Cimaxa," having been in collision with the said steamship "Repton" on 15th of July. We found covering board and top plate on starboard and bow of said steamship "Repton" dented by collision with said steamship "Cimaxa," but nothing to prevent the said "Repton" proceeding on her voyage with cargo of lumber to her port of of destination. And in our opinion the cost of repairs could be done for $\$ 75$.

WILLIAM MUIRHEAD, Port Warden. JOSEPH M. RUDDICK,<br>Machinist.<br>CHAS. S. ROBINSON, Master of SS. "Anaces."

Port of Ceatham, N. B., 16th July, 1898.
At the request of J. Ingusen, master of the Norwegian barque "Emigrant," of the Port of Arendal Norway, I, William Muirhead of Chatham, port warden, and Dudley P. Wells, shipwright, proceeded on board said barque at Chatham. We found said barque making water forward about the stem between apper and lower ports; sounded the pumps and found sixteen and a half inches of water in pump well; sounded again in half an hour and found nineteen inches of water or at the rate of five inches an hour; examined barque on deck and in the hold and could see nothing started or broken.

When cargo was discharged, we again examined the vessel and found a leak at plank ends forward, had been stopped, recaulked, graved and repaired and we found said vessel making little or no water and considered her seaworthy and fit to load her cargo of lumber and proceed to her port of destination.

WILLIAM MUIRHEAD.<br>Port Warden. DUDLEY P. WELLS,

Shipwright.

Harbours and Shipping.
Port of Chatham, N. B., 22nd July, 1898.
At the request of G. Mezzano, master of the Italian barque "Carita $L$ " of Genoa, "Italy," 875 tons register tonnage," I, William Muirhead, port warden of the Port of Chatham, N.B., and J. J. Brown, master mariner, proceeded on board said barque, lying at anchor in Miramichi River, for the purpose of holding a survey. We found barque listed very much and recommended taking off five flats of deals of deckboard, also to send down fore and main top gallant masts and house mizzen topmast. After this was completed, we held another survey and finding barque more upright and being tight and strong and well found in everything that is required, we recommended the said barque to proceed to her port of destination, viz, Marseilles, France.

# WILLIAM MUIRHEAD, <br> Port Warden. 

J. J. BROWN,

Master Mariner.

Port of Chatham, N. B., 23rd November, 1898.
At the request of W. T. Cook, master of coal barge "Grandee," of St. Johus, Newfoundland, 1262, tons register tonrage, I, William Muirhead, port warden of the Port of Chatham, N.B., and J. J. Brown, master mariner, and surveyor of shipping for American record, proceeded in tug boat "Edith" to "Gordon's Flatts" in Miramichi River for the purpose of holding survey on barge "Grandee," aground on said flats or shoal.

We found two fathoms and three-quarters of water forward, and three fathoms at vessel, lying about 200 yards to the north and of upper spar buoy of Gordons flats, sounded the pumps and found 23 inches of water in pump well, sounded again in half an hour and found no increase of water, the barge lying in an easy position. We recommended discharging cargo of coal into schooners or barges as soon as possible. This work was done, about 250 tons of coal were taken out and on the eleventh day of November, the tug "Mascott" succeeded in towing the said barge off the shoal, and up to Chatham, where she discharged the balance of cargo. On the 23rd November, at the request of W. T. Cook, we, William Muirhead, port warden, and J. J. Brown, master mariner, and surveyor of shipping for American record, went on board said barge "Grandee," sounded the pumps and found barge making half an inch of water an hour, and no sign of having strained or started anything. We therefore recommended the barge to be towed to Louisburg, Cape Breton, or port of destination, as we considered her seaworthy and fit to load a cargo of coal, if required at the aforesaid Port of Louisburg, C.B.

## WILLIAM MUIRHEAD,

Port Warden.
J. J. BROWN,

Master Mariner and Surveyor of Shipping.

## APPENDIX No. 45.

REPORT OF THE PORT W.ARDEN AT HOPEWELL CAPE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

Hopewell Cape, 12th January, 1899.
The Deputy Minister of Marine and Fisheries, Ottawa.

Dear Sir,-Inclosed please find returns for year 1898. Survey on schooner "Fraulien" and granting certificate, $\$ 8.00$.

Your obedient servant, HENRY J. BENNETT, Port Warden,

## Harbours and Shipping.

## APPENDIX No. 46.

REPORT OF THE PORT WARDEN AT MONCTON, N.B., POR THE YEAR ENDED 31st DECEMBER, 1898.

Monoton, N.B., 4th January, 1899.
F. Gourdead, Esy.

Deputy Minister of Marine and Fisheries, Ottawa.

Dear Sir,-I have to report that nothing has been done at this port requiring the service of a port warden and therefore my report for the year ending 31st December, 1898, is nil.

Yours very truly,
JAMES HAMILION, Port Warden, Port of Moncton, N.B.

## APPENDIX No. 47.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N. B., FOR THE YEAR ENDING, 31st DECEMBER, 1898.

## Port of Saint Andrews,



Sworn before me that this is a correct statement of fees collected for 1898.
J. S. Maloney, J.P.

JOHN WREN, Purt Warden.

# APPENDIX No. 48. 

## REPORT OF THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR THE YEAR ENDED 31st DECEMBER, 1898.

Port Warden's Office,<br>Prince Edfard Island, 31st December, 1898.

Sir,-I have the honour to submit my report of the business of my office during the past year.

I regret to report that the shipment of grain and other produce bas been small compared with other years owing to the failure of the crops of oats and potatoes.

I am glad to report that the vessels loading cargoes under my supervision have arrived to port of destination safely.

> I have the honour to be, sir, Your obedient servant,
> H. P. WELSH

Sir L. H. Davies,
Minister of Marine and Fisheries, Ottawa.

Receipts and Expenditure for the Port Warden's Office, Prince Edward Island for the Year, 1898.

| Date. | Receipts. | Amount. | Date. | Expenditure. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1898. | To Fees derived from grain laden vessels <br> Survey on hatches, \&c. <br> Dainaged goods. <br> Survey on wrecks $\qquad$ <br> Other surveys | \& cts. | 1898. | By Expense of office Commission to deputies Balance. | 8 cts. |
|  |  | 12500 |  |  | 525 |
|  |  | 3000 300 |  |  | 4450 129 25 |
|  |  | 300 3500 13 |  |  | 12925 |
|  |  | 1300 |  |  |  |
|  |  | 17900 |  |  | 17900 |

I hereby certify the above to be a correct statement.

H. P. WELSH, Port Warden.

Charlottetown, P.E.I., 31st December, 1898.

## APPENDIX No. 49.

## REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE YEAR ENDED 31sr DECEMBER, 1898.

Hon. Sir L. H. Davies,<br>Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour of submitting to you my annual report as port warden of the Port of Vancouver, B.C., for the year ending on the 31st December, 1898.

I am your obedient servant,
MALCOLM Mol_EOD,
Port Warden.

## Harbours and Shipping.

## APPENDIX No. 50.

## REPORT OF THE PORT WARDEN AT VIOTORIA, B.C., FOR THE YEAR ENDED 31st DECEM BER, 1898.

Victoria, B.C., 5th January, 1899.
F. Gourdrad,

Deputy Minister of Marine and Fisheries, Ottawa.

Sir,-I have the honour of submitting my annual report as port warden for the Ports of Victoria and Esquimalt, B.C., for the year ending on the 31st day of December, 1898.

> Amount of fees received for surveys on the batches of 26 vessels ................................. .................... $\$ 13000$
> Amount received for sarvegs on cargoen, hull-, ttc .. ..... 30500
> Total fees yeceived ... ... ...................... $\$ 43500$
> Rent and expenses of office ........ ............................... 7000

Net seceipls ....... .......... .................. \$880 00
I have the bqpour to be, sir, Your obedient servant,

CHAS. T. CLARKE,
Port Warden.

## APPENDIX No. 5 I.

List of Certificates of Competency granted to Masters and Mates of Foreign Seagoing Vessela, during the year ended 30th June, 1898.

|  | $\begin{gathered} \text { Date } \\ \text { of } \\ \text { Certificate } \end{gathered}$ | Name. | Grade. | Address. | Where Examination was passed. | \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1897. |  |  |  |  | S cts. |
| 3259 | July 15 | James C. Carmichael | Master | Pictou, N.S. | Halifax | 1500 |
| 3260 | " 28. | F. R. Currier. | Mate | Yarmouth, N.S | Yarmouth | 800 |
| 3261 | 29 | Amos C. Norris | Maste | Maitland, N.S | St. John. | 1500 |
| 3262 | 28. | Geo. L. Folkner |  | Berwick, N.S. | Yarmouth | 1500 |
| 3263 | Sept. 3. | Bertram Chapman. | 2nd Ma | Solihull, Eng. | St. John.. | 80 |
| 3364 | " 3 | Walter S. Morehouse. | Mate. | Digby, ${ }^{\text {N S }}$ | " $\quad .$. | 800 |
| 3265 | 3. | Angus McEachren. |  | Chatham, N.B | Y" ${ }^{\prime \prime}$ | 800 |
| 3266 | 3. | Herbert S. Hilton | Master. | Yarmouth, N.S | Yarmouth | 1500 |
| 3267 | " 3.. | A. G. Nicholson.. | Mate. | Liverpool, G.B. |  | 800 |
| 3268 | " 13. | Robert Mann. | Master | Shetland, Scot. | Victori |  |
| 3269 | 13. | Chas. C. Dixon. | Mate | Liverpool, Eng. | " ...... |  |
| 3270 | 16. | Ivor L. Williams. |  | South Wales. |  | 00 |
| 3271 | " 16.. | Geo. A. H. Flynn |  | DesMoines, U.S.A |  | 800 |
| 3272 | - 17.. | Geo. S. Powell | 2nd Mate. | Victoria, B.C |  | 800 |
| 3273 | " 17.. | R. D. Williams. |  | Carnarvon, S. W |  | 800 |
| 3274 | " 24.. | F. K. Harvey . | Mate. | Cheverie, N.S. | Halifax....... |  |
| 3275 | " 24.. | Saml. Schmeisser. | " | La Have, N.S | " .. ... | 800 |
| 3276 | 24. | Knowlton Marsters |  | Burlington, N.S | " | 800 |
| 3277 | " 24.. | Geo. W. Roberts. | Master. | Avondale, N.S |  | 1500 |
| 3278 | Oct. 1 | Martin J. Hansson. |  | St. John, N.B | St. John | 1500 |
| 3279 | 1. | Harris L. Sandford | Mate. | Summerville, N.S |  | 800 |
| 3280 | " 16.. | J. O. Larochelle |  | St. Michel, Que | Quebec. | 800 |
| 3281 | " 20.. | M. McD. Morris | Master | Advocate Harbour, N.S. | St. John |  |
| 3282 | " 20.. | W. J. Breen. | Mate. | St. John, N. B |  |  |
| 3283 | 26. | D. G. McKenzie | Master. | Pictou, N.S. | Halifax | 1500 |
| 3284 | 27. | Ernest P. Dill | Mate. | Newport, N.S | Victoria | 800 |
| 3285 | 27. | F. L. Parsons |  | Victoria, B.C | Victoria | 8800 |
| 3286 | 27. | F. H. Duncan.... |  | South Wales. | " | 800 |
| 3287 | ${ }_{27}^{27}$ | F. W. Y. Chapman. | Master.,.. | Kingsbridge, |  | 1500 800 |
| 3288 | " <br> Nov. 27. <br> 15. | W. S. Bready | 2nd Mat | Newport, G. B St. John, N. B | Halifax | 800 800 |
| 3290 | 15. | J. R. Rose | Master | Cheverie, N.S. | " | 1500 |
| 3291 | Dec. 1. | James Gillies | Mate. | Heyland, Wales | " | 800 |
| 3292 | " 15 | E. A. Burgess. | " | Cheverie, N.S. | " | 800 |
|  | 1898. |  |  |  |  |  |
| 3293 | Jan. 7. | Joseph Dillon | Mate | St. Juhn, N.B | St. Joh | 800 |
| 3294 | " 7 . | John McManus. | Master |  |  | 1500 |
| 3295 | 7. | H. S. Sullivan. |  | Toronto, Ont | " | 1500 |
| 3296 | Feb. 16. | T. A. Hillgrove | Mate. | Parrsboro'. N.S | " . | 800 |
| 3297 | Jan 7 . | A. W. Howard. |  | St. John, N.B | " |  |
| 3298 | " 19.. | Ivan A. Dernier | Master. | Dover, N.B. | " | 1500 |
| 3299 | " 19.. | S. W. Welling. |  | Baie Verte, N.B. |  |  |
| 3300 | - 19.. | Byron F. Abbott | Mate. | Yarmouth, N.S...... | Yarmouth | 800 |
| 3301 | F" 19.. | James A. Harris. | Master. |  |  | 1500 800 |
| 3302 3303 | Feb. 16. | Luc Pelletier | Mate | L'Islet' Que | Quebec. | 800 1500 |
| 3303 3304 | " ${ }^{\prime \prime} \quad 16$. | M. Corriveau. | Maste 2nd M | Quebec. $\mathrm{Clifton} N.$, | Halifax | 1500 800 |
| 3305 | " $\quad 11$. | R. W. White |  | Gravesend, Eng | Victoria | 800 |
| 3306 | Mar. 17. | Frank R. Hawes |  | Sheet Harbour, N.S | Halifax. | 800 |
| 3307 | " 28. | . James Bowman. | Master.. | Halifax, N.S | " . | 1500 |
| 3308 | " " 28. | Joseph J. Landry |  | Arichat, N.S |  |  |
| 3309 | , " 31. | - A. Garron.. | ." | Woods Harbour, N.S | Yarmouth | 1500 |

# Harbours and Shipping. 

List of Certificaees of Competency granted to Masters and Mates of Foreign Seagoing Vessels, \&c.-Concluded.


List of Certificates of Service granted to Masters and Mates of Inland and Coasting Vessels, during the year ended 30th Juue, 1898.


## List of Certificates of Competency granted to Maoters and Mates of Inland and Colstine Vessels, during the year ended 30th June, 1893-



## Harbours and Shipping.

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vensele, \&c.-Continued.

|  | Date of Certificate | Name. | Grade. | Address. | Where Examination was passed. | Fee. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1897. |  |  |  |  | \$ cts. |
| 2230, | Oct. 5. | Norman Graham | Mate | Goderich, Ont | St. Catharines | $600$ |
| $2231$ | $12 .$ | Geo. E. Batt. . | Master. | Charlottetown, P. ${ }^{\text {E.İI }}$ | Charlotte town | 1500 |
| $2232$ | $\begin{array}{ll}  \\ =18 \end{array}$ | Wm. H. Cowper. | " | Lumsden Mills, Que. | Ottawa. | 1500 |
| 2233 | 18.. | Wilfred J. Kane. |  | Kaslo, B.C. | Kaslo | 1500 |
| 2234 | $19 .$ | Michael Goulding. | Mate | Victoria, B.C | Victoria | 600 |
| 2235 | 19.. | James Whitmore. | Master | Robson, B.C. . . . . . . . . . |  | 1500 |
| 2236 | " 20.. | Chas. W. Bush. | " | Balfour, B.C............ |  | 1500 |
| 2237 2238 | " $20 .$. | Matthew P. Reid |  | Nelson, B.C |  | 1500 |
| 2238 | " 20.. | Chas. G. Bacher. | Mate. | Kaslo, B.C.... ....... |  | 600 |
| 2239 2240 | 22. | John Larson. | Master | Parry Sound, Ont | St. Catharines. |  |
| $\begin{aligned} & 2240 \\ & 2241 \end{aligned}$ | Nov. 80 | Wm. Palen. | Mate. | Toronto, Ont. | " . | 600 |
| 2242 | " 10.. | Wm. Myrer | " | Berthier en bas, Que | Quebec.. |  |
| 2243 | 12.. | Anthony Malone | Master | Da | Halifax | 00 |
| 2244 | " 16. | George Oliver . |  |  | Kingston | 00 |
| 2245 | 17. | Wm. A. Mattsson | Mate | L | Catharines. | 00 |
| 2246 | 18. | Victor L. E. Larso |  | Nanaimo, B. | cto |  |
| 2247 | 18. | $J$ John O. Townsend | Master | Victoria, B.C |  | 00 |
| 2248 | 18. | Ole Alfsmo. | Mate. | Trail, B.C. |  | 1500 |
| 2449 | 23. | James Thompso | Mast | Lumsden's M | Ottawa. |  |
| 2250 | 30.. | Abner Reid ... | Mast | Isaac Harbour | Ottawa. Halifax. |  |
| 2251 | Lec. 71. | Geo. Stephens | " | Canso, N.S. | Port Mulgrave | 1500 |
| 2252 | 11. | John Wood | " . | Port Dalhousie, Ont | Kingston.... | 1500 |
| 2253 | 15. | Eugene Power |  | Harbour Grace, Nfld | Sydney. | 1500 |
| $\xrightarrow{2254}$ | 15. | Frank C. Stratford | Mate. . | Victoria, B.C. | Victoria | 600 |
| 2255 2256 | 15. | Colin E. Locke | Master. |  |  | 1500 |
| 2256 | 15. | Martin Murphy | Mate. | Sheet Harbour, N.S. | Halifax | 600 |
|  | 1898. |  |  |  |  |  |
| 2257 | Jan. 17. | Henry A. Penny. | Master. | Cape Sable Island, N.S. . | Yarm |  |
| ${ }_{2}^{2258}$ | 17. | Geo. A. Seamons. | " | Alma. N. B | St. John. | 1500 |
| 2259 <br> 2260 <br> 220 | 17. | Peter McIntyre. | Mate | Presque Isle, Ont. | St. Catharines. | 1500 |
| 2260 2261 | 17. | Wm. Haines | Mate. | Summerstown, Ont | Kingston . . . | 600 |
| 2262 | 18. | Archd. Field.. | " . .. | Ladner, B.C | Victoria. | 600 |
| 2263 | 18. | Robt. D. Burns | Master. | Swen Sound | St. Catharines. <br> Halifax |  |
| 2264 | 18. | R. H. Burgess. | Mate. | Windsor, N.S |  |  |
| 2265 | 18. | Robt. W. West | Master | Kootenay Lake, B | Victoria | 600 1500 |
| 2266 | 18. | R. P. Roberts. | Mate.. | Kuper Island, B.C | Victor | 600 |
| 2247 2268 | 18. | Frank A. Cook | Master | Port Colborne, Ont | St. Catharines. | 1500 |
| 2269 | 18. | Eugene McMullen | Mate | Nelson, B C Cos.. | Victoria. |  |
| 2270 | 18. | Thos. P. Burpee.. | Mate | Sheffield, N.B. | St. John |  |
| 2271 | 19. | Oscar Scart. | Maste | Victoria, B.C. | Victoria | 1500 |
| 2272 | 19. | Jules Tremblay. | , | St. Roch, Que. | Quebec | 1500 |
| 2273 | 19. | Epiphane Gagnon |  | Ste. Anne, Que | Quebe. | 1500 |
| 2274 | 21. | Robt. McIntyre | Mate. | Presque Isle, On | St. Catharines. | 600 |
| 2275 | 21. | W. Bezanson | Master.. | Mount Denison. | St. John. | 1500 |
| 2276 | , 28. | Fredk. Mullen. | , | Furraris Point, Ont. | Kingston | 1500 |
| ${ }_{2278}^{227}$ | Feb. 1. | 4. M. Miller. |  | Tignish, P.E. | Halifax. | 1500 |
| 2278 | 4. | Geo. H. Edwards | Mate... | Nelson, B.C. | Victoria. | 1500 |
| 2279 2280 | 10.. | A. J. Bjerre. | Master. | Vancouver, B.C | " . ... | 1500 |
| 2280 2281 | 10. | Otto Bucholz. . Wm. A. Bissett | " | Victoria, B.C. | " | 1500 |
| 2282 | 11.. | Nap. Ferland... |  |  |  | 1500 1500 |
| 2283 | 11.. | S. J. Waldron | Mate. | Victoria, B.C | Quebec. <br> Victoria | 1500 |
| 2284 | 14. | W. W. Crosby | Master.. | Yarmouth, N.S | Yarmouth | 1500 |
| 2285 | 14. | W. A. Copp : |  | Riverside. N.B. | St. John. | 1500 |
| 2286 2287 | 14. | W. L. Gilchrist. | Mate. | Victoria, B.C | Victoria. | 600 |
| $\begin{aligned} & 2287 \\ & 2288 \end{aligned}$ | 14. | Albert W. Daw | Master. | Vancouver, B.C. | " .... | 1500 |
| 2288 | 15. | John Chartier | Mate | Aylmer, Que | Ottawa. | 600 |
| 2290 | 19. | Celestin Grequire | Mast | Larden Island | Kingston | 1500 |
| 2291 | 21. | A. L. Camphell. | " | Colling woor, Ont. | Montreal ..... | 1500 1500 |
| 2292 | 21. | H. Sigraldason. | " | Selkirk, Man..... | Winnipeg. ... | 1500 |

List of Certificates of Competeney granted to Masters and Mates of Inland and Coastina Vobsels, \&c.-Continued.

|  | Date of Certificate | Name. | Grade. | Address. | Where Examination was passed. | Fee. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1898. |  |  |  |  | \$ cts. |
| 2293 | Feb. 22 | Ronald McDonald | Master | Dartmouth, N.S | Halifax. | 1500 |
| $2294$ | $" \quad 22 .$ | James Nowlan. ... | Mate. | Chatham, N.B.. | St. John | 600 |
| $2295$ | $\text { " } 24 .$ | F. L. Robinson | Master. | St. John, N.B...... |  | 1500 |
| 2296 | $\begin{array}{ll} \because \quad 25 . \\ \end{array}$ | Joseph Angers. |  | Ste. Anne de la Pérade, Q. | Quebec.... | 1500 |
| $\begin{aligned} & 2297 \\ & 2298 \end{aligned}$ | " 1126. | James Ivany . |  | Vancouver, B.C......... | N. Westm'ter. | 1500 |
| $\begin{aligned} & 2298 \\ & 2299 \end{aligned}$ | 26. | E. H. Lewis Joseph Jean | Master.. | Yarmouth, N. S | Yarmouth. | 1500 |
| 2300 | Mar. . 1. | Freeman Lewis | Mate.. | St. Jean, Main-a-D | Kingston. |  |
| 2301 | 1. | James A. Martell | Master. |  | Sy | 600 1500 |
| 2302 | 1. | Lawrence Willett |  |  |  | 1500 |
| ${ }_{2}^{2303}$ | 4. | D. L. Richardson |  | Deer Island, N.B.. | St. John. | 1500 |
| 2304 | 4. | W. M. Tufford. | Mate. | Eurlington, Ont. | St. Catharines. | 600 |
| ${ }^{2305}$ | 9. | Geo. P. Stitt. | Master. | Cardinal, Ont | Kingston. ... | 1500 |
| 2306 | 9 | Joseph Goulet |  | Sorel, Que.. | Quebec. | 1500 |
| $\stackrel{2307}{2308}$ | 9 | Walter H. Tay | Mate. . | Alport, Ont | St. Catharines. | 600 |
| 2308 | 9 | David Lalonde. | Master. | Montreal, Qu | Quebec. | 1500 |
| 2309 2310 | 11. | Thos. L. Flannery. | Mate. . | Thorold, Ont.......... | St. Catharines. | 600 |
| 2310 | " 11. | John A. McLenna | Master | New Westminster, B.C. . | Victoria. | 1500 |
| 2312 | 11. | Edward H. Allen | " |  | " | 1500 |
| 2313 | 11. | Wm. E. Holmes |  | Victoria, B.C |  | 1500 1500 |
| 2314 | 11. | Neil Jamieson | Mate. . | Victora, B.C |  | ${ }^{1} 600$ |
| 2315 | 11. | Rupert Cox.. | Master.. |  | " | 1500 |
| 2316 | 11. | Réné Dupuis.. | Mate. | New Westminster, B.C. . |  | 600 |
| 2317 2318 | 11. | Samuel Putnam. |  | Napanee, Ont | Kingston. | 600 |
| 2318 2319 | 16. | Alphonse Renaut | Master. | Montreal, Que | Quebec. | 1500 |
| 2319 2320 | 16. | Conrad Myers | Mate. | Kaslo, B.C. | Victoria | 600 |
| 2320 | 16. | Frank II. Hawes | Mast | Sheet Harbour, | Halifax. | 1500 |
| $\stackrel{2321}{2322}$ | 17. | Arthur Toupin. | " | Champlain, Que......... | Quebec. | 1500 |
| 2322 | 17. | Clarence H. DeBec | " | New Westminster, B.C. | Victoria | 1500 |
| 2323 2324 | " 18. | Charles E. Phelix. |  | Garden Island, Ont. | Kingston. | 1500 |
|  | 19. | Robert Siddell | Mate. |  |  | 600 |
| 2326 | 23. | Robert A. |  | East Middle LaHave, N.S | Lunenburg. | 1500 |
| 2327 | 25. | Napoleon Miron | " ". | Trenton, | Ot | 1500 |
| 2328 | 25. | Andrew W. Hasle | " | St. John, N.B | Sin | 1500 |
| 2329 | 25. | X. Desgroseilliers. | " | St. Timothy, |  | 1500 |
| 2330 | 26. | Harry H. Robinso | " | Parrsboro, N.S. | Quebec.. |  |
| 2331 | 28. | Melvin Osborn.. | " | Toronto, Ont. | St. Catharines. |  |
| 2332 | 29. | Robert W. Rubinso | " | St. John, N.B | St. John. ..... |  |
| 2333 | 29. | Frem Torangeau. | Mate. | Buckingham, Q | Ottawa. |  |
| 2334 | 29. | Dawson Ross ... | Master. | Bridgewater, N.S | Lunenbu | ${ }^{6} 500$ |
| 2335 | 30. | Thos. O'Leary | Masta. | Salmon, River, N.S.. | Halifax .. | 1500 |
| ${ }_{2337}^{2336}$ | 30. | Leon Lemay..... | " | St. Jean des Chaillons, Q. | Quebec. | 1500 |
| 2337 <br> 2338 | 30. | Narcisse Lafrance | " | Montreal, Que......... | Quebec.. | 1500 |
| $\begin{aligned} & 2338 \\ & 2339 \end{aligned}$ | 30. | Chas. Dionne. | " | Belliveau's Cove, N.S. | Yarmouth. | 1500 |
| 2339 2340 | April 4. | Philippe Croteau Ernest A. Hatfiel | Mate | L'Eclairville, Qu | Quebec. | 1500 |
| 2341 | 6. | Xavier Mallette | Mate.. | Port Greville, N. | St. John, N. B. |  |
| 2342 | 6. | Joseph Mongrain | Mate. | Champlain, $Q$ |  |  |
| 2343 | 6. | Daniel L. Rafuse. | . | Bridgewater, N.S. | Halifax. | 600 |
| 2344 | 7. | Thos. W. Black |  | Pembroke, Ont. . | Ottawa. | 600 |
| 2345 | Mar. 5. | Theo. Simpson... | Master. | L'Islet, Ont... | Quebec. | 1500 |
| 2346 | April 13. | James Henderson | " | Norman, Ont | Rat Portage. | 1500 |
| 2347 <br> 2348 | 113 | Wm. I. Jackman | " | Rat Portage, On | , | 1500 |
| 2349 | 21. | Nelson Empey | "" | Farman's Point, On' | King | 1500 |
| 2350 | 13. | Wm. C. Hugzins | " | Rat Portage, Ont. . | Rat Portage. | 1500 |
| 2351 2352 | 13. | Edward Bellefeuille | " | " | Rat Portage. | 1500 |
| 2352 | 13. | Hector J. Davis | " | Norman, Ont .......... | " | 1500 |
| ${ }_{2354}^{235}$ | 13. | Levi Bellefeuille | " | Rat Portage, Ont. | " | 1500 |
| 2354 2355 | 13. | Arthur Derry | " | " |  | 1500 |
| 2355 | 13... | Joseph Shouldice. <br> James V. Wilkinso |  | $" 110 .$. | " | 1500 |
| 2357 |  | John E. Hutson. |  |  |  |  |
| 2358 | $14 .$. | Geo. N. Depencier |  | Kemptville, O | ttawa'. | 1500 1500 |

Harbours and Shipping.
List of Certificates of Competency granted to Masters and Mastes of Inland and Coasting Vessels, dc.-Continued.

| 岇: |  | Name. | Grade. | Address. | Where Examination was passed. | Fee. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1898. |  |  |  |  | \$ cts. |
| 2359 | ril 18. | J. J. Embree | Mate. | New Westininster, B.C. | Victo | 600 |
| 2360 | 18. | Chas O. Grisw | Master | Nelson, B.C |  | 1500 |
| ${ }_{2231}^{236}$ | 18. | Luke Mcirath......... ... | " | Victoria, B.C |  | 1500 |
|  |  | Peter M. Land. |  | Nanaimo, B.C |  | 1500 1500 |
| 2364 | 16. | Joba J. Campbell |  | Victoria, B.C. | Victoria | 1500 |
| 2365 | 15. | Emaril Larocque | Mate. | Ottawa |  |  |
| 23 | 15. | Pater S. Allen |  | Douglas Harbour, N.B | St. John | 600 |
| 2367 | 1 10. | James N. Foote |  | Owen Sound, Ont. | St. Catharines. | 600 |
| 2368 | 15. | Alex. Paterson | Master | Norman, | Rat Portage .. |  |
| 2369 | 15. | Lazare Allard |  | Carleton, | Quebec | 1500 |
| 2370 | 15.. | Thos. Manson | Mate. | Victoria, | Victoria | 6 |
| 2371 | 16.. | Robt. A. Hunter |  |  |  |  |
| 2372 | 16. | Herold E. Foster | Master.. | Kamloop |  | 1500 |
| 272 | 16. | Thos. Whelan |  | Victoria, |  |  |
|  | 21.. | Joseph Bowie |  | Guysbor | Halifax | 1500 |
| 3375 | 22. | Chas. H. Probe |  | Halifax, |  |  |
| 2376 | 22. | Benj. McDonald | " | Cardinal, | Kingsto | 1500 |
|  | 22. | John S. Thorn. |  | Quebec | Quebec | 1500 |
| 2378 | " 22. | James Garvie. | Mate | Kemble, 0 | St. Catharines. | 600 |
| 2379 | 26. | John Wm. S. Rutherford | Master. | Spry |  | 1500 |
|  |  | Wm. McEachren |  | Chatham, | Halifax. | 1500 |
| 2381 | ${ }^{26}$. | Arthur B. Bray |  | Hopewell Cap | St John | 1500 |
| 2382 | 28.. | Hume B. Babington |  | Vancouver, B.C. ${ }^{\text {Prince Albert, Sask }}$ | Victoria..... Pr.Albert,Sas. | 1500 1500 |
| 2384 | 28. | Peter Mowat.. | " | " " |  | 1509 |
|  | " 28. | Richard Deaco |  |  |  |  |
|  | May 2. | Oliver Anger | Mate | Ste. Anne | Ottawa. |  |
| 2387 | 4. | Ernest A. Johson |  | L'Orignal, On | " | 600 |
|  |  | Martin Jonason | Master.. | Montreal River, |  | 1500 |
| 238 | 4. | Geo. A. McMenemy |  | Bruce Mines, | St.Catharines. | 1500 |
| 28 |  | Joseph Lambert |  | St. Antoine de Lotbinière, Que .................. |  |  |
| 2391 |  | John F. Bridg |  | Gagetown, N.B | St. John |  |
| 2392 | .. | Paul Dusome |  | Penetanguishene, | St.Catharines. | 1500 |
| 2393 | 16.. | George Gaisford |  | Vancouver, B.C | Victoria |  |
| 2394 | 14.. | Neils Johan Larsen |  | New Westminster, B.C. |  | 1500 |
| 2395 | 16. | John A. Gilbertson |  | Beaverton, Ont. | St.Catharines. | 1500 |
| 2396 | 16. | Alphonse Bernier | " | St. Joseph, Lévis, Que.. | Quebec. | 1500 |
| 2397 |  | Chas. A. McIntosh |  | L'Orignal, O | Ottawa. | 1500 |
| 2398 | 16. | Joseph H. Eldridge |  | Yarmouth, | Yarmouth |  |
| 2399 | 16. | Sydney W. Chapm |  | Kingston, 0 | Kingston. | 1500 |
| 2400 | 16. | Alonzo Coburn. | Mate. | Sumuerville, N.S. | Yarnouth | 600 |
| 401 | 16. | Joseph Fitzgerala | Mast | Quebec | Quebe | 1500 |
| 2402 | 16.. | Walter V. McGa |  | Prescott, | K ingrton |  |
| 40 | " 17.. |  |  |  | Halifax... |  |
| $2404$ | " ${ }^{\prime \prime} \quad 17.0$ | Wm. Abel |  | Dort Dal ${ }^{\text {Dartmousies, }}$ | St.Catharines. Halifax. |  |
|  | 18. | Chas. J. Campbell | Mate. | Baddeck, C.B., N.S | Sydney |  |
| 2407 | 18. | Joseph D. Boisvert | Master. | Ste. Croix, Qu | Quebec | 1500 |
| 24 | 18.. | Firank B. Ely | Mate. | Wiarton, On | St.Catharines. | 600 |
|  | 18. | Angus A. Mackenzie | Master. |  |  | 1500 |
| , | 18.. | Frank German. |  | Parry Sound, Ont. | " | 1500 |
| 411 | 20. | Albert Seney. |  |  | " | 1500 |
| 412 | 20. |  | Mate.. |  |  |  |
| 2413 | 20. | Francis J. Waugh | Master | Lion's Head, |  |  |
| 2414 | 20. | Napoleon Gagnon | Mate. |  | Quebec. | 690 |
| 2415 | 20. | J. Everingham.. | Master. | Parry Sound, Ont. . ${ }^{\text {a }}$. | St.Catharines. |  |
| 41 | 20. | Jesse M. Cowper |  | New Westminster, B.C. | Victoria. | 1500 |
| 2417 | 20. | Edwd. B. Rhoda |  | Victoria, B.C..... |  | 1500 |
| 218 | 20. | Henry Parsons.. | Mate. |  |  |  |
| 2419 | 20. | John H. Hake. | Master | " | " . | 1500 |
| 2420 | 20. | Wm. T. Bragg |  |  |  | 1500 |
| 2421 | 23. | Willoughby Ley |  | Main à Dieu, N.S. | Sydney |  |
| 422 | " 25. | Albert Stiles | " | Thurso, Qu | Ottaw | 15 |

List of Certificates of Competency granted to Masters and Mates of Inland and Coassting Vessels, dc.-Concluded.


Harbours and Shipping.
Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended 30th June, 1898.



Harbours and Shipping.

Statiment of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in

|  | Name of Ship. |  | Port of Registry. | $\begin{aligned} & \text { How Rigged. } \\ & \text { Iron or Wood. } \\ & \text { Steam or Sail. } \end{aligned}$ |  | Port sailed from. <br> Port bound to. | Place where Casualty happened. | Nature of Casualty. <br> Cause of Casualty. | 寅 | Remarks. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1897. |  |  |  |  |  |  |  |  |  | \$ |
| Oct. | Eugenia ....... | 17 | Quebec...... | $\left\lvert\, \begin{gathered} \text { Schr., w ood, } \\ \text { sail. } \end{gathered}\right.$ |  | St. Pierre, M. I., to Sydney, N.S. | Lingan Bay, C.B.,N.S. | Went ashore |  | Total loss, amount of damage not reported. |
|  | Eleanor |  | Shields. | Schr.,iron,st'm | 1239 | Liverpool to Quebec... | Bird Island, River St. Lawrence. |  |  | Extent of damage not reported. |
| N | Evangeline. | 27 | Halifax, N.S.. | $\underset{\text { sail. }}{\text { Brig, }} \text { wood, }$ |  | Halifax to Kingsport. . | Minas Basin, N.S..... | Old age............... |  | Total loss, amount of damage not reported. |
| $\begin{gathered} \text { Hov. }{ }^{2} \\ 1898 . \end{gathered}$ | Enterprise. | 6 | Moncton, N.B | $\begin{aligned} & \text { Ektn., wood, } \\ & \text { sail. } \end{aligned}$ | 499 | Hillsboro, N.B., to Holyhead. | On the rocks, entrance to Beaver Harbour, N.B. | Stranded.......... .... |  | Partial loss, $\quad 450$ |
| May .. | Ellen M. Mitchell | 24 | Machias, N.S. | Schr., wood, sail. |  | Jonesport, $\mathrm{Me.}, \mathrm{to}^{\text {to }}$ Parrsboro', N.s. | Parrsboro'River, Minas Basin, N.S. | Damaged while loading. |  | 700 |
| June 12 1897. | Fdgar'T.Richards | 8 | $\begin{aligned} & \text { Lunenburg, } \\ & \text { N.S. } \end{aligned}$ | Ball. | $55 \cdot 31$ | Bridgewater, N.S., to Lunenburg. | Cape Breton Coast.... |  |  | $\begin{array}{\|lr} \text { Total loss, } & \$ 1,500 \\ \text { Cargo, } & 74 \end{array}$ |
| Nov. 12 | Eldon C. | 20 | Barrington, N.S. |  | 27 | Shelburne to Port La tour. | Port Latour Harbour, N.S. | Stranded.................. |  | Partial loss, $\quad 100$ |
| Dec. .. | Ella May....... | $9$ | St. John, N.B. | " | 96 | New York to Wolf ville, N.S. | Off Hyannis, U.S.A... | Heavy gale . . . . . . . . . . . |  | $450$ |
| 1897. | Ellen Eliza | 28 | Arichat, N.S. |  | 21 | Fishing ............. | Gabarus, N.S......... | Stranded. |  | Total loss, amount of damage not reported. <br> Partial loss, $\quad 500$ |
| July 13 | Florence | 11 | Halifax, N.S. |  | 89 | Paspebiac to Boston. . | Near Cape Ann, U.S.A |  |  | Partial loss, 500 |
| Sept. $1898 .$ | Favonius. | 14 | St. John, N.B. | Ship, wood, sail | 146 | Pensacola to Rio Janerio. | 18 miles off Pensacola Lighthouse, Gulf of Mexico. | Fire |  | Total loss, $\quad 40,000$ |
| $\begin{gathered} \text { June } 22 \\ 1897 . \end{gathered}$ | Forest King. . . | 21 | Windsor, N.S. | " | 1533 | Rio Janerio to Parrsboro'. | West Bay, N.S...... | Got in collision while be ing towed. |  | Partial loss, 200 |
| May 21 | Garfield White . . |  | Parrsboro, N.S | $\underset{\substack{\text { Schr., w ood, } \\ \text { sail. }}}{ }$ |  | Advocate, N.S., to Herring Cove. | Advocate Bay, Bay of Fundy. | Stranded. |  | 300 |

Harbours and Shipping.

Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessols in Canadian Waters, \&o.-Gontinued.

|  | Name of Ship. |  | $\begin{gathered} \text { Port } \\ \text { of } \\ \text { Registry. } \end{gathered}$ | How Rigged. <br> Iron or Wood. <br> Steam or Sail. |  | Port Sailed from. <br> Port Bound to. | $\begin{gathered} \text { Place } \\ \text { where Casualty } \\ \text { happened. } \end{gathered}$ | Nature of Casualty. <br> Canse of Casualty. | 嵩 | Remarks. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Iodine. <br> Iskoot. $\qquad$ $\qquad$ <br> Joseph Hay $\qquad$ | 13 | Parrsboro, N.S. | Barque, wood, sail. <br> Steam, wood. | 539 | Philadelphia to Greenland. | Off coast of Greenland. <br> Near Alaska | Stranded. |  | ,000 |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Schr., wood, sail. | 165 | St. John to Boston ... | Near falls, St. John River. <br> Broad Cove marsh | Sprung a leak. Stranded. |  | Partial loss, 1,000 |
| ct. | Julia | 35 | Charlottetown |  | 69 | Charlottetown to Rus. tico, P E.I. |  |  |  | Cargo', $\begin{array}{r}\text { 400 } \\ \hline 150 \\ \hline\end{array}$ |
| ov |  |  | St. John, N.B. |  |  |  | Broad Cove marsh .... |  |  |  |
| ov | John McLeod |  |  |  | 1519 |  |  | $\begin{aligned} & \text { Driven on the rocks, } \\ & \text { heavy gale. } \end{aligned}$ |  |  |
|  |  |  | (American) ... |  | $\begin{gathered} 66 \\ 29 \end{gathered}$ | Gloucester to Georgetown, P.E.I <br> Tignish to Charlotte town. | Studdard's Isiand, Shag Harbour, N.S Fox Island, Mira Bay, N.B. | Stranded................. <br> Vessel ran ashore, big storm. |  | Partial loss, 800 <br> Cartgo loss, 300 <br> Totalloss, 500 <br> Cargo, 800 |
| $\Rightarrow \quad 10$ |  | 15 | Chatham, N.B. |  |  |  |  |  |  |  |
| Jan. 31 | Jenni | 31 | Digby, N.S... |  | $\|51 \cdot 66\|$ | Digby to Yarmouth... | Peter's Ieland, Grand Passage, N.S. | Stranded, adverse winds. |  | Tutal loss, 1,000 <br> $"$ 8,000 <br> $"$ 3,000 |
| 1897. |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{cc} \text { Sept. } & 4 \\ 1898 . \end{array}$ | Kinge | $\left.\begin{gathered} 19 \\ 13 \\ 10 \mathrm{~m} \end{gathered} \right\rvert\,$ | St. John, N.B. | $\underset{\text { sail. }}{\text { Ship ood, }}$ | $1119$ | Buenos Ayres to St. John, N.B. |  | Vemeel dragged her anchors. <br> Stranded.. |  |  |
|  |  |  |  |  | $\begin{aligned} & 125 \\ & 732 \end{aligned}$ | $\left\|\begin{array}{cc} \text { Dorchester, N. N., } \\ \text { Salem, Mass. } \\ \text { Arrowheed, B.C., } \\ \text { Weat Rolson. } & \text { to } \end{array}\right\|$ | Quaco Head, St. John Co., N.B. <br> Arrow Lake, B.C.... . |  |  |  |
| Feb. 1897. | K |  |  |  | Stranded$\qquad$ |  |  |  | Partial loss, extent  <br> of damage not re-  <br> ported.  <br> Partial loss, 500 <br> Partial loss, 2,000 <br> Cargo  <br> Totgl loss, 200 <br> Cargo, $\mathbf{6 0 0}$ <br>   |  |
|  | Lewanika | 3 |  | Schr. wood, |  | 298 | New York to Halifax.. |  |  | und, N.8. |
| July 24 | La |  | Parrsboro, N.S |  |  | 124 | Parrsboro to Vineyard |  |  | Parrsboro River, N.S. |
|  | L. H. Davies. . | 16 | Charlottetown P.E.I. |  |  |  | P.E.I. <br> $\underset{\text { P.E.I }}{\text { Halifax }}$ to Alberton, |  |  | Horsehend, Northumberland Straits. |

## Harbours and Shipping.




Harbours and Shipping.
\&o
等 Cargo, age not report-





 2్రి 700
100
蔕 Total loss,
" $"$ $=$ $\begin{array}{lr}\text { Cargo, } & 1,000 \\ \text { Partial loss, } & 3,000 \\ & \\ \prime \prime & 300 \\ \text { Total loss, } & 1,500 \\ \text { " } & 10,000 \\ \text { Cargo, } & 2,500 \\ \text { Total loss, } & 400 \\ " & 1,000 \\ \text { Partial loss, } & 200\end{array}$ Total loss. Amount
of loss not reportof loss not report-
ed. Total loss. Amount of loss not reportPartial loss. Ex-
 Partial loss, 400


Statement of Wrecks and Casualties reported as having occurred to British Canadian and Foreign Sea-going Vessels in Canadian Waters, \&c.-Concluded.

|  | Name of Ship. |  | $\begin{gathered} \text { Port } \\ \text { of } \\ \text { Registry. } \end{gathered}$ | How Rigged. Iron or Wood. Steam or Sail. |  | Port sailed from. <br> Port bound to. | Place where Casualty happened. | Nature and cause of Oasualty. | 苞 | Remarks. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1898. |  | Y'rs |  |  |  |  |  |  |  | \$ |
| $\begin{gathered} \text { Jan. } 30 \\ 1897 . \end{gathered}$ | Shenand | 6 | Annapolis, N.S | Schr., wood, sail. | 198 | Ponce, P.R., to New Haven. | Chesapeake Bay |  |  | loss, 400 |
| Nov. - | Stranger | 22 | M ${ }^{\prime}$ ntreal, Que. | Steamer, wood |  | Montreal to Valleyfield | Near Lake St. Louis . . |  |  | 1,000 |
| $\begin{gathered} \mathbf{N}_{\mathbf{O}}^{\mathrm{O}} \text { Dec. } 19 \\ 1898 . \end{gathered}$ | Sarah | 43 | (American). | Schr., wood, sail. | 54 | Boston to Lubec, Me. . | Dark Harbour, Grand Manan, N.B. | Drifting on the rocks; chain broke. |  | Total loss. Amount of loss not reported. |
| Feb. $\qquad$ | St. Michel | 7 | Yarmouth, N S | $\begin{aligned} & \text { Bgtn., wood, } \\ & \text { sail. } \end{aligned}$ | 107 | Turk's Island to Tusket Wedge. | North Atlantic Ocean. | Missing . . . . . . . . . . . . . |  | $\begin{array}{\|lr} \text { Total loss, } & 2,000 \\ \hline \text { Cargo, } & 500 \\ \hline \end{array}$ |
|  | Turret Cape..... | 2 | Newcastle, Eng. | Steel, steamer. | $1141 \cdot 2$ 21 | South Shields to Montreal. | Lake St. Peter, River St. Lawrence. | Collision |  | Extent of damage not known. Partial loss. Ex- |
| $\begin{gathered} \text { June } 26 \\ 1898 . \end{gathered}$ | Turrent Bay. ... |  |  |  | 21 | Shields to Montreal... | Upper St. Lawrence .. | Stranded |  | $\begin{aligned} & \text { Partial loss. Ex- } \\ & \text { tent of damage } \end{aligned}$ not known. |
| Feb. 17 | Tacoma | 8 | Parrsboro, N.S | Schr., wood, | 210 | Macoris to New York. | est Indies. | " heary seas..... |  | Partial losu, 700 |
| Mar. 23 | T. W. McKay... | 15 | " " | " " .. | 97 | Parrsboro N.S., to St. John, N,B. | Ten miles west of Isle Haute, Bay of Fundy. | Foundered ; sprang a leak |  | Total loss, 2,500 |
| June 25 | Umbria......... | 6 | Chatham, N.B | Schr., w o od, sail. | 12 | Caraquet N.B., fishing in the gulf. | Gulf of St. Lawrence. | Foundered . . . . . . . . . . |  | 200 |
| $\text { Oct. } 7$ | Urbain B | 10 | Parrsboro, N.S | Schr., wood, sail. |  | Parrsboro, N.S., to Perry, Me. | Perry River, Me ..... | Vessel ran ashore and filled. |  | $\begin{array}{\|lr} \hline \text { Partial loss, } & 821 \\ \text { Cargo, } & 65 \\ \hline \end{array}$ |

Harbours and Shipping.

| $\begin{gathered} 1898 . \\ \text { Mar. } 26 \\ 1897 . \end{gathered}$ | Urbain B . . . . | 11 | " .. | " • | $98$ | Parrsboro, N.S., to United States. | White Horse Rock off East Port, U.S. | Stranded.. |  | Partial loss, | 150 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Nov. 21 | Vivian | 7 | Lunen burg, | " | 99 | Sydney, C.B., to Bay | Cape John, Pictou Co., N.S. | " thick weather. |  | Cargo', |  |
| " | Vesta Pearl | 4 | $\begin{aligned} & \text { Yarmouth, } \\ & \text { N.S. } \end{aligned}$ |  |  | Clark's Harhour. . . . . . | 4 miles south of Canso Cape, N.S. | Sudden squall of wind... |  | Partial loss, of danage ported. | xtent ot re- |
| $1898 .$ | Veata. | 15 | (American) | Schr., wood, sail. |  |  | Near Vancouver Island | Stranded.. |  | Extent of d not report | mage |
| $\begin{gathered} \text { Mar. } 23 \\ 1897 . \end{gathered}$ | Victor | 62 | Parrsboro, N.S | " | 43 | $\begin{aligned} & \text { Quaco, N.B., to St. } \\ & \text { John, N.B. } \end{aligned}$ | Quaco Harbour, Bay of Fundy, N.B. | Vessel damaged at wharf, low water. |  | Partial loss, | 180 |
|  | Wandrian. | 14 |  |  | 310 | Porto Rico to Boston. | Jones Inlet, Great South Bay. | S |  | Partial losz, | 3,000 |
| May 6 | Walleda. | $\delta$ |  | " | $249 \cdot 20$ | Cuba to New York | Carribean Sea. | " |  | " | 800 |
| June 10 | Walter Mill | 7 | St. John, N.B |  | 125 | St. John to New York. | Nauset Harbour, Mass. | " |  | " ${ }^{\prime}$ | 2,500 |
| Aug. 21 | White Swan. | 8 | Parrsboro, N.S | " | 78 | West Bay to Parrs- | Parrsboro River, N.S. | " |  | argo, | 156 150 |
| Aug. 21 | White Swan. | 8 |  | " | 78 | boro, N.S. | Parrsboro River, N.S. | S |  | , |  |
| ${ }^{\text {Nov. } 4}$ | Wille Craig | 15 | S | " | 48 | Sydney, C.B., to Charlottetown. | St. Acone, C.B | Sprun |  | Total lose, Cargo, | 900 75 |
| ${ }^{N}$ | Wee Laddie. | 6 | St. John, N.B. | Wood, steamer |  | Working as a tug on the St. John River. | Indiantown, St. John, N.B. | Caught fire.............. |  | Partial loss, | 300 |
| $\begin{gathered} \text { Nov. } 10 \\ 1898 . \end{gathered}$ | Western Belle | 16 | $\underset{\text { N.S. }}{\text { Shelburne. }}$ | Schr., wood, sail. | 23 | Halifax to Charlottetown. | Entrance to Mabou Harbour, Gulf St. Lawrence. | No lights shown and heavy galea. |  | " | 350 |
| $\begin{gathered} \text { Feb. } 8 \\ \text { 1896. } \end{gathered}$ | Wrestler | 16 | (American) | Bktn., wood, sail. | 447 | Vancouver, B.C., to Sydney, N.W.T. | Pelly Point, B.C . . | Stranded |  | " | 1,400 |
| Nov. - | Zaidee | 33 | Charlottetown P.E.I. | Schr., wood, sail. | 55 | Pictou, N.S., to Charlottetown. | $\underset{\text { Caribou, N.S. }}{ }$ | Ran ashore. |  | Total loss, | 300 |



Harbours and shipping.


## REPORT

# OF THE <br> POS"IMASTER GENERAL 

FOR THE

## YEAR ENDED 30th JUNE

## 1898

OTTAWA
printed by S. e. dawson, printer to the queens most EXCELLENT MAJESTY

## Post Office Department.

To His Excellency the Right Honourable Sir Gilbert John Elliot Murray-Kynnynmond, Earl of Minto and Viscount Melgund of Melgund, County of Forfar, in the Peerage of the United Kingdom, Baron Minto of Minto, County of Roxburgh, in the Peerage of Great Britain, Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, \&cc., \&cc., Governor General of Canada.

## My Lord :

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the year ended 30th June, 1898, which is respectfully submitted.

> I have the honour to be,
> My Lord,

Your Excellency's most obedient servant,

## Post Opfice Department,

Ottawa, 15th March, 1899.

## Post Office Department.

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## Post Office Department.

## REPORT

# DEPUTY POSTMASTER GENERAL 

# 1897-98. 

Post Office Department,<br>Ottawa, 1st March, 1899.

To.the Honourable Wm. Mulock, Postmaster General.

Sir,-I have the honour to submit the annual statements, explaining in detail the operations of the Post Office of Canada, for the fiscal year ending the 30th of June, 1898.

The workings of the department have during the year been marked by several changes, including amongst them a further reduction in the deficit of the Post Office Department, and I am pleased to be able to report that the deficit, which for the fiscal year ending 30th June, 1896, amounted to $\$ 781,152.19$, was reduced to $\$ 47,602.30$ at the close of the fiscal year 1897-98: a result rendering possible the reduction of the domestic letter rate from three to two cents per ounce, and the rate between Canada, the Mother Country and a large number of Great Britain's colonial possessions from five to two cents per half ounce.

The calendar year 1898 has also witnessed the introduction of the special delivery stamp, whereby, on the payment of a delivery fee of ten cents in addition to the ordinary postage, a letter immediately upon its arrival at the office of destination is sent by special messenger for delivery to the addressee.

During the last fiscal year arrangements were made for inaugurating, on the 1st of July, 1898, the Postal Note system, in order to afford the public a cheap and convenient form of remittance for small sums of money ranging from twenty cents ( 20 cts.) up to five dollars ( $\$ 5.00$ ).

Arrangements were also made for carrying into effect the provisions of the Act of last session authorizing the decentralization of the Dead Letter branch.

During the past year, 1,064 mail services have been let by public tender for sums aggregating $\$ 139,926.05$. The previous yearly cost of the same services was $\$ 167,647.73$. The result of these changes is an annual saving of $\$ 27,721.68$, or, for the four years that the contracts run, $\$ 110,886.72$.

In several cases mail services have been transferred from stage to railway, resulting in a reduced stage, but increased railway, service, the net result being that the mileage of the combined railway and stage mail services for the fiscal year 1897-98 exceeds that for $1895-96$ by 938,283 miles.

In my report last year I stated that there had been a large reduction in the cost of the mail service, but that, owing to the length of time which had to elapse before the contracts entered into that year would go into operation, the results could not be included in the financial statement of that year, but $I$ am now in a position to report the extent of such reductions, which is as follows: The railway and stage service for the year ended 30 th June, 1896 , which aggregated $29,538,600$ miles, cost $\$ 2,192,948.35$. At the same rate, that is $7 \cdot 424$ cents per mile, the cost of the service as it stood on the 30th June, 1898, with an increase of 938,283 miles would have been $\$ 2,262,603.79$. On reference to the accounts it will be seen that the cost of this service was only $\$ 2,117,918.25$, which shows a saving of $\$ 144,685.54$ per annum, or, for the four years' contract term, $\$ 578,742.16$.

During the financial year 1897-98 increased frequency in the mail service was given to 176 post offices -

Forty-four were increased in their services from daily to semi-daily; 32 from triweekly to daily; 4 from semi-weekly to daily; 58 from semi-weekly to tri-weekly; one from weekly to semi-daily; 12 from weekly to tri-weekly, and 25 from weekly to semi-weekly.

At the close of the fiscal year 1897-98, there had been a net increase of 179 in the number of post offices, as compared with the number in operation on the 30 th June, 1896, some of the services of these new offices being as follows :- 20 were provided with semi-daily mails; 54 with daily mails ; 4 with mails four times weekly ; 39 with mails three times a week; 15 with semi-weekly mails; 9 with weekly mails, and 6 which lie in the extreme north of the North-west Territories and British Columbia, have mails with less than weekly frequency.

The estimated number of letters sent through the post office during the year exceeds that of the previous year by $11,145,000$.

During the year the number of Money Order Offices has been increased from 1,349 to 1,739 , an increase of 390 , and the rate of commission on Money Orders reduced. These increased facilities accompanied by cheaper rates have resulted in an increase of 2,648 in the number of Money Orders issued during the year, and an increase of $\$ 1,531,249.34$ in the amount of Money Order business of the departinent as compared with that of the previous fiscal year.

The deficit, which for the fiscal year 1895.96 amounted to $\$ 781,152.19$, was in the following year reduced to $\$ 586,539.92$, and in the fiscal year $1897-98$ was further reduced to the sum of $\$ 47,602.30$, being a reduction of $\$ 733,549.89$ in the two years following the first of July, 1896.

I have to thank the officers and staff of the department for the unfailing courtesy and energy with which they have seconded all your efforts to make the Post Office Department meet the postal needs of the public.

R. M. COULTER, Deputy Postmaster General.

Post Office Department.
Table showing the Number of Post Offices in operation ; also estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended 30th June, 1898.

| Provinces and Territories. | NumberofOfficesinOpera-tionat ond ofYear1898. | Estimated Number of Letters and other Articles of Mail Matter posted in Canada, during the Year ended 30th .June, 189世. |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Letters. | Post Cards. | Registered | $\underset{\text { Letters. }}{\text { Free }}$ | Number of Transient Newspapers and Periodicals, B'k Packets, Circulars, Samples, and Patterns,\&c. | Number of <br> Packages of Printers Copy <br> Photographs, Deeds, Insurance Policies, \&c. | Number of Packets of 5 th class matter, Merchary, Merchan- dise pen open to Examina tion. |  |  |
| Ontario. | 3,213 | 69,250,000 | 18,250,000 | 1,796,000 | 4,235,000 | 17,750,000 | 1,765,000 | 1,212,000 | 181,000 | 19,200 |
| F. Quebec. | 1,698 | 31,125,000 | 4.950,000 | 820,000 | 520,000 | 4,590,000 | 985,000 | 268,000 | 49,000 | 6,050 |
| Nova Scotia. | 1,673 | 9,450,000 | 1,765,000 | 229,000 | 245,000 | 885,000 | 170,000 | 115,000 | 24,500 | 1,700 |
| New Brunswick | 1,182 | 6,750,000 | 1,215,000 | 156,000 | 213,010 | 850,000 | 116,000 | 98,100 | 22,000 | 810 |
| Prince Ldward Island | 409 | 1,350,000 | 198,000 | 33,500 | 34,250 | 230,000 | 16,250 | 6,750 | 2,450 | 104 |
| British Columbia | 311 | 6,700,000 | 525,000 | 165,000 | 156,000 | 62i,000 | 145,000 | 48,000 | 15,100 | 2,900 |
| Manitoba and North-west Territories. | 796 | 10,350,000 | 1,250,000 | 335,000 | 20,000 | 1,665,000 | 175,000 | 66,000 | 22,000 | 2,600 |
| Total | 9,282 | 134,975,000 | 28,153,000 | 3,534,500 | 5,673,250 | 26,595,000 | 3,372,250 | 1,813,750 | 316,050 | 33,364 |

Statement of the Revenue of the Post Office Department of the Dominion of Canada, for the Year ended 30th June, 1898.


Statement of the Expenditure of the Post Otfice Department of the Dominion of Canada, for the Year ended 30th June, 1898.

| Paid by Cheque from Parliamentary Appropriation. | 8 cts. |
| :---: | :---: |
| Conveyance of mails by land | 765,660 83 |
| " " steamboats, \& $\mathbf{c}$ | 84,743 48 |
| " 4. railways | 1,352,257 42 |
| Making and repairing mail bags and locks | 16.17131 |
| Total | 2,218,833 04 |
| Salaries paid by cheque. | 1,175,185 94 |
| Travelling expenses.. .. | , 9,824 17 |
| Tradesmen's bills.... | 57,485 35 |
| Rents and taxes | 1,055 09 |
| Stationery, printing and advertising. | 60,265 72 |
| Miscellaneous disbursements paid by cheque. | 52,262 68 |
| Total Expenditure paid by cheque.. | 3,575,411 99 |

For the year ended 30th June, 1898, the net revenue of the Post Office Department was $\$ 3,527,809.69$, being an increase over the revenue for the year ended 30 th of June, 1897, of $\$ 324,871.27$, equal to about $10 \cdot 14$ per cent.

## Post Office Department.

The Post Office revenue and the expenditure for the ten years ended 30th June, 1898, were as follows :

\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline \multirow[b]{2}{*}{Year ended 30th June.} \& \multicolumn{4}{|c|}{Revence.} \& \multicolumn{4}{|c|}{Expenititire.} \\
\hline \& Gross. \&  \& Net. \&  \& Deductions from Reveuue. \&  \& Paid
by
Cheque. \&  \\
\hline \& \$ cts. \& \& \$ cts. \& \& \$ cts. \& \& \$ cts. \& \\
\hline 1889 \& 2,984,222 60 \& \& 2,220,503 66 \& \& 763,718 94 \& \& 2,982,321 48 \& \\
\hline 1890 \& 3,223,614 63 \& \(8 \cdot 02\)
4.69 \& 2,357,388 95 \& 6.16
6.72 \& 866,22568
859
88064
88 \& 13.42
\(* 0.83\) \& 3,074,469 91 \& \begin{tabular}{l}
3.09 \\
2.84 \\
\hline 8
\end{tabular} \\
\hline 1891 \& 3,374,887 66 \& \(4 \cdot 69\)
4.97 \& 2,515,823 44 \& 6.72
5.44 \& \begin{tabular}{l}
859,06422 \\
889,865 \\
\hline 18
\end{tabular} \& \(*\)

3 \& | $3,161,675$ |
| :--- |
| 32 |
| 3,316120 |
| 1 | \& $2 \cdot 84$

4.88 <br>
\hline 1892 \& $3,542,61102$
3,696
3 \& $4 \cdot 97$
$4 \cdot 33$ \& 2,652,745 79 \& $5 \cdot 44$

4.55 \& | 889,86523 |
| :--- |
| 922,554 |
| 185 | \& 3.58

3.67 \& $3,316,120$
$3,421,203$
3 \& $4 \cdot 88$
$3 \cdot 17$ <br>

\hline 1893 \& | $3,696,06236$ |
| :--- |
| 3734,418 | \& 4.33

1.04 \& | $2,773,507$ |
| :--- |
| $\mathbf{2 , 8 0 9} 311$ |
| 06 | \& $4 \cdot 55$

$1 \cdot 29$ \& $\mathbf{9 2 2 , 5 5 4}$
$\mathbf{4 2 5 , 0 7 7}$
$\mathbf{5 3}$ \& $3 \cdot 67$
$0 \cdot 27$ \& $3,421,20317$
$3,517,261 ~$
31 \& $3 \cdot 17$
$2 \cdot 81$ <br>

\hline 1894 \& | $3,734,41859$ |
| :--- |
| $3,815,455$ | \& $1 \cdot 04$


$2 \cdot 17$ \& | $2,809,341$ |
| :--- |
| $2,792,789$ |
| 64 | \& ${ }^{1 \cdot 29}$ \& 425,077

1,022
1066
07 \& 0.27
10.54 \& $3,517,261 ~$
31
$\mathbf{3} 593,647$
47 \& 2.81
$2 \cdot 17$ <br>
\hline 1896 \& 4,005,890 77 \& $4 \cdot 94$ \& 2,964,014 23 \& $6 \cdot 13$ \& 1,040,270 56 \& 1.72 \& 3,665,011 30 \& 1.98 <br>
\hline 1897 \& 4,311,243 14 \& $7 \cdot 66$ \& 3,202,938 42 \& $8 \cdot 06$ \& 1,108,304 72 \& 6.54 \& 3,789,478 34 \& $3 \cdot 39$ <br>
\hline 1898 \& 4,686,649 76 \& $8 \cdot 71$ \& 3,527,809 69 \& $10 \cdot 14$ \& 1,158,840 07 \& $4 \cdot 56$ \& 3,575,411 99 \& *5.65 <br>
\hline
\end{tabular}

*Decrease.

The following statement will show the development of the Post Office business during the last ten years :

|  |  |  |
| :--- | :--- | :--- | ---: |

Table showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1898.

| Year ended 30th June. | Unitel States. |  | Unitei Kingidom. |  | France. |  | Germany, Denmark, Sweden and Norway. |  | Itale. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |
|  | 8 | \$ | \$ | 8 | 8 | \$ | 8 | \$ | \$ | 8 |
| 1868. |  |  | 389,796 | 87,437 |  |  |  |  |  |  |
| 1869. |  |  | 367,092 | 94,308 |  |  |  |  |  |  |
| 1870 |  |  | 415,393 | 110,585 |  |  |  |  |  |  |
| 1871 |  |  | 474,376 | 121,644 |  |  |  |  |  |  |
| 1872 |  |  | 577,443 | 142,301 |  |  |  |  |  |  |
| 1873. |  |  | 665,407 | 156,888 |  |  |  |  |  |  |
| 1874. |  |  | 661,501 | 171,487 |  |  |  |  |  |  |
| 1875. |  |  | 572,246 | 174,160 |  |  |  |  |  |  |
| 1876. | 212,135 | 156,134 | 491,363 | 194,680 |  |  |  |  |  |  |
| 1877 | 276,821 | 207,889 | 409,474 | 188,116 |  |  |  |  |  |  |
| 1878. | 328,264 | 246,586 | 383,808 | 189,082 |  |  |  |  |  |  |
| 1879. | 335,200 | 308,256 | 361,940 | 176,067 |  |  |  |  |  |  |
| 1880 | 420,966 | 494,637 | 397,589 | 181,561 |  |  |  |  |  |  |
| 1881 | 610,094 | 807,372 | 430,686 | 175,461 |  |  |  |  |  |  |
| 1882 | 781,167 | 1.003,079 | 550,150 | 170,304 |  |  |  |  |  |  |
| 1883. | 1,023,548 | 1,015,358 | 827,200 | 196,467 |  |  |  |  |  |  |
| 1884. | 1,190,852 | 959,691 | 862,822 | 257,738 |  |  | 16,100 | 5,612 | 11,482 | 592 |
| 1885. | 1,288,245 | 820,046 | 769,679 | 299,563 | *8,724 | *5,107 | 23,039 | 7,137 | 23,273 | 620 |
| 1886. | 1,232,000 | 861,347 | 753,743 | 294,484 | 16,720 | 18,475 | 29,425 | 7,447 | 30,632 | 865 |
| 1887. | 1,262,382 | 1,096,363 | 837,146 | 304,115 | 20,409 | 12,717 | 40,318 | 9,700 | 48,000 | 1,331 |
| 1888. | 1,297,734 | 1,283,094 | 958,001 | 328,674 | 27,077 | 13,656 | 39,797 | 9,782 | 31,478 | 1,517 |
| 1889. | 1,391,743 | 1,261,103 | 1,033,331 | 364,657 | 31,719 | 13,833 | 30,929 | 10,518 | 32,044 | 1,654 |
| 1890. | 1,471,946 | 1,332,196 | 1,000,460 | 383,263 | 33,190 | 17,675 | 34,093 | 9,804 | 39,636 | 1,067 |
| 1891. 1892 | $1,469,819$ $1,478,102$ | 1,465,904 | 975,378 $\mathbf{9 3 7}, 679$ | 381,452 393,289 | 38,275 <br> 9,420 | 22,983 30,879 | 31,265 31,370 | 10,462 10,262 | 48,061 <br> 57 | 939 971 |
| 1893 | 1,461,304 | 1,645,140 | 845,930 | 412,588 | 37,736 | 29,266 | 34,491 | 13,295 | 48,761 | 851 |
| 1894. | 1,634,750 | 1,451,817 | 909,273 | 458,703 | 41,279 | 29,281 | 34,271 | 15,469 | 51,885 | 469 |
| 1895. | 1,443,419 | 1,352,986 | 818,384 | 487,912 | 39,792 | 27,570 | 29,162 | 15,629 | 26,829 | 1,291 |
| 1896 | 1,365,827 | 1,510,695 | 775,866 | 479,104 | 39,537 | 32,800 | 30,257 | 15,579 | 27,715 | 1,434 |
| 1897. | 1,354,196 | 1,605 989 | 744,886 | 495,585 | 37,860 | 28,654 | 31,212 | 15,433 | 30,715 | 1,533 |
| 1898. | 1,393,285 | 1,492,868 | 793,615 | 523,626 | 43,019 | 24,008 | 30,055 | 17,184 | 27,159 | $\underline{203}$ |

[^6]
## Post Office Department.

Table showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, \&c.-Continued.

| Year ended 30th June. | $\begin{aligned} & \text { Switzerland } \\ & \text { and } \\ & \text { Rocmania. } \end{aligned}$ |  | Belgidm. |  | Newfouniland. |  | Jamaica. |  | Japan. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |
|  | $\$$ | \$ | \$ | \$ | 8 | \$ | \$ | \$ | \$ | \$ |
| 1868. |  |  |  |  | 3,321 | 3,142 |  |  |  |  |
| 1869 |  |  |  |  | 3,246 | 6,514 |  |  |  |  |
| 1870 |  |  |  |  | 5,246 | 7,328 |  |  |  |  |
| 1871 |  |  |  |  | 4,321 | 5,049 |  |  |  |  |
| 1872 |  |  |  |  | 3,656 | 4,928 |  |  |  |  |
| 1873 |  |  |  |  | 4,799 | 3,807 |  |  |  |  |
| 1874. |  |  |  |  | 5,753 | 6,014 |  |  |  |  |
| 1875. |  |  |  |  | 7,197 | 6,930 |  |  |  |  |
| 1876. |  |  |  |  | ¢, 305 | 8,499 |  |  |  |  |
| 1877 |  |  |  |  | 5,699 | 12,280 |  |  |  |  |
| 1878 |  |  |  |  | 6,245 | 23,076 |  |  |  | . . $\cdot$ |
| 1879 1880 |  |  |  |  | 5,061 <br> $\mathbf{3 , 5 7 0}$ | 21,509 |  |  |  |  |
| 1881 |  |  |  |  | 4,883 | 19,901 |  |  |  |  |
| 1882. |  |  |  |  | 4,309 | 20,644 |  |  |  |  |
| 1883. |  |  |  |  | 5,415 | 24,448 |  |  |  |  |
| 1884. | 3,804 | 696 | *929 | 1,295 | 5,291 | 29.150 | 777 | 4,039 |  |  |
| 1885. | 3,643 | 1,069 | 1,146 | 3,343 | 6,652 | 37,863 | 696 | 6,481 |  |  |
| 1886 | 3,702 | 1,356 | 2,113 | 4,550 | 6,467 | 40,092 | 718 | 8,557 |  |  |
| 1887. | 3,069 | 1,661 | 3,726 | 4,686 | 11,997 | 42,114 | 1,527 | 15,509 |  |  |
| 1888. | 3,920 | 2,007 | 7,305 | 3,812 | 22,177 | 51,482 | 1,035 | 18,462 |  |  |
| 1889. | 3,255 | 2,460 | 15,876 | 4,937 | 24,055 | 63,814 | 1,101 | 19,847 |  |  |
| 1890. | 4.247 | 3,523 | 15,764 | 4,743 | 26,942 | 73,555 | 1,712 | 10,450 | +1,110 | +384 |
| 1891. | 5,090 | 2,963 | 11,474 | 8,654 | 28,265 | 73,545 | 1,722 | 5,344 | 5,069 | +699 |
| 1842 | 6,088 | 3,075 | 15,303 | 9,260 | 22,247 | $\begin{array}{r}88,124 \\ \hline 1289\end{array}$ | 1,827 | 10,781 | 8,707 | 1,103 |
| 1893. | 5,025 | , 705 | 12,753 18,357 | 11,358 13,223 | 21,949 | 127,389 | 1,404 | 5,952 | 8,997 19,203 | 507 1,108 |
| 1894. 1895. | $\mathbf{5 , 2 5 1}$ $\mathbf{4 , 9 2 1}$ | 2,342 1,668 | 18,357 | 13,223 13,734 | 19,208 20,306 | 1220,234 123,070 | 1,166 1,315 | 6,207 $\mathbf{6 , 0 3 4}$ | 19,203 31,764 | 1,108 1,812 |
| 1896. | 4,089 | 2,691 | 8,966 | 11,387 | 16,795 | 38,770 | 1,511 | 5,674 | 61,704 | 932 |
| 1897. | 4,316 | 1,627 | 8,311 | 13,470 | 18,811 | 43,397 | 1,743 | 8,899 | 54,619 | 930 |
| 1898. | 4,623 | 1,554 | 15,792 | 10,482 | 27,960 | 43,761 | 1,677 | 17,750 | 75,870 | 1,627 |

[^7]Table showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, \&c.-Continued.


[^8]
## Post Office Department.

Table showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, \&c.-Concluded.



## Post Office Department．

| 88261 |
| ---: |
| 4,295 |
| 29 |
| 25 |
| 39 |
| 1,179 |
| 3,14 |




| 463，502 | 10，067，834 85 | 7，971，919 70 | 2，095，915 15 | 31 |
| :---: | :---: | :---: | :---: | :---: |
| 499，243 | 10，384，210 99 | 8，254，003 12 | 2，130，207 87 | 502 |
| 529，458 | 10，231，189 39 |  | 2，085，093 52 | 1，245，95\％ 32 |
| 574，89 | 10，328，984 51 | 8，193，886 92 | 2，235，097 59 | 58 |
| （i30， 9 | 10 | 8，520，775 78 | 2，395，842 05 | 1，726，011 45 |
| 673，813 | 11，265 | 91 | 2，573，501 04 | 1，756，944 74 |
| 780，503 | 11 | 48 | 2，638，427 14 | 1，851，058 76 |
| 855，619 | 12 |  | 2，624，126 00 | 1，984，360 46 |
| 919，996 | 12，825，701 12 | 10 | 2，615，602 12 | 2，077，886 85 |
| 967.866 | 12，902，975 61 | 10．404，857 08 | 2， | 269，635 29 |
| 1，042，410 | 13，245，990 19 | 10，487，2i9 72 | 2，758，710 47 | 2，224，343 66 |
| 1，002，052 | 13，187，321 66 | 10，736，647 43 | 2，450，674 23 | ，055，084 14 |
| 1，131，152 | 13，081，860 62 | 10，726，661 04 | 2，355，199 58 | 2，124，553 44 |
| 1，162，209） | 12，987，230 88 | 10，680，835 19 | 2，306，395 69 | 2，245，467 05 |
| 1，164，857 | 14，518，480 22 | 12，082，658 34 | 2，435，821 88 | 2，162，971 3 ！ |


䓵

| 1884 | 866 |
| :---: | :---: |
| 1885. | 885 |
| 1886 | 910 |
| 1887 | 933 |
| 1888 | 944 |
| 1889 | 9：0） |
| 1890. | 1，027 |
| 1891. | 1，080 |
| 1892. | 1，120 |
| 1893 | 1，168 |
| 1894 | 1，193 |
| 1895 | 1，2；1 |
| $\times 1896$ | 1，310 |
| §： 1897 | 1，349 |
| 1898. | 1，739 |

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

## MONEY ORDERS.

The number of Money Order offices in operation on the 30th June, 1898, was 1,739, an increase during the year of 390 : the total number of those offices situated in each of the several provinces of the Dominion on the 30th June, 1897, and 30th June, 1898. being as follows :-

|  | 1897 | 1898 |
| :---: | :---: | :---: |
| Ontario. | 654 | 803 |
| Quebec. | 225 | 371 |
| Nova Scotia. | 174 | 203 |
| New Brunswick | 110 | 127 |
| Prince Edward Island. | 15 | 17 |
| Manitoba. | 68 | 90 |
| North-west Territories . | 45 | 49 |
| British Columbia | 58 | 79 |
| Totals. | 1,349 | 1,739 |

The total number of Money Orders issued during the year $1897-98$ was $1,164,857$ of the value of $\$ 14,518,480.22$, an increase in number of 2,648 and an increase in amount of $\$ 1,531,249.34$ compared with the year ended on the 30th June, 1897.

The number of Money Orders issued in each of the provinces during the past three years is shown in the following statement:-

|  | 1895-96. | 1896-97. | 1897.98. |
| :---: | :---: | :---: | :---: |
| Ontario | 635,810 | 653,724 | 627,498 |
| Quebec | 125,154 | 127,095 | 136,090 |
| Nova Scotia | 118,909 | 118,035 | 118,444 |
| New Brunswick | 67,355 | 68,203 | 66,929 |
| Prince Edward Island | 9,643 | 9,431 | 9,903 |
| Manitoba. | 67,324 | 66,866 | 70,015 |
| North-west Territories. | 37,665 | 40,864 | 45,304 |
| British Columbia | 69,292 | 77,991 | 90,674 |
| Totals. | 1,131,152 | 1,162,209 | 1,164,857 |

The gross sum received from the public for commissions on the $1,164,857$ Money Orders issued during the past year was $\$ 109,163.94$ being $\$ 3,831.37$ in excess of the sum received from the same source during the previous year.

The sum of $\$ 34,543.97$ was allowed to postmasters of other than city post-offices for their moiety of commission namely, one quarter of one per cent on the amount of local Money Orders issued, and a similar allowance for payment of Money Orders issued abroad. The commission earned by postmasters was $\$ 3,887.02$ in excess of their allowance for the year 1896-97.

The net commission accruing to the department was $\$ 74,619.97$ being $\$ 55.65$ less than the previous year.

924,615 of the Money Orders issued during the year amounting to $\$ 12,082,658.34$ were payable within the Dominion, showing in comparison with 1896-97 a decrease in number of 3,603 and an increase in amount of $\$ 1,399,484.94$.

Compared with last year there has been an increase of 6,251 in number and $\$ 129,426.19$ in amount of Money Orders payable abroad and a decrease of 3,238 in number and $\$ 82,495.71$ in amount of Money Orders drawn by other countries payable in Canada.

## Post Office Department.

The interchange of Money Orders between Canada and other Countries and Colonies for the Years 1896-97 and 1897-98, was as follows :--


[^9]The annual cost of the Money Order system during the year ended 30th June, 1898, is estimated at $\$ 119,433.01$, exceeding by $\$ 10,269.07$ the gross sum ( $\$ 109,163.94$ ) received for commissions on Money Orders issued. The expenditure is grouped as follows :-

$$
\begin{aligned}
& \text { Salaries at the head office, Ottawa. . . . . . . . . . . . . . . . \$ 34,207 } 53 \\
& \text { Approximate cost of clerical force employed at Money } \\
& \text { Commission paid postmasters at country offices. . ..... 34,543 } 97 \\
& \text { Printing and binding for head office. .................. . . } 63641 \\
& \text { Stationery for head office . . . . . . . . . . . . . . . . . . . . . . . . } 21174 \\
& \text { Financial papers and journals...... ................. } 1700 \\
& \text { Type for date stamps and miscellaneous expenses..... } 1426 \\
& \text { Stamps and pads for outside service .... ......... } 6690 \\
& \text { Printing, forms, envelopes and Money Order books for } \\
& \text { outside service } \\
& 9,485 \quad 20 \\
& \text { Total } \\
& \text { \$ 119,433 } 01
\end{aligned}
$$

## POST OFFICE SAVINGS BANKS.

At the close of the fiscal year the aggregate balance at the credit of depositors was $\$ 34,480,937.77$, or an increase of $\$ 2,100,108.68$ over the previous period; and the average amount at the credit of each individual was $\$ 242.47$ as against $\$ 238.55$ in 1897. 33,722 new accounts were opened, or 3,586 more than in the preceding twelve months. The number of deposits rose from 161,151 to 179,814 , or an increase of 11.58 per cent ; and the amount from $\$ 8,223,000$ to $\$ 9,183,693$, or an increase of $11 \cdot 68$ per cent.

The deposits, classified according to number and amount, show no material difference from former years and were as follows:

| 68,080 . | 1 | to | 10 inclusive, or .... $37 \cdot 86$ per cent |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 28,808. | 11 | " | 20 | " | $16 \cdot 03$ | , |
| 44,231. | 21 | " | 50 | " | 24.60 | " |
| 21,404 | 51 | " | 100 | " | $11 \cdot 90$ | " |
| 9,734. | 101 | " | 200 | " | $5 \cdot 41$ | " |
| 4,539. | 201 | " | 400 | " | $2 \cdot 53$ | " |
| 1,557. | 401 | " | 600 | " | - 86 | " |
| 601. | 601 | " | 800 | " | $\cdot 33$ | " |
| 860. | 801 | " | 1000 | " | -48 | " |

Owing to the too limited facilities for the safe and convenient bestowment of ledgers and other records at head quarters, it has only been practicable to add 35 new otfices to the Savings Bank list. It is expected, however, that a remedy for this will soon be found in increased storage space and the introduction of new and improved methods for the better protection of such books and documents as require to be permanently preserved.

## Post Office Department.

During the year, three agencies-Woodstock, N.B., Parrsboro', N.S., and Liverpool, N.S.-of the Dominion Government Savings Bank were closed and the depositors' accounts transferred to the Post Office Savings Bank : 2,279 accounts, with an aggregate balance of $\$ 786,868.48$, were thus assumed.

Nine hundred and ninety-five claims to moneys left by deceased depositors were examined and paid. In no instance was any dissatisfaction expressed with the settle ment.

Appended is a statistical statement showing, in tabular form, the annual volume and growth of the transactions of the Bank during the past thirty years or since 1868, the year in which operations began.

| PERIOJ． |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 5 | S | \＄ |  |
| Three months ended 30th June， 1868 | 81 | 3，247 | 212，507 | 65.44 |  | 166 |
| Year ended 30th June， 1869. | 213 | 16，653 | 927，885 | 55.71 |  | 4，787 |
| Year ended 30th June， 1870. | 226 | 24，994 | 1，347，901 | 53.93 |  | 9，478 |
| Year ended 30th June， 1871. | 230 | 33，250 | 1，917，576 | 57.66 |  | 15，148 |
| Year ended 30th June， 1872. | 235 | 39，489 | 2，261，631 | 57.27 |  | 20，154 |
| Year ended 30th June， 1873. | 239 | 44，413 | 2，306，918 | 51.94 |  | 23，800 |
| Year ended 30th June， 1874. | 266 | 45，329 | 2，340，284 | 51.63 |  | 25，814 |
| Year ended 30th June， 1875. | 268 | 42，508 | 1，942，346 | 45.69 |  | 25，954 |
| Year ended 30th June， 1876 | 279 | 38，647 | 1，726，204 | 44.66 |  | 24，152 |
| Year ended 30th June， 1877. | 287 | 36，126 | 1，521，000 | 42.10 |  | 22，484 |
| Year ended 30th June， 1878. | 295 | 40，097 | 1，724，371 | 43.00 |  | 21，944 |
| Year ended 30th June， 1879. | 297 | 43，349 | 1，973，243 | 45.52 |  | 23，226 |
| Year ended 30th June， 1880 | 297 | 56，031 | 2，720，216 | 18.55 |  | 26，716 |
| Year ended 30th June，1881．．．．．．．．．． | 304 | 71，747 | 4，175，042 | 58.19 |  | 28，510 |
| Year ended 30th June，1882．．．．．．．．．．．． | 308 | 97，380 | 6，435，989 | 66.09 |  | 35，859 |
| Year ended 30th June， 1883 | 330 | 109，489 | 6，826，266 | 62.35 |  | 45，253 |
| Year ended 30th June， 1884. | 343 | 109，388 | 6，441，439 | 58.88 |  | 56，026 |
| Year ended 30th June， 1885. | 355 | 116，576 | 7，098，459 | 60.89 |  | 59，714 |
| Year ended 30th June， 1886. | 392 | 126，322 | 7，645，227 | ${ }^{60} 0.52$ |  | 62，205 |
| Year ended 30th June， 1887. | 415 | 143，076 | 8，2i2，041 | 57.81 |  | 65，853 |
| Year ended 30th June， 1888. | 433 | 155，978 | 7，722，330 | 49.51 | 217，385．10 | 78，229 |
| Year ended 30th June， 1889 | 463 | 166，235 | 7，926，634 | 47.67 | 1，085，979．72 | 84，572 |
| Year ended 30th June， 1890 | 494 | 154，678 | 6，599，896 | 42.67 | 167，501．53 | 90，151 |
| Year ended 30th June， 1891. | 634 | 147，672 | 6，500，372 | 44.02 | 389，169．28 | 84，963 |
| Year ended 30th June， 1892. | 642 | 145，423 | 7，056，002 | 48.52 |  | 77，381 |
| Year ended 30th June， 1893 | 673 | 148，868 | 7，708，888 | 51.78 |  | 73，361 |
| Year ended 30th June， 1894. | 699 | 145，960 | 7，524，286 | 51.55 | 218，173．60 | 84，941 |
| Year ended 30th June， 1895. | 731 | 143，685 | 7，488，028 | 52.11 | 493，889．23 | 85，588 |
| Year ended 30th June， 1896. | 755 | 155，398 | 8，138，947 | 52.37 | 449，981．61 | 87,221 |
| Year ended 30th June，1897．．．．．．．．．．．．．． | 779 | 161，151 | $8,223,000$ | 51.02 | 1，856，474．31 | 91，398 |
| Year ended 30th June，1898．．．．．．．．．．．．．．． | 814 | 179，814 | 9，183，693 | 51.07 | 786，868．48 | 94，532 |

## Post Office Department．

Canada，year by year，from 1st April，1868，to 30th June， 1898.

|  |  |  |  |  | $\begin{aligned} & \text { Number of accounts remain- } \\ & \text { ing open at close of period. } \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \＄ | \＄ |  |  |  |  | \＄ | \＄ | 8 |
| 8，857．48 | 53.35 | 2，146 |  |  | 2，102 | 939.37 | 204，588．89 | 97.33 |
| 296，754．35 | 61.99 | 6，429 |  | 1，319 | 7，212 | 21，094．72 | 856，814．26 | 118.80 |
| 664，555．51 | 70.11 | 7，823 |  | 2，857 | 12，178 | 48，689．08 | 1，588，848．83 | 130.41 |
| 1，093，438．86 | 72.10 | 9，424 |  | 4，449 | 17，153 | 84，273．68 | 2，497，259．65 | 145.59 |
| 1，778，565． 19 | 81.33 | 10，846 |  | 6,940 | 21，059 | 116，174．55 | 3，096，500．01 | 147.04 |
| 2，323，299．32 | 86.91 | 11，995 |  | 9，528 | 23，526 | 126，932．88 | 3，207，051．57 | 136.32 |
| 2，468，643．42 | 86.04 | 12，048 |  | 10，606 | 24，968 | 126，273．31 | 3，204，965．46 | 128.36 |
| 2，341，979．04 | 82.88 | 10，516 |  | 11，190 | 24，294 | 120，758．06 | 2，926，090．48 | 120.44 |
| 2，021，457．97 | 77.11 | 10，218 |  | 10，097 | 24，415 | 110，116．08 | 2，740，952．59 | 112.27 |
| 1，726，082．98 | 70.49 | 8，971 |  | 9，312 | 24，074 | 104，067．86 | 2，639，937．47 | 109.60 |
| $1,713,658.73$ | 70.55 | 10，058 |  | 8，597 | 25，535 | 103，834．29 | 2，754，484．03 | 107.87 |
| 1，733，448．79 | 66.07 | 10，755 |  | 8，845 | 27，445 | 110，912．56 | 3，105，190．80 | 113.14 |
| 2，015，813．16 | 69.89 | 14，407 |  | 10，487 | 31，365 | 136，075．47 | 3，945，669．11 | 125.80 |
| 2，097，389．15 | 7356 | 18，731 |  | 10，491 | 39，605 | 184，904．81 | 6，208，226．77 | 156.75 |
| 3，461，619．31 | 96.53 | 25，778 |  | 13，920 | 51，463 | 291，065．07 | 9，473，661．53 | 184.08 |
| 4，730，995．39 | 104.54 | 27，127 |  | 17，531 | 61，059 | 407，305．17 | 11，976，237．31 | 196.13 |
| 5，649，611．13 | 10084 | 26，562 |  | 20，939 | 66，682 | 477，487．46 | 13，245，552．64 | 198.63 |
| 5，793，031．84 | 97.01 | 27，591 |  | 20，951 | 73，322 | 539，560．51 | 15，090，540．31 | 205.81 |
| 6，183，470．60 | 99.40 | 29，103 |  | 21，555 | 80，870 | 607，075．38 | 17，159，372．09 | 212.18 |
| 6，626，067．51 | 100.62 | 31，874 |  | 22，585 | 90，159 | 692．404．57 | 19，497，750．15 | 216.26 |
| 7，514，071．78 | 96.05 | 37，515 | 723 | 26，704 | 101，693 | 765，639．15 | 20，689，032．62 | 203.44 |
| 7，532，145．56 | 89.06 | 38，049 | 2，962 | 29，281 | 113，123 | 841，921．79 | 23，011，422．57 | 203.41 |
| 8，575，041．98 | 95.12 | 32，121 | 570 | 33，499 | 112，321 | 786，875．37 | 21，990，653．49 | 195.78 |
| 7，875，977．57 | 92.65 | 29，791 | 1，124 | 32，006 | 111，230 | 734，430．89 | 21，738，648．09 | 195.44 |
| 7，230，839．14 | 93.44 | 28，943 |  | 29，368 | 110，805 | 734，590．70 | 22，298，401．65 | 201.24 |
| 6，631，578．97 | 90.39 | 29，502 |  | 26，032 | 114，275 | 777，482．98 | 24，153，193．66 | 211.36 |
| 7，473，585．46 | 87.98 | 29，116 | 662 | 27，033 | 117，020 | 835，800．34 | 25，257，868．14 | 215.84 |
| 7，310，291 97 | 85.41 | 27，998 | 1，647 | 26，037 | 120，628 | 876，049．07 | 26，805，542．47 | 222.22 |
| 7，406，066． 13 | 84.91 | 30，100 | 1，959 | 26，245 | 126，442 | 944，524．73 | 28，932，924．68 | 228.82 |
| 7，656，086．64 $8,853,178.42$ | 83.76 93.65 | 30,236 33,722 | 5，722 $\mathbf{2 , 2 7 9}$ | 26,663 29,449 | $\left\lvert\, \begin{aligned} & 135,737 \\ & 142,289\end{aligned}\right.$ | $1,024,511.74$ $\mathbf{9 8 2 , 7 2 5} .62$ | $32,380,829.09$ $34,480,937.77$ | 238.55 242.47 |

## POSTAGE STAMPS.

Owing to the change of contract for the manufacture and supply of postage stamps, a new series of stamps became necessary at the beginning of the present fiscal year. New stamps ranging in value from the half-cent to the ten-cent denomination (inclusive) were printed, and the first supplies thereof sent out to postmasters as the corresponding denominations of the old stamps became exhausted. A considerable quantity of the higher values of that series ( $15 \mathrm{c} ., 20 \mathrm{c}$. and 50 c .) remaining over from the late contract, these three stamps continued to be issued, so that the department, previous to the introduction of the same denominations in the new series, might, in accordance with the universal practice, dispose of the old stamps in each case before issuing any of the new. The design of the new stamps is of a uniform character, and consists of an engraved copy (reduced) of an authorized photograph of Her Majesty taken during the Diamond Jubilee year. This, placed within an oval bearing the usual inscriptions, is inclosed in a rectangular frame, a maple leaf on a lined ground occupying each of the triangular spaces between the two frames. To conform to the regulations of the Universal Postal Union, the colour of the new 1c. stamp is green and that of the 5c. a deep blue. This necessitated corresponding changes in the colours of the other stamps of the new series; for example, purple, instead of green, being selected for the 2 c . denomination, and orange instead of slate for the 8 c .

New stamped envelopes also came into use and the price thereof above the facevalue as compared with the old envelopes of the same size, was reduced by ten cents per hundred, a reduction of $33 \frac{1}{3}$ per cent. A further concession given the public was that a blank form of request (to return letter if not delivered within the specified time) is printed without extra charge on the envelope, so that at the option of the purchaser stamped envelopes with or without this form of request may be obtained. Whilst the three denominations of stamped envelopes (lc., 2c. and 3c.) are retained, it was deemed advisable to have only one size instead of two as was the case with the old envelopes, the small size of the latter (known as No. 1) being discontinued because of the tendency on the part of the mercantile community to use envelopes of the larger size (known officially as No. 2) or what in the commercial world is classed as No. 7. The latter is now the uniform size of the new stamped envelopes.

A special-delivery stamp of the face-value of 10 c . was prepared, and the first supplies thereof were sent out sufficiently early to Postmasters to permit of the inauguration of the special-delivery service on the first of July, 1898. The object of this service is to secure special and prompt delivery of a letter on which a special-delivery stamp, in addition to the ordinary postage, has been affixed.

At the close of the fiscal year there were 850 licensed stamp-vendors in the Dominion, who, in addition to postmasters, are authorized to sell postage stamps.

## Post Office Department

VALUE of ISSUE OF POŚTAGE STAMPS dc., TO POSTMAsters.


Value of the issue of postage stamps, \&c., to postmasters, during the year ended 30th June, $1898, \$ 4,240,743.87$. The total value of the issue to postmasters during the previous year was $\$ 4,232,700.88$, showing an increase in issue for the year just ended of $\$ 8,042.99$.

The increase for the year ended 30th June, 1897, over that of the preceding year was $\$ 452,708.17$.

The revenue from sales of stamps, de., for the fiscal year ended 30th June, 1898, exceeded that of the previous year by $\$ 337,124.88$.

The usual detailed statements of receipts and issues of postage stamps, \&c., for the year ended 30th June, 1898, are subjoined.

[^10]
# ORDINARY 

Statement of Receipts and Issues of Postage Stamps, Post Bands, Letter

RECEIPTS.


Value of the issue during the year to 30 th .June, 1898 (including the Jubilee issue-see next page), in issue for the present year of $\$ 8,042.99$.

## Post Office Department．

## SERIES．

Cards，Post Cards and Stamped Envelopes for the year ended 30th June， 1898.

| Denominations． | ISSUES． |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Amount accounted for． |  |
|  |  |  |  |  |  | \％cts． | $\$$ cts． |
| le．Stamps | 1，812，540 | 15，400 | 531 | 523，060 | 2，351，531 | 11，757 $65 \frac{1}{2}$ | 9，062 70 |
| 1c．do | 45，170，000 |  | 23，529 | 9，675，200 | 54，868，729 | 548，687 29 | 451，700 00 |
| 2c．do | 13，751，500 |  | 7，290 | 4，532，600 | 18，291，390 | 365，827 80 | 275，030 00 |
| 3c．do | 74，916，000 |  | 29，409 | 7，838，100 | 82，783，509 | 2，483，505 27 | 2，247，480 00 |
| 5c．do | 3，136，850 |  | 3，171 | 1，582，550 | 4，722，571 | 236，128 55 | 156，842 50 |
| fic．do | 486，500 |  | 1，226 | 147，800 | 635，526 | 38，131 56 | 29，190 00 |
| 8c．do | 1，548，100 |  | 3，618 | 624，350 | 2，176，068 | 174，085 44 | 123，848 00 |
| 10c．do（special deliv＇ry） | 3，575 |  |  | 21，425 | 25，000 | 2，500 00 | 35750 |
| 10c．do（ordinary）．． | 282，125 |  | 1，078 | 161，125 | 444，328 | 44，43280 | 28，212 50 |
| 15c．do | 71，175 |  | 967 | 81，875 | 153，617 | 23，042 55 | 10，676 25 |
| 20 c ．do | 57,250 |  | 751 | 258，350 | 316，351 | 63，270 20 | 11，450 00 |
| Enc．do | 13，375 |  | 2，267 | 484，925 | 500，567 | 250，283 50 | 6，687 50 |
| 1c．Post Bands | 431，300 |  | 814 | 9，600 | 441，714 | 5，521 421 | 5，391 25 |
| 1c．Letter Cards（blank）． | 114，500 |  | 521 | 24，900 | 139，921 | 1，399 21 | 1，14500 |
| 2c．do do ． | 84，000 |  | 19 | 13，800 | 97，819 | －1，956 38 | 1，680 00 |
| \％c．do do | 146，350 |  | 1，254 | 19，250 | 166，854 | 5，005 62 | 4，390 50 |
| 1c．do（printed） | 45，000 |  |  |  | 45，000 |  |  |
| 2c．do do | 22，000 |  |  |  | 22，000 | \} 1,677 75 | 1，677 75 |
| 3 c do do | 24，000 |  |  |  | 24，000 |  |  |
| 1c．Post Cards．．．．．．．．． | 20，398，800 |  | 4，163： | 1，836，800 | 22，239，763 | 222，397 63 | 203，988 00 |
| 1c．P．C．Advt＇g（single）． | 145，500 |  |  | 16，500 | 162，000 | 1，620 00 | 1，455 00 |
| 1c．do（800 sheet） | 279，000 |  |  | 39,000 | 318，000 | －3，180 00 | 2，790 00 |
| 1c．do（16 on sheet） | 172，000 |  |  | 32，000 | 204，000 | 2，04000 | 1，720 00 |
| 2c．Postal Union Cards．．． | 68，700 |  | 2，360 | 29,100 | 100，160 | 2，003 20 | 1，374 |
| 2c．Reply Cards．．．．．．．．．． | 151，000 |  | 1，269 | 7，700 | 159，969 | 3，199 38 | 3.02000 |
| 1c．Stamped Envelopes．．． | 28，200 |  | 2，205 | 1，900 | 32，205 | － 403814 | 35250 |
| 2c．do | 26，600 |  | 100 | 8，800 | 35，500 | － 81650 | 61180 |
| 3c．No． 1 do | 54，600 |  | 1，203 |  | 55,803 | 3 1，813 593 | 1，774 50 |
| 3c．No． 2 do | 37，900 |  | 625 |  | 38，525 | 1，271 32t | 1，250 70 |
| 3c．．do（new issue） | 67，900 |  | 125 | 42，100 | 110，125 | 3，524 00 | 2，172 80 |
|  | 163，546，340 | 15，400 | 88，095 | 28，012，810 | 191，662，645 | 4，499，482 442 | 3，585，330 75 |

$\$ 4,240,743.87$ ．The total stamp issue of the previous year was $\$ 4,232,700.88$ ，showing a comparative incrense

Statement of Receipts and Issues of Postage Stamps and

RECEIPTS.


Post Office Department．
SERIES．
Post Cards for the year ended 30th June， 1898.

|  | ISSUES． |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Denominations． |  |  |  |  |  |  |  |
| ${ }_{3}^{1} \mathrm{c}$ c．Stamps． | 73，412 | 69，000 |  | （6，000 |  | \＄cts． | \＄cts． |
|  |  |  | 22 |  | 148，434 | 74217 | 36706 |
| 1c．do | 4，036，314 | 42，090 | ． 46 | 3，000 | 4，081，846 | 40，818 46 | 40，363 00 |
| 2c．do | 1，249，300） | 37，000 | 573 | 3，000 | 1，289，873 | 25，797 46 | 24，986 00 |
| 3c．do | 13，012，400 | 47，000 | 2，007 | 3，000 | 13，064，407 | 391，932 21 | 390，372 00 |
| je．do | 357.000 | 17，000 | $\times 3$ | 3，000 | 377，083 | 18，854 15 | 17，850 00 |
| 6c．do | 39，148 | ．．．．． | 32 | 3，000 | 42，180 | 2，530 80 | 2，348 88 |
| 8c．do | 38，70\％ | 17，000 | 96 | 3，000 | －8，796 | 4，703 68 | 3，096 00 |
| 10c．do | 73，500 | 5,0010 | 25 | 3，000 | 81，525 | 8，152 50 | 7，350 00 |
| 15c．do | 38，400 | 7，000 | 15 | 3，000 | 68，415 | 10，262 25 | 8，760 00 |
| 20c．do | 60，325 | 12，000） | 13 | 3,000 | 75，338 | 15，067 60 | 12，065 00 |
| 50 c ．do | 51，475 | $\because 2.000$ | 30 | 3，000 | 82，055 | 41，027 50 | 25，987 50 |
| \＄1．00 do | 16，771 |  | 33 | 300 | 17，104 | 17，104 00 | 16，771 00 |
| 82.00 do | 4，334 |  | 33 | 3，000 | 7，367 | 14，734 00 | 8，668 00 |
| \＄3．00 do | 4，044 |  | 26 | 3，300 | 7，370 | 22，110 00 | 12，132 00 |
| \＄1．00 do | 3，945 |  | 35 | 3，400 | 7，380 | 29，520 00 | 15，780 00 |
| \＄5．00 do | 3，844 |  | 42 | 3，500 | 7，386 | 36，930 00 | 19，220 00 |
| 1c．Post Cards． | 4，929，668 | 4,000 | 103 | 3，000 | 4，936，771 | 49，367 71 | 49，296 68 |
|  | 24，013，066 | 284，000 | 3，764 | 52，500 | 24，353，330 | 729，654 49 | 655，413 12 |

＊These were incorporated with stamps of the ordinary series，and issued with them to Postmasters for ale to the public in the usual way．

## DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended the 30th June, 1898, were as follows :-

Letters originating in Canada, returned as undelivered by the British Post Otfice
Letters originating in Canada, returned as undelivered by the United States Post Office
Letters originating in Canada, returned as undelivered by British colonies and foreign countries

2,032

$$
\begin{array}{ccc}
\text { Less- } & \text { Registered letters included in above and transferred to } \\
\text { registered class. } \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots \ldots & 91,590 \\
1,398
\end{array}
$$

| Dead letters, circulars, post cards, \&c., \&c., returned irom Canadian Post Offices |  |
| :---: | :---: |
| Dead letters, registered, found to contain value. | 16,786 |
| Dead letters, circulars, post cards, \&c., \&c., sent to the Dead Letter Branch for special reason, such as insufficient address, non-payment of postage, \&c. | *97,107 |
|  | 940,533 |

* Of these letters, \&c., 3,991 contained articles of value, or were registered.

Statement showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from lst July, 1875, to 30th June, 1898 :-

| Year. | Estimated number of letters posted in Canada during the year ended 30th June. | Number of unpaid letters sent to the Dead Letter Branch during the same period. | Proportion. |  |
| :---: | :---: | :---: | :---: | :---: |
| 1876. | 41,000,000 | 114,610 | One in | 364 |
| 1877. | 41,510,000 | 97,470 | do | 424 |
| 1878. | $44,000,000$ | 77,740 | do | 570 |
| 1879 | 43,900,000 | 44,020 | do | 997 |
| 1880. | 45,800,000 | 41,666 | do | 1,090 |
| 1881. | 48,170,000 | 42,123 | do | 1,143 |
| 1883. | $56,200,000$ $62,800,000$ | 41,260 41,410 | do | 1,362 1,516 |
| 1384. | 66,100,000 | 42,319 | do | 1,562 |
| 1885 | 68,400,000 | 41,267 | do | 1,660 |
| 1886 | 71,000,000 | 44,166 | do | 1,607 |
| 1887. | 74,300,000 | 47,553 | do | 1,562 |
| 1888. | $80,200,000$ | 47,371 | do | 1,694 |
| 1889. | 92,668,000 | 48,648 | do | 1,904 |
| 1890 | 94,100,000 | 29,041 | do | 3,239 |
| 1891. | 97,975,000 | 27,304 | do | 3,581 |
| 1892 | 102,850,000 | 28,603 | do | 3,595 |
| 1893 | 106,290,000 | 28,311 | do | 3,754 |
| 1894 | 107,145,000 | 27,820 | do | 3,851 |
| 1895. | 107,585,000 | 27,178 | do | 3,957 |
| 1896 | 115,730,000 | 27389 | do | 4,225 |
| 1897. | 123,830,000 | 35,590 | do | 4,839 |
| 1898. | 134,975,000 | 29,253 | do | 4,614 |

# Post Office Department. 

POSTAI, STORES.

Comparative Statement of Expenditure for the Fiscal Year ended 30th June, 1898, and the Fiscal Year ended 30th June, 1897.


Whilst there was thus a decrease in the expenditure for all classes of postal stores for the fiscal year 1897-98, as compared with the year 1896-97, of $\$ 1,974.83$, the totals being, as shown above, $\$ 120,028.03$, and $\$ 122,002.86$, respectively, there was an increase in the quantity of all classes of stores dealt with by the Branch for the inside and outside services of the department in 1897-98 of $2,005,467$ articles ; $31,143,921$ for 1897 98 , and $29,138,465$ for 1896-97.

The transactions of the Branch for the last fiscal year are shown in detail in Appendix I, together with the balance of stores in stock 30th June, 1897, and the balance carried forward 30th June, 1898.

Printing, Binding, \&c.-To the expansion of the business of the post office generally during the year is largely attributable the increase shown under this head together with the special extensions and improvements in the service lately inaugurated, i.e. the addition of new money order offices, the promulgation of new customs regulations for the more expeditious treatment of dutiable postal matter received from abroad; the reorganization of the railway mail service; the improved treatment of registered matter mailed by the large departmental stores; the introduction of the postal note system ; the extension of the system applicable to city offices, requiring such offices to account for box and drawer rents, to all post offices occupying Government buildings; the introduction of the special delivery service, de.

Stationery.-The decrease in cost under this head (\$834.59) was principally owing to the withdrawal of mail bags closed with sealing wax and twine for country mail routes, and the substitution in their stead of "lock" bags; also to a falling off in the expenditure for type-writing machines, cyclostyle supplies, \&c.

Mail Bags, Mail Locks, \&c.-The improvement in the facilities for the more expeditious handling of mail matter at Toronto by the establishment of the sorting-room at the Union Station there (whereby also the congestion at the central office is relieved) called for the issue of a considerable number of sacks for the equipment of the room and augmented to that extent the expenditure for mail bags.

Tenders for the supply of cotton duck mail bags and pouches, and linen mail bags and for leather mail bags, leather satchels and cotton duck satchels, were invited on the 10th October, 1897, and the contract was awarded on the 18 th December, 1897, for a term of four years, to the lowest tenderers in each case : the Ottawa Supply Co., Ottawa, for cotton duck mail bags and pouches and linen bags; and Messrs. Willis \& Son, Aurora, Ont., for leather mail bags, leather satchels and brown duck satchels respectively.

The prices were considerably lower than under the previously existing contract.
The Postmaster General having had under consideration the regulations for the suppression of the sweating system in relation to contracts for post office supplies, directed that the two contracts above named be entered into subject to the provisions of such regulations, which was accordingly done, and these regulations have been in full force and effect in regard to the manufacture and supply by the two contractors named of every article furnished to the department under their respective contracts.

Stamping Material, Scales and Weights, \&c.-In view of the cheapening in recent years of the price of commodities, and the improvement in machinery and labour-saving devices, steps were taken to secure a reduction in the cost of date stamps, brass crown seals, and figures and letters for date stamps with the result that the contractors agreed (in consideration also of the increased number of these articles likely to be required for the future owing to the general expansion of the service) to a reduction of ten per cent on the rates previously existing. The reduced prices took effect, however, too late in the year to make any marked difference in the total expenditure for the year ended 30th June, for these articles.

Street Letter Boxes and Miscellaneous Articles.-The need for better letter box accommodation at the hotels in the different cities having arrested the Postmaster General's attention, an improved box, specially designed for hotel use, was provided. This box has been received with much acceptance on the part of the hotels for whose use it has so far been authorized.

The street letter boxes for the cities, the suburbs of cities, the towns and railway stations were subjected to some modifications in regard to model and size resulting in a reduction in the cost of these boxes.

## Post Office Department.

Articles of Uniform for Letter Carriers, \&c.-On the 13 th July, 1897, tenders were invited for uniforms for letter carriens, collectors, mail transfer agents and mail porters, and the lowest tender received being from Mr. Philip Jamieson, Toronto, and his samples satisfying the official require rents, he was accordingly awarded the contract for the customary term of four years, on the 9 th September, 1897.

Mr. Jamieson's prices being lower than those of the previous contractors, a substantial reduction in the expenditure for such articles as overcoats, tunics and trousers is already noticeable.

## APPENDIX A

## MAIL TRANSPORTATION

## bRITISH COLUMBIA POSTAL DIVISION.

## Detail of all payments for Mail Transportation in British Columbia Postal Division, performed within the Year ended 30th June, 1898.



## Detail of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Continued.

| Name of Route. | $\underset{\text { of }}{\text { Name }}$ Contractor. |  | $\begin{aligned} & \frac{2}{2} \\ & \underbrace{2}_{0} \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Chilliwack and Railway S | W. MeDonald | 6 | 7 |  | month |  | 43056 |
| Chilliwack and Rosedale. | A. Hamilton. | 7 |  |  |  | (to Jan. 31, '98). | 9333 |
| do do | A. H. Mercer. | 7 |  |  | " f | from " | 5541 |
| Chilliwack and Sardis | J. F. Webb. . . | 3 | 6 |  | " | (to....... , | 12200 |
| Chilliwack and Sumas | G. W. Chadsey.. | 6 | 6 |  | " | (to Sept. 30, '97). | 5275 |
| do do | H. Toop. . ... | 6 | 6 |  | , |  | 13425 |
| Clayton and Railway Station | C. C. Cameron.. | $\stackrel{3}{4}$ | 4 | 12 | ' |  | 11960 |
| Cloverdale and Clover Valley | R. D. Mackenzie | $1 \frac{1}{2}$ | 2 | 12 | " |  | 4972 |
| Cloverdale and Elgin | S. J. Wade .... | 7 | 2 | 12 | " |  | 10372 |
| Cloverdale and Railway Station | J. H. Starr. | 500 yds . | 12 | 12 | " |  | 5000 |
| Cobble Hill and Railway Station | J. T. Porter | 40 yds. | 6 | 12 | " |  | 4000 |
| Cochtane and Kailway Station | J. Johnson.. | 1 | 14 | 12 | " |  | 24500 |
| Cody and Sandon. | H. B. Dock- | $2 \cdot$ | 6 | 2 | " | ( to Aug. 31, '97). | 2915 |
|  | J. Docksteader. . | $2 \frac{1}{2}$ | , |  | " f | from | 22916 |
| Columbia Valley and Mail Steamer | 1). Camplell. | 1 | 2 | 3 | " | (to June 30, '97). | 900 |
| Comos: and Courtenay | $\begin{gathered} \text { McQuillan \& Gil- } \\ \text { more } . . . . . . . . . \end{gathered}$ | 3 | 2 |  |  | (to Jan. 31, '98).. | (50 33 |
| do do | R. Mequilian. . | 3 | 2 | 5 | " fr | from " | 4333 |
| Comox and Granthan | W. Beech. | 7 | , | 12 | " |  | 9000 |
| Comox and Sandwick. | R. McQuillan. | 31 | 1 | 12 | " |  | 2600 |
| Comox and Wharf | T. Holmes | 1 | 2 | 3 | " | (to Sept. 30, '97) | 1250 |
| do do | E. Holmes. |  |  | 9 | , | from | 3750 |
| Corpuitlam and Railway S | R. B. Kelly | 50 yds | 14 | 11 | " | (to May 31, 98 ). . | 3667 |
| do to | T. Rowland. | 50 yds . | 14 | 1 | , | from | 333 |
| Corfield and Railway Station | G. T. Cortield | $1{ }^{1 \frac{1}{2}}$ | 6 | 12 | " |  | 18000 |
| Coutlee and Mamette Lake | L. Quenville. | 18 | ftly. | 12 | " |  | 10400 |
| Cowichan and Railway Station. | P. Frumento... | $2{ }^{2}$ | 3 | 12 | " |  | 18000 |
| Cowichan Lakeand Duncan'sStation | Price \& Jaynes. | 20 | 1 | 12 | " |  | 15000 |
| Cowichan Station and Railway Station. |  | 70 yds . | ${ }_{6}^{6}$ | ${ }_{6}$ | " | (to Dec. 31, ${ }^{\text {97 }}$ ). | 2000 |
| do do | P. Frumento. | 75 yds . | 6 | 6 | " | from | 2000 |
| Craigellachie and Mail Catching Post.. | J. H. Wolsey. | 140 yds . | 3 | 12 | " |  | 4000 |
| Creighton Valley and Lumley.. | W. H. Phillips. | 5 | 1 | 12 | " |  | 5000 |
| Deer Park and Wharf | R. Luxton | 3 | 3 | ¢12 | " |  | 3600 |
| Delta and Ladner. | J. Weaver. | 7 |  | 12 | " |  | 10000 |
| Denman Island and Wha | J. W. Kenan. | $\frac{1}{3}$ | 2 |  | " | (to Mar. 31, '98). | (6) 00 |
| do do | R. Swan. | $\frac{1}{2}$ | 2 |  | " | from " .. | 2000 |
| Departure Bay and Nanaimo |  |  | 6 | 12 | , |  | 18000 |
| Deroche and Mail Catching Post. | E. DesRochers <br> F. H Randolph | 30 yds . <br> 50 yds | 5 | 4 |  | (to Occt. 31, '97). | 13 26 66 |
| Dewdney and Mail Catching Post | F. H. Randolph. <br> J. Barker | 50 yds . | 12 | ${ }_{12}^{8}$ | " | from | 2667 15600 |
| Dog Creek and Empire Valley... | M. J. Boyl | $18^{2}$ | wkly s |  |  |  |  |
|  |  |  | ftly w | 3 |  | (to Sept. 30, '97). | 6250 |
| Dog Creek and Gang Ranch | J. Graves | 12 |  | 3 | " | (to Sept. 30, '97). | 6250 |
| do do | C. Boyle | 25 | wkly s | 6 |  |  |  |
|  | J. D. Prentice | 25 |  | 3 | $\cdots$ | from ", ${ }^{\text {a }}$ | 6000 |
| Dona'd and Railway Station. | R. W. Patmore. |  | 14 | 12 | " |  | 16000 |
| Douglas Lake and Quilchena. | J. B. Greaves. . | 22 | 1 | 12 | " |  | 15000 |
| Duncan's Station, Quamichan and Railway Station | W. P. Jaynes. | $\begin{gathered} 13 \& 200 \\ \text { yds. . } \end{gathered}$ | 6 | 12 | " |  | 18000 |
| East End Branch and Vancouver. | H. J. Foote. | 1 |  | 12 |  |  | 7825 |
| East Sooke and Main Post R | J. H. Dales. | 10 | 2 | 2 |  | (to Aug. 21, '97). | 2667 |
| ${ }^{\text {do }}$ W do ${ }^{\text {do }}$ | W. J. Burnett. . | 10 | $\stackrel{2}{2}$ | 10 | " | from " | 10416 |
| East Wellington and Northfield. | I. R. McManus. | 2 | 12 | 12 |  |  | 10000 |
| Enpire Valley and Gang Ranch | C. Boyle. | 12 | 1 | ${ }_{12}{ }^{3}$ |  | (from Apl. 1, '98) | 2600 12000 |
| Enderby and Hullcar . ...... | D. Crane. O. Harvey | 200 yds . | 12 | 12 | " |  | 12000 10000 |

## Post Office Department.

Detail of all payments for Mail Transportation in British Columbia Postal


## Detail of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Continued.



Post Office Department.

## Detail of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Continued.



Post Office Department.

## Detail of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in British Columbia Postal Division, \&c.-Concluded.


## R. M. COULTER, Deputy Postmaster General.

W. J. Johnstone,

Accountant.

## KINGSTON POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Kingston Postal Division, performed within the Year ended 30th June, 1898.



## Detarl of all payments for Mail Transportation in Kingston Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  | Period. | Anount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | 8 cts . |
| Birdsalls and Railway Sta | I. Lanca | 1 | 6 | 12 mon |  | 4000 |
| Birds Creek and New Carlow | N. T. Armstrong | 15 | 2 |  | (to Dec. 31, 97 ). | 8000 |
| ${ }_{\text {Blo }}^{\text {do }}$ ( ${ }^{\text {do }}$ dor ${ }^{\text {do }}$ |  | 17 | ${ }_{3}^{2}$ |  |  |  |
| Blairhampton and Minden. | W. Blair. | $10^{2}$ | 1 | 12 |  | 6000 |
| Blairton and Havelock. | M. J. Wood | 8 | 3 | 12 |  | 1417 |
| Blaicton and Wariston | J. A. Allen. | 9 | 3 |  |  | 18748 |
| Bloomfield and Crufton | B. S. Salisbury. | 11 | 3 | 11 | (from Aug. 1, 97 ) | 11440 |
| Bloomfield and Railway St | E. Parker | ${ }^{\frac{1}{4}}$ | 24 |  |  | 8112 |
| Bobcaygeon and Peterboro | J. O'Gorma |  | 6 |  |  | 537100 |
| Bobeaygeon and Silver Lake | ${ }_{\text {A }}$ A. Coulter | ${ }_{4}$ | $\stackrel{2}{6}$ |  |  | ${ }^{100} 00$ |
| Bogart and Tweed ${ }^{\text {Boskung and Minden }}$ | J. ${ }^{\text {P. Lusk. }}$ | 14 | $\stackrel{6}{2}$ | 12 | (fronl Aug. 1, 97) | 77 170 190 |
| Boskung and Minden | P. A. Bellisie | 18 | 3 | 12 |  | 24500 |
| Boulter and L'Anable | J. K. McKay | 22 | 3\& 6 | 12 |  | 43900 |
| Brighton and Campbellford | J. Weese. | ${ }_{2}{ }^{0}$ | ${ }^{6}$ |  | (to Dec. 21, '97). | ${ }^{237} 00$ |
|  | W. N. Simp |  | ${ }_{6}$ |  |  |  |
| Brightun and Lovett | P. B. Clark. | 5 | ${ }^{6}$ |  |  | 140100 8600 |
| Brock ville and Railway Sta | P. G. Caranagh. |  | 12 |  |  | ${ }_{46} 600$ |
| Buck Lake and Perth Road | J. Thomas | 4 | 2 |  |  | 4000 |
| Buckley and ( c dfrey. | T. Buckley | 7 | 2 |  |  |  |
| Burnbrae and Railway | W. Wallace |  |  |  |  | 13900 |
| Burnbrae and Sarginson | J. Finch | 5 | 3 |  |  | 7500 |
| Burnley and Castleton | G. W. French | 8 | 3 |  |  | 7400 |
| Caintown and Mallory | S. L. Hogeboom. | 6 \& 17 ${ }^{\frac{1}{2}}$ | 6 |  |  | 29000 |
| Camden East and Centreville | W. Hughes. | $6 \frac{1}{2}$ |  | 11 | (from Aug. 1, 97 ) | 11458 |
| Campbellford and Godolphin | D. Fairma | 5 | 2 |  |  |  |
| Camplellford and Havelock | J. Clark | 11 |  |  | (to Dec. 31, '97). | 14750 |
|  | D. J. Connelly. | 12 |  |  |  | 14750 |
| Campbellford and Railway | J. W. Kan |  | 12 |  |  | 7512 |
| Centreton and Grafton | S. Howard | $13 \frac{1}{2}$ | 3 |  |  | 12500 |
| Chaffey Locks and Elgin | M. Doyle. |  | 2 |  |  |  |
| Chantry and Delta Railway Statiou | A. L. Elliott. | $\frac{9 .}{2}$ | 6 |  |  | 24600 |
| Chapman and Lost Chann | S. C. Mark.... | ${ }_{3}^{3}$ | $\stackrel{2}{3}$ |  |  |  |
| Cheddar and Wilberfurce. | A. Suathworth. |  |  |  |  | 5200 |
| Cherry Valley and Point Pt | A. Scott | 6 |  |  |  | 3848 |
| Cherry Valley and Salmon Point | J. M. Bentley | 6 | 2 |  |  | 4948 |
| Clarendon Station and Plevn | G. Wilson | $\stackrel{22}{22}$ | 3 |  | to Mar. 31, | 25875 |
| Clareview and Erinsville | R. T. McDonneli | 4 | 2 |  | (to Mar. 31, '98). | 8350 450 |
| Cloyne and Denbigh | F. Loyst.. | 28 | 2 | 8 | (to Feb. 28, '98).. | 18333 |
| do do | L. Wormworth. | 28 |  |  | from | 4500 |
| Cloyne and Harlowe | W. J. Thompson | 11 |  |  |  | 6400 |
| Cloyne and Railway St | A. McNicholl. | $13 \frac{1}{2}$ |  |  |  | 30000 |
| Cobourg and Harwood | A. F. Ward | 16 | 6 |  |  | 28800 |
| Cobourg and Railway St | J. K. O'Neill | $20^{\frac{1}{2}}$ |  |  |  | 3500 39900 |
| Coboury and Rosemeath | T. Ingham |  |  | ${ }_{\text {Part }}$ | seasons 1897 \& '98 |  |
| Cobourg and Street Letter Box | W. D. Fox | 3 | 12 | 12 mon | ths .......... .. | 5900 |
| Coe Hill Mines and Faraday. | R. Hewton | 8 |  | 12 |  | 9000 |
| Coe Hill Mines and Railway Station | R H. Wadding. |  | 12 |  |  |  |
| Coe Hill Mines and The Ridge. | J. Wager | 28. |  | 3 | (to Sept. 30, 97 ). | 37 Ju |
|  | W. H. Mry |  |  |  |  |  |
| Colborne and Lakepurt | E. Redfearn... | $2{ }_{2}^{12}$ | 12 |  |  | 15000 |
| Colborme and Warkworth | F. R. Church | 16 | 6 | ${ }^{6}$ | (to Dec. 31, 97 ). | 12250 |
| do do | T. Pogu | 16 |  |  |  | 12250 |
| Colebrook and do Yarker. do | S. Bail | ${ }_{1}^{1}$ | 6 6 | $\stackrel{3}{3}$ |  | $\begin{array}{r}11500 \\ 17 \\ \hline 25\end{array}$ |
| Collins Bay and Railway | . J. J. Losee . . . . | \% |  | ${ }_{12}^{3}$ |  | 17 50 00 |

Post Office Department.
Detall of all payments for Mail Transportation in Kingaton Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Combermere and Weymouth. | IJ. Poff . . . . | 22 | 1 |  |  | (to Leec. 31, '97). |  |
| do do | J. Maddock | 22 | 1 |  | " | from " | $7200$ |
| Consecon and Railway Station | F. A. Cory | 4 | 24 | 12 | " |  | 12480 |
| Cooper and Madoc. | W. Weat. | 11 | 3 | 12 | " |  | 15500 |
| Cooper and The Flats. | J. Canniff | 5 | 2 | 12 | " |  | 4000 |
| Corby ville and Gilead | W. H. Sheffield. | 4 | 2 | 12 | " |  | 6000 |
| Cottesloe and Norwood | M. Paget. | $8 \frac{1}{2}$ | 2 | 12 | " |  | 9000 |
| Cranworth and Portland | J. Wilson | $5 \frac{1}{2}$ | 1 | 12 |  |  | 3500 |
| Cressy and Picton | C. Storms | 19 | 3 | 6 |  | (to Dee. 31, 97 ) | 9850 |
| do do | P do | 19 | 3 | 3 |  | (to Mar. 31, '98)., | 7500 |
| do do . | P. Storns . . | 19 | 3 | 3 |  | from ${ }^{\text {a' }}$, $97{ }^{\text {a }}$ | 4325 |
| Crofton and Rossmore .......... | G. W. Weese. | 9 | 6 | 1 |  | (to July 31, '97).. | 2233 |
| Crow Lake and Railway Station. | C. Knapp. ... | 9 | 2 | 12 | " |  | 7200 |
| D'Arcy and Howe Island | C. Rochefort | 6 | 2 | 4 | " | (to Oct. 31, '97). | 2000 |
| D'Arcy and Kingston.. | A. McDonald | 15 | 3 | 8 | " | ( from Nov. 1, '97) | 19666 |
| Deloro and Kailway Station. | H. N. Darling . | 1.12 | 6 | 12 | " |  | 7200 |
| Delta and Railway Station.. | P. A. Jackson.. | 12 | 6 | 12 |  |  | $5^{6} 00$ |
| Demorestville and Fish Lake | G. W. Baker | 4 | 2 | 1 | " | (to Juiy 31, '97).. | 500 |
| Demorestville and Green Point | C. Reynolds | 9 | 2 | 11 | " | (from Aug. 1,97 ) | 9533 |
| Denbigh and Griffith.... ... . | W. Kerr.. | 14 | 2 | 12 |  |  | 10400 |
| Denbigh and Plevna | J. H. Youmans. | 23 | 3 | 8 <br> 4 | " | (to Feb. 2s, 98 ).. | 14666 |
| Deseronto and Street Letter Boxes. | The Rathbun Co. | 2 | 12 | 12 | " |  | 16600 |
| Desert Lake and Hartington ...... | W. Sncok | 9 | 2 | 12 | " |  | 10400 |
| Desmond and Milsap...... | W. Camphell . | $2 \frac{1}{2}$ | 6 | 11 | " | (from Aug. 1, 97 ) | 7333 |
| Donaldson's Mills and Railway Station | S. Donaldson. | 500 yds . | 3 | 12 |  |  |  |
| Dufferin and Kingston Mills |  | $3 \frac{1}{2}$ | 3 | 12 | " |  | 7000 |
| East Hungerford and Erinsville. | J. McGrath | 8 | 2 | 3 |  |  | 1625 |
| Eldorado and Empey .......... | J. A. Empey | 3 | 2 |  |  | (to Dec. 31, '97). | 4000 |
| do do | J. McClintock | 3 | 2 | 6 |  | from ", | 2500 |
| Elgin and Railway Station | P. J. Fahey . . | 34 | 6 | 12 | " |  |  |
| Ellisville and Lyndhurst. | J. D. Wetherell. | 8 | 3 | 3 | " | (from Apr.1, 98 ) | 1550 |
| Enterprise and Trafford.. | C. Whelan . . . | 97 |  | 12 | , |  | 4140 |
| Enterprise and Wilkinson | P. Finn | 81 | 2 | 12 | " |  | 8900 |
| Erinsville and, Napanee.. | E. W. Hodgins.. | 21 | 6 | 12 | " |  | 34000 |
| Essonville and Tory Hill |  | 4 | 2 | 12 |  |  | 5500 |
| Ewan and Furnace Falls | A. McMahon. | 14 | 3 | 7 | " | (to Jan. 31, 98). | 5833 |
| do do | W. J. McMahon | 14 | 3 | 5 | , | from ", | 6041 |
| Flinton and Madoc | W. Grant | 19 | 6 | 12 | " |  | 42000 |
| Fowler's Corners and Best's Railway Station. |  | 1. | 6 | 12 |  |  |  |
| Foxboro' and Railway Station... | A. C. Dafoe | $1 \frac{1}{2}$ | 12 | 12 | " |  |  |
| Frankford and Railway Station | J. Chapman | ${ }^{2}$ | 12 | 12 |  |  |  |
| Frankford and Stockdale. | do | ${ }^{2}$ | 3 | 3 |  | (toSept. 30, 97 ) | 1125 |
| do do | A. W. Simmons. | 2 | 3 | 9 |  | from | 1875 |
| Frank ville and Railway Station. | W. Dourley.... | 11 | 6 | 3 |  | (toSept. 30, '97). | 9095 |
| do do | M. Durbam. | 11 | 6 | 9 |  | from | 14227 |
| Fuller and Moira. | A. Henry. |  | 2 | 5 |  |  | 2000 |
| Fuller and Thomasburg | M. Mitts. | $4 \frac{1}{2}$ | 2 | 7 | " | (to Jan. 31, '98).. | 2916 |
| Gananoque and Seeley's Bay. do do | W. Kenny . . . J. Sherby. | $\left\|\begin{array}{cc} 14 \frac{3}{4} \& & 14 \\ 14 \end{array}\right\|$ | 2 | 5 |  | $\begin{aligned} & \text { (to Nov. 30, } 97 \text { ). } \\ & \text { from } \end{aligned}$ from | $\begin{aligned} & 6365 \\ & 91 \quad 00 \end{aligned}$ |
| Gananoque and South Lake........ | J. Birmingham.. | 7 | 4 | 3 |  | (to Sept. 30, '97). | 4875 |
| Gananuque and Street Letter Boxes | W. Gray | 23 | 13 | 12 |  |  | 15000 |
| Gananoque and Wilstead. | R. Murchie. | 4 | 3 | 12 |  |  | 8500 |
| Gilbert's Mills and Picton.... | J. D. Gilbert | 12 | 3 | 1 |  | (to July 31, '97).. | 1083 |
| Gilmour and Railway Station. | J. Caverly | 100 yds. | 12 | 12 | " | ................. | 1200 |

# Detall of all payments for Mail Transportation in Kingston Postal Division, \&c.-Continued. 



Post Uffice Department
Detail of all payments for Mail Transportation in Kingston Postal Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in Kingston Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \begin{array}{c} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{array} \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
|  |  | 12. | 2 |  |  |  | 7212 |
| Newboro' and Railway Station. | A. Wallace. |  | 12 | 12 | " |  | 4972 |
| Newboro' and Smith's Mills. ${ }^{\text {a }}$. | T. J. Hart . | 29 | 6 | 12 | " |  | 54675 |
| New Uublin and Bellamy's Station | J. Horton | $3 \frac{1}{2}$ | 3 | 12 | " |  | 7500 |
| Norwood, Warkworth and Hastings Railway Station. | C. McDonnell | 6 \& 16 | 6 \& 6 | 12 | " |  | 46000 |
| Norwood and Railway Station. | D. Foster | $\frac{1}{2}$ | 20 | 12 | , |  | 15675 |
| Norwood and Stony Lake. | C. Crowe. | 12 | 3 \& 2 | 12 | " |  | 12400 |
| Odessa and Railway Station. | S. Clark | 5 | 12 | 12 | " |  | 17400 |
| Odessa and Violet .. | M. H. Perry | 6 | 6 | 3 | " | (to Sept. 30, '97). | 2375 |
|  | S. Clark..... | 6 | 2 | 12 | " |  | 6750 3900 |
| Ormsbv and Thanet... | W. McKillican |  | 2 | 12 |  |  | 3900 7400 |
| Oso Station and Zealand. | J. Davis <br> J. Duff. | $\stackrel{4}{4}$ | 2 | 12 | ", |  | 7400 3000 |
| Overton and Roblin.... | G. W. Fox | $3 \frac{1}{}{ }^{\text {b }}$ | 2 | 12 | "' |  | 4800 |
| Parma and The Pines | E. L. Dafoe. | 6 | 3 | 12 | " |  | 7500 |
| Perth and Westport. | C. P. Lambert. | 23 | 2 | 12 | " |  | 9700 |
| Perth Road and Wilmur | J. S. Robert. | 2 | 3 | 3 | " | (to Sep. 30, ${ }^{\prime} 97$ ) | 1212 |
| do , do |  | 2 | 3 | 9 | " | from " | 4500 |
| Peterboro' and Railway Stations. | G. Fowler. | $\frac{1}{2}$ \& | 86 | 12 | " |  | 37136 |
| Peterboro' and Street Letter Boxes. | H. C. Rogers | $4 \frac{1}{4}$ | 12 | 12 | " |  | 20000 |
| Peterboro' and Warsaw. | J. Crowe ..... | 16 | 6 | 12 | " |  | 26500 |
| Petworth and Yarker. | J. A. Garrison.. | 6 | 4 | 11 | " | (from Aug. 1, 97 ) | 9075 |
| Philipston and Poucher's | W. H. Sills..... | 5 | 3 | 12 | " |  | 7500 |
| Picton and Port Milford. | D. Welbanks.. | 14 | 6 | 12 | 1 |  | 24900 |
| Picton and Railway Station | C. Way. | 夝 | 24 | 12 |  |  | 13165 |
| Picton and Wellington..... | J. B. Haight |  |  |  |  | trips | 100 |
| Picton, West Lake and West Point | J. R. Tubbs | $10 \frac{1}{2} 8$ | $3 \& 6$ |  | ont |  | 14900 |
| Picton and Solmesville | J. I. Thompson | 17 | 6 | 12 | " |  | 23000 |
| Picton and Street Letter Boxes | T. Shannon. ... | 1 | 12 | 12 | " |  | 7825 |
| Portland and Crosby Ky. Station.. | W. G. Singleton | 5 \& 7 | 6 | 12 | " |  | 13400 |
| Preneveau and Kylstone. . . . . . . . | B. Loucks . | 8 | 3 | 12 | 1 |  | 9900 |
| Read and Shannonville | J. Smith.. | 133 | 6 | 12 | " |  | 24500 |
| Roblin and West Plain | C. Sedore. | 3 | 2 | 12 | 11 |  | 2500 |
| St. Lawrence and Wolfe Island | J. W. O'Brien.. | 13 | 2 | 12 | " |  | 10000 |
| St. Ola and Railway Station...... | W. Morton..... | 2 | 6 | 12 | " |  | 9500 |
| Sharbot Lake and Railway Station. | M. Avery .... | $\frac{1}{1}$ | 14 | 12 | " |  | 14600 |
| Soperton and Railway Station..... | S. W. Stafford.. | $\frac{1}{2}$ | 6 | 12 | " |  | 6260 |
| Springville and Railway Station... | F. E. Wilson | 3 | 6 | 12 | " |  | 8900. |
| Steenburg and Railway Station. | S. S. Steenburg. H. S. | 100 yds | ${ }^{6} 12$ | 12 | " |  | 5500 5634 |
| Stirling and Railway Station ..... | H. S. Ferguson. |  | 12 | 12 | " | ............... | 5634 |
| Tory Hill and Railway Station. | J. H. Anderson. | 10 rods | 12 | 12 | " |  | 5000 |
| Trenton and Kailway Station . | J. A. Delaney .. |  | 36 | 12 | " | ........... .... | 16848 |
| Trenton and Wooler..... . | W. H. Richards. |  | 6 | 12 | " |  | 11900 |
| Tuftsville and North Hastings Je'n. | S. Tufts $\ldots$..... | ${ }^{18}$ | 6 | 12 | " |  | 2300 |
| Turriff and Umfraville..... |  |  | $\stackrel{2}{20}$ | 12 |  |  | 5200 12516 |
| Tweed and Railway Station. | E. R. Huyck ... | $\frac{1}{8}$ | 20 | 12 | " | ..... ...... .... | 12516 |
| Villiers and Railway Station. .... | W. Weir ...... | 2 | 3 | 12 | " |  | 7536 |
| Wellington and Railway Station: . | A. W. Clark | 4 | 24 | 12 | " |  | 4680 |
| Wellman's Corners and Ry. Station | P. Hubble. | 2 | 6 | 12 | " |  | 15000 |
| West Huntingdon and Ry. Station. | A. Adams. | 4 | 6 | 12 | " |  | 2700 |

## Post Office Department.

## Detail of all payments for Mail Transportation in Kingston Postal Division, \&c.-Concluded.

| Name of Route. | Name of Contractor. |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{array}{r} 12 \\ 3 \\ 6 \\ 6 \end{array}$ |  |  | \$ cts. |
| Westport and Ry. Station (B. \& W.) Westport and Bedford Ky. Station. Westwood and Railway Station... Wilberforce and Railway Station.. | H. Whelan. | $20-21_{2 \frac{1}{2}}^{\frac{1}{2}}$ |  | 12 months |  | 6900 |
|  | J. Mulville. |  |  | 12 | , | 17800 |
|  | Esson.... |  |  | 12 | " | 15600 |
|  | . Riley.. |  |  | 12 | " | 10000 |
|  |  |  |  |  | Total. | \$37,728 25 |

## R. M. COOLTER, <br> Deputy Postmaster General.

## W. J. Johnstone,

Accountant.

## LONDON POSTAL DIVISION.

## Detail of all payments for Mail Transportation in London Postal Division performed within the year ended 30th June, 1898.



Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Breslau and Weissenberg | G. Keller. |  | 6 | 12 |  |  | 22500 |
| Brewster and Parkhill. | F. Gratten. | 16 | 6 | 12 |  |  | 31900 |
| Brigden and Railway St | J. Armstrong | $\pm$ | 12 | 12 | , |  | 9390 |
| Bright and Walmer.. | J. Nichols. | 9 | 6 |  | " |  | 21500 |
| Bright, Washington and Railway Station. | A. Gatzka. | 64 \& $\frac{1}{8}$ | 6 \& 12 | 12 |  |  | 19400 |
| Britton and Railway Station....... | M. A. Alexander |  | 6 6 | 12 |  |  | 6009 |
| Brotherston and Gowanstown | A. Schrde...... | $7{ }^{\frac{7}{10}}$ | 3 | 12 | " |  | 11700 |
| Brucefield and Railway Stn..(G.T.) | W. Dixon.. | \% | 24 | 12 | " |  | 8890 |
| Brunner and Railway Station | W. Peters. | 8 | 6 | 12 | " |  | 4869 |
| Brussels and Cranbrook | V. Gramm. | 5 | 6 |  |  | (to March 31, '98) | 120 3000 |
| do ${ }_{\text {drussels and }}$ | C. Alderson | $\frac{1}{2}$ | 12 | 3 |  |  | 3000 15024 |
| Brussels and Seaforth. | T. Thomson | $15 \frac{1}{2}$ | 6 | 12 | " |  | 17500 |
| Brussels and Wroxeter | G. Robb. | 10 | 6 | 12 | " |  | 25000 |
| Burford and Catheart | R. French | 5 | 6 | 12 | " |  | 7800 |
| Burford and Fairfield P1 | R. Cavin | 31 | 3 | 12 | " |  | 7000 |
| Burgessville and Newar | W. Fletcher | $5 \frac{1}{2}$ \& $9 \frac{1}{2}$ | 6 | 12 | " |  | 19900 |
| Burgessville and Oriel. | W. B. Somerville | 6 | 3 | 12 |  |  | 14000 |
| Burgessville and Railway Station. | F. Purdue | $\frac{1}{8}$ | 12 | 12 | " |  | 5000 |
| Buxton and Railway Station | B. G. Burk. | 1 | 12 | 12 | " |  | 10016 |
| Byron and London....... | J. Charles | 6 | 6 | 12 | " |  | 16000 |
| Calder and Railway Station | H. McAuley | $23^{\circ}$ | 2 | 12 | " |  | 5200 |
| Caledonia and Conboyville. | W. Arrell | 6 | 2 | 12 |  |  | 5800 |
| Caledonia and Railway Station | P. McMullen | $\frac{1}{2}$ | 30 | 12 | " |  | 14900 |
| Caledonia and Six Nations. | M. L. Beaver |  | 3 | 2 |  | (to Aug. 31, 97). | 1333 |
| Camlachie and Hillsborough | C. L. Hill <br> J Irwin | 9 9 |  |  |  | (to Sept. 30, '97). <br> (from | 3500 7386 |
| Canfield and Railway Station | T. Brown | 18 | 18 | 12 | " |  | 78 00 |
| Cape Croker and Colpoys Bay | J. H. S. Bell.... | 15 | 2 | 12 | " |  | 11500 |
| Caryill and Railway Station. .... | C. W. Keeling. | $\frac{3}{4}$ | 12 | 12 | " |  | 9014 |
| Carlingford and St. Paul's Station.. | R. Crawford... | $14 \frac{1}{6}$ | 6 | 12 | " |  | 29700 |
| Carlsrule and Railway Crossing | K. Lobsinger | 14 | 12 | 12 |  |  | 12833 |
| Cayuga and Dean's Station. | E. Wigg.... | $1 \frac{1}{2}$ | 12 | 3 |  | (to Sept. 30, '97). | 4424 |
| Cayuga and Gypsium Mines | J. Stockton | 4 | 6 | 12 |  |  | 9900 |
| Cayuga and Kohler . . . . | N. Degurse | $4 \frac{1}{2}$ | 3 | 12 | " |  | 7000 |
| Cayuga and Railway Station (G.T.) | E. Wigg. . | $\frac{5}{2}$ | 6 | 12 |  |  | 6263 |
| do do (M.C.) | G. Lishman | $1{ }^{17}$ | 12 | 9 |  | (from Oct. 1, '97). | 9366 |
| Cayuga and Upper | J. Everets | 12 | 3 | 12 |  |  | 14000 |
| Centralia and Crediton. | C. Wolfe . | 54 | 12 | 3 |  | (to Sept. 30, '97). | 5625 |
| Centralia and Saintsbury | W. J. Smy | 4 |  | 12 |  |  | 4800 |
| Charing Cross and Doyles | M. Doyle. | $4 \frac{1}{2}$ | 2 | 12 | " |  | 7500 |
| Charing Cross and Railway Station | J. Hunter | $1{ }^{1}$ | 24 | 12 |  |  | 10000 |
| Charing Cross and Tilbury | M. Gillies ... | 25 | 3 | 3 |  | (to Sept. 30, '97). | 3708 |
| Charlemont and Tupperville | J. Humphrey | 44 | 2 | 12 | " |  | 4900 |
| Chatham and Dover South | R. Reaum.... | 6 | 6 | 12 | " |  | 18900 |
| Chatham and Louisville ..... ... | G. N. Arnold | 6 | 3 | 12 |  |  | 12000 |
| Chatham and Mitchell's Bay | T. Bourassa. |  | 3 | 9 3 |  | (to Mar. 31, '38). | 21750 |
| Chatham and Railway Station | T. Bourassa. | 15 | 36 | 12 |  |  | 24000 |
| Chatham and Street Letter Boxes. | J. D. Blackburn. | 7 N | 18 | 12 | " |  | 22400 |
| Chatham and Vanhorn | J. Zink. | 6 | 2 | 12 |  |  | 7000 |
| Chatsworth and Dornoch | P. McIntosh | $9 \frac{1}{2}$ |  |  |  | (22 days to Nov. 22, 97). $\qquad$ | 1793 |
| Cheapside, Jarvis, and Railway Stn | P. Gibbs | 16 \& $\frac{1}{8}$ | 6 \& 12 | 12 |  |  | 31200 |
| Chepstowe and Dunkeld Railway Station .. | J. T. Lacey. | $2 \frac{1}{2}$ | 6 |  |  | (to Sept. 30, '97). | 2500 |
| Chepstowe and Dunkeld Railway Station |  |  | 6 | 9 |  | (from | 7488 |
| Chesley and Railway Station .... | M. J. Trelford |  | 12 | 12 |  |  | 7353 |
| Chevalier and Stoney Point.. | A. Lamire | 1 | 12 | 12 |  |  | 10000 |
| Cheviot and Riversdale... | A. McLean. | 3 | 2 | 6 |  | (to Dec. 31, 97). | 3250 |
| Christina and Mount Brydges | Bond | 1412 | 3 | 12 |  |  | 11700 |

## Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.


# Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued. 



Post Office Department.

## Drtail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



Post Office Department.

## Drtail of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



## Post Office Department.

## Detafl of all payments for Mail Transportation in London Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in London Postal Division, \&c.-Concluded.


W. J. Johnstone, Accountant.
R. M. COULTER,

Deputy Postmaster General.

## MANITOBA POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Manitoba Postal Division, performed within the Year ended 30th June, 1898.

| Name of Route. | $\begin{gathered} \text { Naine } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Alameda and Moosom | G. Wilson | 87 | 1 |  | mos. | 1 d. (to Feb. 1,'98) | 47111 |
| Alameda and Percy. | Hopper \& Lawrence. | 48 | 1 |  |  |  |  |
| Alameda and Railway Stat | S. Colwell. . . . . . | , | 4 | 6 | " | (to Dec. 31, '97). | 4240 |
| do do | J. E. Edmunds.. | क | 6 | 6 |  | from " | 3100 |
| Alameda and Roscoe | T. Heaslop., | 10 | , |  |  | (to May 31, '98). | 4125 |
| Alexander and Pende | J. Cousins | 19 | 1 | 6 |  | (to Dec. 31, '97). | 7250 |
| do do | rido | 19 | 1 | 6 |  | from " . | 6600 |
| Alexander and Railway St | J. F. Walker | $\frac{1}{8}$ | 12 | 12 |  |  | 15650 |
| Alma and Percy | F. Z. DeGagué. | 12 | 1 | 12 | " |  | 5100 |
| Almasippi and Campbellville. | ${ }^{\text {J. }}$ Lawrenson... | 8 | 1 | 17 | " |  | 7000 |
| Altamont and Railway Station. | H. Mussell. . | $\frac{1}{12}$ | 6 | 12 | " |  | 6260 |
| Altona and Railway Station.. | Schultz \& Hansen. |  | 12 | 7 |  | (to Jan. 31, '98).. | 2946 |
| do do | Schultz \& Stiefel | ${ }^{\frac{1}{8}}$ | 12 | 5 | " | from ", . | 2066 |
| Alvena and Duck Lake. | J. Caron. | 25 | 1 | 12 | " |  | 8000 |
| Arden and Purple Ridge | P P P Robinson.. | $13{ }^{3}$ | 1 | 12 | " |  | 5400 |
| Arden Station and Railway Station | W. E. Boughton. | $\frac{1}{4}$ | 6 | 12 | " |  | 5016 |
| Argyle and Woodlands........... | H. J. Proctor... | 13 | 2 | 12 | " |  | 15000 |
| Arizona and Sidney. | C. Parkinson | 8 | 1 | 12 | " |  | 7500 |
| Armstrong's Lake and Railway Station | J. Sharp. | $1{ }^{3}$ | 1 \& 2 | 12 |  |  | 8200 |
| Arrochar and Railway Station | R. McDonald | $\frac{3}{4}$ |  | 10 | " | (to Apr. 30, '98). | 3366 |
| $\qquad$ | B. Anderson |  | 3 | 2 | " | from | 668 |
| $\&$ | D. Rowan | 7 \& 261 | 1 | 12 | " |  | 22536 |
| Asessippi and Russell | G. McDonald | 15 | 2 | 12 |  |  | 22000 |
| Asessippi and Tumbell | J. Edwards. | 14 | ftly. | 7 |  | (to Jan. 31, 98 ). | 2800 |
| Aubigny and Railway Station | H. Mousseau | $2 \frac{1}{4}$ | 2 | 12 |  |  | 6800 |
| Austin and Railway Station | F. Avery. | 教 | 12 | 12 | " |  | 7021 |
| Aweme and Treesbank. | J. H. Clark |  |  | 12 | " |  | 9100 |
| Bagot and Railway S | J. C. Lowrie |  | 12 | 12 | " |  | 6019 |
| Bagot and Rossendale | J. C. Glover | $12^{8}$ | 1 | 12 |  |  | 7500 |
| Balcarres and Indian Head | C. E. Johnston.. | 36 | 2 | 5 |  |  | 18958 |
| do do | J. Thompson.... | 36 | 2 | 3 |  | and 17 days (to Mar. 17;'98). |  |
| do do | J. Balfour | 36 | 2 | 3 | " | d 14 d. from ${ }^{\text {. }}$. | 15166 |
| Baldur and Grund | S. Christopher- |  |  |  |  |  |  |
|  | son..... ... | 6 | 2 | 12 |  |  | 11600 |
| Baldur and Railway Station do do | J. Chester <br> W. O. Fowler. | \% | 6 | 2 |  | (to Aug. 31, '97). from | 1325 6500 |
| Baldur and Roseberry | J. Dewe | 12 | 1 | 9 |  | (from Oct. 1, '97) | 5850 |
| Balgonie and Davin. | G. W. Elliot | 14 |  | 12 | " | ............., $\cdot$, | 7500 |
| Balgonie and Hednesford. | W. Cockwild | 12 | 1 | 11 |  | (to May, 31, '98). | 11458 |
| do. do | ${ }^{\text {do }}$ | 16 |  | 1 |  | from " . | 1250 |
| Balgonie and Railway Station. | J. B. Hawkes. | $\frac{3}{4}$ | 14 | 12 | " |  | 10073 |
| Balmarino and Binscarth | R. B. Johnston.. | 5 | 2 | 12 | " |  | 4800 |
| Balmoral and Pleasant Home | W. J. Barbour.. | 18 | 1 | 12 | " |  | 9600 |
| Balmoral and Stonewall. | T Do . ${ }^{\text {do }}$ | 8 | 3 | 12 | " |  | 9800 |
| Banting and Railway Station | T. E. M. Banting | 19 | 4 | 12 | " |  | 4000 |
| Bardal and Reston. | H. Lusk. | 19 | 1 | 12 |  |  | 10400 |
| Barnsley and Railway Station. | D. A. Ruth...... | $\frac{1}{72}$ | 3 | 10 |  | (from Sept. 1,97) | 2080 |
| Basswood and Railway Station | D. McPherson. . | $\frac{1}{8}$ | + 4 | ${ }_{12}^{8}$ |  | (from Nov. 1, '97) | 3865 |

# Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued. 

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Battleford and Bre | A. R. Chisolm <br> M. L'Heureux | 27 35 | ftly. |  |  | (from June 1, '98) | $416$ |
| Battletord and Jackish La | M. R. Chisholm. | -102 | ftly. | 12 | "' |  | 9600 370 |
| Battleford and Saskatoon | T. Dewan | 90 | 2 | 12 | " |  | 1,976 00 |
| Beaconsfield and Swan L | R. C. Griffith | 14 | 2 | 12 | " |  | 13900 |
| Bear's Hill and Wetaski | O. Kling. | $5 \frac{1}{2}$ | 2 | 12 | " |  | 9000 |
| Beaumont and Ellerslie | F. LeBlanc | $6 \frac{1}{2}$ | 2 | 8 |  | (from Nov. 1, 97 ) | 4933 |
| Beaumont and South Edmont | O. Goudreau... | 13 | 1 | 4 |  | (to Oct. 31, '97).. | 2500 |
| Boursejour and Brokenhead. | O. W. Thomas | 14 | 1 | 12 | " |  | 8500 |
| Beausejour and Railway Sta | ${ }_{J}$ L. L. Turner.... |  | 7 | 12 | " |  | 7300 |
| Beausejour and St. Owens. | H. A. Gibson. . | 34 | 3 | 12 | 11 |  | 5000 |
| Beaver Hills and Fort Saskatchewan | G. Doze. | 10 | 1 | 12 | " |  | 7800 |
| Beaver Lake and Ft. Saskatchewan | O. F. Braden | 60 | ftly. | 12 | " |  | 19500 |
| Beaver Lake and Vegreville. | H. Poulin | 16 | ftly. | 12 | " |  | 6500 |
| Beaver Mine and Murillo, \&c | J. Stevenson. | $11 \frac{1}{2}$ \& 25 |  | 12 | " |  | 30000 |
| Belcourt and Poplar Point. | T. H. Brown. | 412 | 2 | 12 | " |  | 4972 |
| Belmont and Ninette. | R. R. Houghton. | 8 | 1 | 12 | " |  | 9000 |
| Belmont and Railway Station. | W. Smellie. . | 本 | 6 | 12 | " |  | 5225 |
| Belses and Pipestone. | J. McKinnon.. | $5 \frac{1}{2}$ | 1 | 5 | " | (to Nov. 30, '98). | 2166 |
| Beresford and Railway Stati | W. Cannon.... | $21^{\frac{1}{2}}$ | 6 | 12 | " |  | 5513 |
| Beulah and Elkhorn... | G. W. Marsh ... | $25 \frac{1}{2}$ |  | 12 | " |  | 40000 |
| Binscarth and Railway Station.... do <br> do | E. H. Williams. <br> do | 18 16 16 | 4 7 | 5 |  | and 5 days (to Dec. 5, '97).. and 26 days (from Dec. 5, '97) | 2700 6180 |
| Binscarth and Russell | H. R. Du Pré | 12 | 1 | 12 | " |  | 9880 |
| Binscarth and Saltcoats | W. Diamond | 52 | 1 | ${ }^{6}$ | " | (to Dec. 31, '97). | 18000 |
| Binscarth and Seeburn | O. Seebach | 14 |  | 12 | " |  | 10000 |
| Binscarth and Silver Creek | J. Rutherford. | 14 |  | 12 | " |  | 9600 |
| Bird's Hill and Railway Sta | G. Chudleigh. |  | 6 | 12 | " |  | 11745 |
| Birtle and Hamiota.... | A. A. Brown . | 34 |  | 12 | " |  | 27300 |
| Birtle and Mnosomin. | J. E. Rolston | 40 | 2 |  | " |  | 49900 |
| Birtle and Railway Stat do | G. Campbell | $\frac{1}{2}$ | 4 |  |  | $\begin{aligned} & \text { (to July } 31,97 \text { ). } \\ & \text { from } \quad " \quad . \end{aligned}$ | 408 7632 |
| Birtle and Warleigh | J. C. Dudley | 8 | 1 | 12 | " |  | 6000 |
| Bly thfield and LaSalle | W. H. Mellow | 14 | 1 | 12 | " |  | 14500 |
| Boharm and Moosejaw. | B. Smith | 11 | 1 | 12 | " |  | 7500 |
| Boissevain and Heaslip | C. A. Irvine . . | 204 | 6 | 12 | " |  | 24900 |
| Boissevain and Railway Statio | A. McKnight. |  | 6 | 12 | " |  | 7825 |
| Boissevain and Sheppardville | W. A. Munro. | 17 | 2 | 12 | " |  | 17160 |
| Boissevain and Wassewa | W. Musgrove. . . <br> G. F Brown | 10 23 | 2 | 12 | ", |  | 11000 12500 |
| Boissevain and West Hall Bonheur and Railway Stat | G. F. Brown.... | ${ }_{25}{ }^{23} \mathrm{ft}$. | 12 | 11 | "' | (from Aug. 1, '97) | 12500 1833 |
| Bonheur and Sawbill .. | Todd \& Aitkins | 35 | 3 | 4 | " | (from Mar. 1, 98 ) | 11666 |
| Boscurvis and Oxbow | R. J. Noble. | 14 | 1 | ${ }_{6}$ | , | (to Dec. 31, ${ }^{37}$ ). | 5950 |
| do do | T. Decker | 14 | 1 | 6 | " | from | 5600 |
| Bowden and Railway Station. | C. Moore. |  | 4 | 12 | " |  | 8046 |
| Bradwardine, Logoch \& Ralphstown | W. Beamish | $14 \& \frac{3}{7}$ | 1 | 7 | " | (to Jan. 31, '98).. | 9625 <br> 75 <br> 5 |
| $\begin{gathered} \text { do } \\ \text { Brandon and Hayfield ........... } \end{gathered}$ | do J. Howe | 16 \& 7 |  | ${ }_{12}$ | " |  | 75 14400 |
| Brandon and Hayfield <br> Brandon and Railway Station | C. S. Wilson | $\begin{array}{r} 12 \\ 4 \& \frac{1}{8} \end{array}$ | $18 \& 6$ | 12 | ", |  | 14400 31513 |
| Brandon and Rapid City .... | S. S. Teeple | ${ }^{20}$ | 6 | 12 | " |  | 50000 |
| Brandon and Shrubland. | E. Pitman | 123 | 2 | 12 | " |  | 18500 |
| Brandon Hills and Railway Station | J. Baker | 3 | 2 | 12 |  |  | 13000 |
| Bredenbury and Railway Station.. do <br> do | T. Porter. | 2 2 | 3 | 5 |  | and 5 days (to Dec. 5, '97).. and 26 days (from Dec. 5, '97) | 1327 5134 |
| Brice and Okotoks | H. Brice. | , | 1 | 12 | " |  | 3900 |
| Bridge Creek and Franklin. | W. H. Campbell | 31 | 3 | 12 | " |  | 10925 |
| Brierwood and Roden. | W. H. Gray . . | 6 | 1 | 12 | " |  | 6500 |
| Broadview and Cotham | H. H. Willway.. | 17 | 1 | 12 | " |  | 8000 |
| Broadview and Fitzmaurice. | T. J. Irwin. | 20 | 1 | 12 | " |  | 7400 |
| Broadview and Hillesden | J. Dash | 12 | 1 | 12 | " |  | 6800 |
| Broadview and Railway Station. | W.T.McCracken | 4 | 14 | 12 | " |  | 15043 |

## Post Office Department.

## Detall of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline Name of Route. \& \[
\begin{gathered}
\text { Name } \\
\text { of } \\
\text { Contractor. }
\end{gathered}
\] \&  \&  \& \& \& Period. \& Amount. \\
\hline \& \& \& \& \& \& \& * cts. \\
\hline Clarkleigh and Sean \& E. Fingl \& 6 \& 2 \& \& \& \& 6000 \\
\hline Clearwater and Railway Station.. \& A. Cranston J. A. McLaren. \& 年 \& ( \& 1 \& \& (to July 31, 97). \& \(7 \%\)
7150 \\
\hline Coalfields and Railway Station. \& W. Hamilton \& 3 \& 3 \& 12 \& \& \& \\
\hline Cold Springs and Mary Hill \& J. Sigsurdson \& 8 \& 1 \& 12 \& " \& \& \\
\hline Colleston and Steep Creek \& R. C. Smyth. \& 15 \& 1 \& 12 \& " \& \& \\
\hline Cook's Creek and Wimnipeg \& L. Goulet. \& 22 \& 2 \& 12 \& " \& \& 29500 \\
\hline Cordova and Seldon. \& H. Jamieson. \& 3 \& 2 \& 12 \& " \& \& \\
\hline Coteau and Percy \& D. McDougall. \& 7 \& 1 \& 12 \& ", \& \& 5200 \\
\hline Cottonwood and Pen \& T. E. Hind. . \& 10 \& 2 \& 12 \& \& \& 13000 \\
\hline Coulter and Melita. \& W. F. Coulter. \& 18 \& 1 \& 11 \& \& (to May 31, 98 ). . \& 10725 \\
\hline Coultervale and Melita \& \& 18 \& 1 \& \& \& from \& 975 \\
\hline Coutts and Railway Station. do do \& W. G. Davis J. B. Ross \& \(\frac{1}{\frac{1}{4}}\) \& 6 \& 6 \& \& (to Dec. 31, '97)..
from \& 1898
1862 \\
\hline Craven and Kennell... \& L. H. Hoskins.. \& 12 \& 1 \& 12 \& \& \& 1862
7800 \\
\hline Craven and Tregarva \& E. Tegart. \& \(7 \frac{1}{2}\) \& 1 \& 12 \& \& \& 7500 \\
\hline Cresent Lake and Saltcoa \& J. J. Peck \& 19 \& 1 \& 12 \& " \& \& 10000 \\
\hline Crewe und Fort Ellice. \& R. Ellis. \& \(8 \frac{1}{2}\) \& 2 \& 12 \& " \& \& 15000 \\
\hline Crystal City and Railway Station. \& H. J. Taylor \& 1 \& 6 \& 12 \& , \& \& \({ }_{90} 29\) \\
\hline Cypress River and Railway Station \& A. Creighton. \& \(\frac{1}{4}\) \& 6 \& 12 \& " \& \& 5342 \\
\hline Cypress River and St. Alphonse.... \& T. Chapdelaine. \& 11 \& 2 \& 12 \& " \& \& 15000 \\
\hline Daly and Virden. \& W. McKenzie... \& 10 \& 1 \& 12 \& " \& \& 19400 \\
\hline Dauphin and Glen Lyon. \& C. K. Playford. \& 36 \& 1 \& 12 \& \& \& 21176 \\
\hline Dauphin and Mossy River \& do do . \& 47 \& ftly. \& 6 \& \& (to Diec. 31,97 ). \& \({ }^{2155} 5\) \\
\hline Dauphin and Neeprawa. \& S. Chatwin. \& 89 \& 1 \& 3 \& \& and 2 days (to Oct. 2, '97). \& \\
\hline Dauphin and Railway Statio \& R. Murra \& \(\frac{1}{\frac{1}{4}}\) \& 4 \& 9 \& \& (from Oct. \({ }^{\text {Oct. }}\), \({ }^{\text {, }}\), 97 ) \& \[
\begin{array}{r}
25543 \\
3750
\end{array}
\] \\
\hline Dauphin and Spruce Creek \& C. Hicks. \& 14 \& 1 \& 12 \& \& (from Oct. 1, in) \& 11000 \\
\hline DeClare and Welwyn. \& A. McArthur... \& 7 \& 1 \& 12 \& " \& \& 6900 \\
\hline Deerwood and Railway Station \& J. S. C. Wilde. W. Watson. \& \(\stackrel{1}{1}\) \& \& 9
3 \& \& (to Mar. 31, '98)..
fronı \& 37
68
58 \\
\hline Deleau and Railway Station. \& J. B. Abraham. \& \(\frac{1}{2}\) \& 6 \& 12 \& ", \& \& \\
\hline Deloraine and Railway Station \& J. Gleeson..... \& \(\frac{1}{16}\) \& 6 \& 12 \& , \& \& 7825 \\
\hline Deloraine and Waskada. \& A. Stewart. \& \(46 \frac{1}{2}^{\frac{8}{8}}\) \& 2 \& 12 \& " \& \& 29552 \\
\hline Dempsey and Souris. \& J. Dempsey. \& 10 \& 1 \& 12 \& \& \& 9000 \\
\hline DelVinton and Dunbo \& W.O. Somerville \& 1212 \& 1 \& \({ }^{6}\) \& \& (to Dec. 31, '97). \& 750 \\
\hline do do \& T. J. Somerville. \& 12 \& , \& 3 \& \& (to Mar. 31, '98). \& 3775 \\
\hline \(\xrightarrow{\text { do }}\) do \& H. McNeill. \& 12 \& 1 \& 3 \& " \& from " \& 3775 \\
\hline DeWinton and Railway Stati \& \& \({ }^{\frac{1}{16}}\) \& \(\pm\) \& 12 \& " \& \& 5200 \\
\hline DelWinton and Rosebud \& W.O. Somerville \& \(\stackrel{2}{2}\) \& 1 \& 6 \& \& (to Dec. 31, '97). \& 1300 \\
\hline do do \& T. J. Somerville. \& 2 \& 1 \& 3 \& \& (to Mar. 31, '98). \& 650 \\
\hline \& \& 2 \& 1 \& 3 \& \& from " . . \& 650 \\
\hline Didsbury and Railway Stat \& J B. Ditwiler. \& \(\ddagger\) \& 4 \& 12 \& \& \& 3008 \\
\hline Dinorwic and Fort Frances. \& N. Finlayson. \& 90 \& ftly. \& 6 \& " \& ( from Jan. 1, 98 ) \& 21000 \\
\hline Dinorwic and Railway Station. \& J. Muirhead.... \& 30 yds . \& 12 \& 12 \& , \& \& 2000 \\
\hline Dominion City and Emerson. \& J. H. Vanwhort. \& 10 \& 6 \& 12 \& " \& \& 31200 \\
\hline Dongola and Spy Hill. . . \& A. R. Miller. \& 10 \& 1 \& 12 \& " \& \& 10000 \\
\hline Dongola and Valley View
do
do \& \begin{tabular}{l}
T. Moore \\
A. Fox.
\end{tabular} \& 41
4
4
4 \& 1 \& 6 \& \& (to Dec. 31, 97 ) \& 2200 \\
\hline Donore and LaSalle. \& C. Wheatland. \& 8 \& 1 \& 12 \& " \& \& 26
600

0 <br>
\hline Douglas Station and Creeford. \& J. Ryder \& $40 \pm$ \& 2 \& 12 \& , \& \& 26000 <br>

\hline | Douglas Station and Railway Station.. |
| :--- |
| do |
| do | \& | (x. Brooks |
| :--- |
| R. H. Arran | \& \& 12 \& 3

3 \& \& (to Mar. 31, '98). from \&  <br>
\hline Dryden and Railway Station \& Mrs. Ida Smith. \& $\frac{8}{8}$ \& 12 \& 12 \& \& \& 5000 <br>
\hline Dry River and Mariapolis. \& A. Barsalou \& 4 \& 1 \& 12 \& " \& \& 3000 <br>
\hline Duck Lake and Mistawasis \& J. Sangret. \& 58 \& 1 \& 12 \& \& \& 17500 <br>

\hline Duck Lake and Railway Station. do do \& M. J. Grundy D. H. Grant. \& $\frac{1}{2}$ \& 4 \& | 3 |
| :---: |
| 9 | \& \& (to Sept. 30, 97 ). \& 1855 <br>

\hline Duck Lake and St. Louis. \& W. Boyer.. \& 31 \& 1 \& 3 \& \& (tom Sept. 30,97 ). \& 5460
3887 <br>
\hline do do \& do \& 31 \& 1 \& 9 \& \& from ", \& 13536 <br>
\hline Dufresne and Rosewo \& . Hourie. \& 3 \& 2 \& 12 \& \& \& 135 89 <br>
\hline
\end{tabular}

Post Office Department.

## Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.



# Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued. 



## Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.


# Detarl of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued. 



## Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued.



# Detail of all payments for Mail Transportation in Manitoba Postal Division, \&c.-Continued. 



## Post Office Department.

## Detail of all payments for Mail Transportation in Manitoba Postal Division. \&c.-Concluded.

| Name of Route. | $\begin{gathered} \text { Nante } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Swan Lake and Railway Station. do <br> do | J. Pritchard <br> J. S. Reid | $\frac{1}{t}$ | 6 |  | mos. (t | $\left.\begin{array}{lr} \text { (to Dec. } & 31, \\ \text { from } & 97 \end{array}\right) .$ | $\begin{aligned} & 2532 \\ & 2484 \end{aligned}$ |
| Swift Current and Railway Station | M. Vaudreuil | $\frac{1}{8}$ | 14 |  | " . |  | 11243 |
| Taché Station and Railway Station. |  | $\frac{1}{3}$ | 12 | 6 | $1{ }^{1}$ | (to Dec. 31, 97). | 1250 |
| Taché do do do | (G. A. Parlee | $\frac{1}{8}$ | 12 | 6 | " f | from c. 1 , | 1250 |
| Tenby and Railway Station . . . . . | J. Grithths.. | 11. | 1 | 9 | " (f | (from Oct. 1, 97 ). | 1970 |
| Tenby and Tupper | do | 8 | 1 | 3 | " | (to Sept. 30, ${ }^{97}$ ). | 1250 |
| Tetlock and Yorkto | W. J. Newto | 32 | 1 |  | " a | and arrears.. | 19265 |
| Thornhill and Railway Station. | W. Bradley | $\frac{1}{8}$ | 6 | 12 | " |  | 4695 |
| Treesbank and Railway Station | J. H. Clark. | $\frac{1}{4}$ | 6 | 12 |  |  | 4010 |
| Treherne and Railway Station. | R. S. Alexander. | $\frac{1}{4}$ | 6 | 12 | " . |  | 7825 |
| Turtle Mountain and Whitewa | P. S. Kellar. | 4 | 3 | 12 | " |  | 11700 |
| Tyndale and Railway Station | J. Healy .. | $\frac{1}{8}$ | 12 | 12 | " |  | 5008 |
| Union Point and Railway Station.. | I. Gratton | 4 | 2 | 12 | " |  | 3952 |
| Valley River and Railway station | J. Kennedy. | $1 \frac{1}{2}$ | 2 | 2 | " (f | rom May 1, 98). | 153 |
| Vermillion Bay and Railway Station | J. S. Killam |  | 12 | 12 | " |  | 2400 |
| Virden and Railway Station. | W. F. Scarth |  | 14 | 12 | " |  | 36500 |
| Virden and Wrodnorth. . |  | 103 | 1 | 12 | " |  | (5\% 00 |
| Wabigoon and Railway Station | D. McKay | 500 ft . | 12 |  | " a | and 11 days (to |  |
|  | C. J. | 500 ft . | 12 |  |  | May 11, 98). and 20 days (from (May 12, 98). | 1796 275 |
| Waghorn and Railway Statio | W. Wagho | $\frac{1}{2}$ | 4 | 12 | - |  | 7836 |
| Walsh and Railway Station | J. A. Palmer | $\pm$ | 14 | 3 | (t | (to Dec. 31, 97 ). | 1010 |
| Walsh and Railwa station | C. D. Strong. | 1 | 14 | 6 | fr | from ", | 1991 |
| Wapella and Railway Station... | E. P. Benoit | $\frac{1}{4}$ | 14 | 12 | " |  | 15044 |
| Wawanesa and Railway Station... | W. S. Foster. | $\frac{1}{2}$ | 6 | 12 | " |  | 10032 |
| Westbourne and Railway Station. | A. E. Smalley |  | 6 |  |  |  | 12207 |
|  | J. Steinhoff |  | 4 |  |  |  | 450 |
| do <br> do | J. R. Scott |  |  |  |  | (to Mar. 31, '98). | 3450 |
|  | J. V. Richards. . |  |  | 3 |  | from " .. | 1300 |
| Wetaskiwin and Railway Station. | J. E. Miquelon. | 18 | \& 6 | 12 | " |  | 5840 |
| Weyburn and Railway Station.... | W. H. Hunt. |  | 2 | 12 | " . |  | 5000 |
| Whitemouth and Railway Station. | J. Monilaws. | \% | 12 | 12 | " |  | 13082 |
| Whitewater and Railway Station. | W. Rolston. | + | 6 | 12 | " |  | 5163 |
| Whitewoor and Railway Station. | J. Charlton. | $\frac{1}{8}$ | 14 | 12 | " |  | 18250 |
| Willoughby and Railway Statio | A. Cameron. | 1 | 1 | 12 | " |  | 5200 |
| Winckler and Railway Station. | B. Loewin. | $\frac{1}{8}$ | 6 | 12 |  |  | 6228 |
|  | M. Peebles |  |  |  | " (t) | (to Sept. 30, '97). | $\begin{array}{r}90100 \\ 234 \\ \hline\end{array}$ |
|  | I. W. Bellhouse |  |  |  | " fr | fromı | 23475 |
| Winnipeg and Railway Stations (C.P.R. and N.P.R). | W. K. Sinclair. | $\frac{1}{2} \& \frac{1}{4}$ | 64\&12 |  | " . |  | 1,117 20 |
| Winnipeg and Railway Station (C. P.R. Transfer) | J. Sheppard |  |  | 12 |  |  | 34800 |
| Winnipeg and Street Letter Boxes. | M. Peebles . |  |  |  |  | and 21 days (to April 21, '98). | 61465 |
| do do | do | 27.2 |  | 2 |  | and 9 days (from April 22, '97).. |  |
| Winnipegosis and Railway Station. | E. Hartman |  |  |  |  | (from June 1, '98) | 080 |
| Wolseley and Railway Station..... | ${ }_{\mathbf{M}} \mathbf{P}$ P. Dill. |  | $14$ | 12 |  |  | 20059 |
| Wood Bay and Railway Station. | M. Campbell | 1 |  | 12 | " |  | 8051 |
| Woodside and Railway Station | J. Sharp. | 1.5 | $1$ | $12$ | $\because \text {. }$ |  | 3057 |
| Yellow Grass and Railway Station. | J. Scott..... |  |  | $12$ |  |  | 2000 |
| Yorkton and Railway Station. | H. C. Olsen. . .. | $\frac{1}{4}$ | 2 \& 4 |  | " |  | 59 \%5 |
|  |  |  |  |  |  | Total. | \$74,783 75 |

## MONTREAL POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Montreal Postal Division, performed within the year ended 30th June, 1898.



# Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued. 



## Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { oontractor. } \end{gathered}$ |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Chambly Canton and Railway Stn. | P. Ulric |  |  |  |  | \$ cts. 8000 |
| Channell and Millington. | C. L. Channell.. | 3 |  | 12 ." |  | $\begin{array}{r} 800 \\ 100 \\ 00 \end{array}$ |
| Chantelle and Rawdon | M. Crépeault. | 17 | 3 |  |  | 10000 |
| Chantelle and Rawdon | J. A. Morin | 17 | 3 | ${ }^{6}$ | (from Jan. 1, 98). | 9250 |
| Charlemagne and L'Assomptio | J. Belhumner... |  | ${ }_{6}$ |  |  | 2500 |
| Charrington and East Clifton | H. E. Cairns. | $\stackrel{4}{9}$ | $\stackrel{2}{2}$ |  |  | 4000 |
| Cartierville and La Patrie. |  |  | 3 | 12 |  | 9000 |
| Chatboro' and St. Philippe d'Argenteuil. | J. Donaldso | ${ }^{2+}$ | 3 |  |  |  |
| Chateauguay and Railway Station.. | A. Desparoi | 15 | 6 |  |  | 12000 |
| Chatillon and St. Zéphirin | E. Beliveau | $5 \frac{1}{2}$ | 3 | 12 |  | 9900 |
| Cherry River and Magog. | R. A. Buzzell | 4 | 3 |  |  | 00 |
| Clarenceville and Lacolle Railway Station | M. J. Burwort. . | 4 |  |  |  | 4000 |
| Clarenceville and Wolfe Ridge.... | do . | 4 | 3 |  |  |  |
| Clyde's Corners and Carr's Crossing | J. Snith | 3 |  |  | (from Oct. 1, 97). | 8250 |
| Coaticook and Gosselin's Mill | I. Gosselin | 12 | 6 |  |  | 27200 |
| Coaticook and Ladd's Mills | M. J. Lad | $2^{3}$ |  |  |  | ${ }^{50} 00$ |
| Coaticook and Perryboro | E. H. Birch | 9. |  | 12 |  |  |
| Coaticook and Railway Sta | D. Boyle. | 4 | 12 | 12 |  | 2400 |
| Coaticook and Rock Island | A. A. Gigna |  |  |  |  | 45000 |
| Como and Oka | E. Fuerget | 1 | ${ }_{6}^{6}$ |  | ( to Dec. 31, 97 ) | 2765 |
| Cono and Ra | E. Ouelette | 1 | 12 |  | (to May 31, '98).. |  |
| Como, Oka and Vaudreuil. | T. N. Chipman.. |  |  | Spe | - | 450 |
| Compton and Martinville | J. M. Thompson | 6 | 6 | 12 m |  | 1800 |
| Compton and Railway Station. | S. Todd. | $1 \frac{1}{2}$ |  |  |  |  |
| Contrecceur and Railway Station. | J. Duhamel | 7 acres. | 12 |  | (to.July 31, 97 ). | 375 |
| Contrecreur and St. Denis....... | I. Drim |  | $\begin{aligned} & 18 \\ & 12 \end{aligned}$ |  |  | $\begin{array}{r}6967 \\ 247 \\ \hline 50\end{array}$ |
| Cookshire and "landers | A. J. Harve | $4 \frac{1}{2}$ | 3 | 12 |  | 6500 |
| Cookshire and Island Brook | A. Miller | 10 |  | 12 |  |  |
| Cookshire and Railway Station | S. J. Osgood |  | 30 | 12 |  | 1000 |
| Cooper's Corners and Laguerre | ${ }^{\text {B. }}$ M. Coole |  | 12 | 5 | (to Jan. 31, '98). | 583 |
|  |  |  | 12 |  |  |  |
| Corbin and Front | J. C Gord | 2 | 6 | 12 |  |  |
| Cornwall and St. Regis | I. Augus... | 6 | 2 | 12 |  | 70 7500 |
| Coteau du Lac, Coteau Landing and |  |  |  |  |  |  |
| Railway Station. | O. Pharand | 33 | 6 \& 12 | 12 |  | 9000 |
| Coteau Landing and Railway Station | G. Gauthier |  | 20 | 12 |  | 26500 |
| Coteau Landing and St. Zotio | C. Montpetit | $2 \frac{1}{2}$ | 6 | 12 |  | 50 |
| Cote des Neiges and Montre | R. Blain |  | 6 | 12 |  | 200 |
| CoteSt. Eumnanuel and Pour Chateau | O. Besuer |  | 3 |  |  | 350 |
| Cote St. Louis and Villeray. | L. M. Murin | 3 |  |  |  |  |
| Cote St. Paul and Railway Station. | E. Latou | 1 | 12 | 3 | (to Sept. 30, 97 ). | 2400 |
| Covey Hill and Vicars |  | 2 |  |  |  | 6260 |
| Cowansville and Railway Station. do | J. E. O'Halleran G. Sisco | 表 |  | ${ }^{3}{ }_{9}$ | (to Sept. 30, 97 ). | 1800 |
| Crossbury and Robinson. | W. Russ. | 3 |  | 12 |  | 7280 3000 |
|  |  |  |  |  |  |  |
| Jalesville and Lachute | P. McArthur. | ${ }^{6}$ | 6 | 12 |  |  |
| Dalesville and Louisa. | W. Wat | 5 |  | 12 |  | 5200 |
| 1)alesville and St. Michel de Wentworth | L. Gagner | 11 |  | 12 |  |  |
| Dalhousie Station and Railway |  |  |  |  |  | 8300 |
| Station... | J. A. Campbell. | 120 yds . | 12 |  |  |  |
| Dalling and | P. M. Carlin. |  | 3 | 12 |  | 900 |
| Danby and Railway St | W. Duff.... | 50 yds . | 12 | 12 |  | 200 |
| Danby and Ste. Christine.. ${ }^{\text {Danville and St. }}$ St. George de Windsor | C. Clement... | $\underline{418}$ |  | 12 |  | ${ }_{270}^{120} 0$ |
| Dell and Scots | M. J. McDonald | 5 |  | 12 |  | 270 |
| DeLorimier and Montr | M. A. Champeau | 3 | 12 | 12 . |  | 57600 | \&c.-Continued.



## Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | s cts. |
| Franklin Centre and Starnesboro'. | S. Huet | 2 | 6 |  |  |  | 7000 |
| Frelighsburg and North Pinnacle | G. C. Chadburr. | $6 \frac{1}{2}$ | 3 | 12 |  |  | 8950 |
| Frelighsburg and St. Armand Station | A. Shelters..... |  | 6 |  |  |  | 29850 |
| Frelighsburg and Sweetsburg | G. N. (raler | 138 | 6 |  |  | (to Mar. 31, 98). | 26925 |
| do do | C. S. Buright. | 135 | 6 | 3 |  | (from April $1,{ }^{\prime} 98$, | 8500 |
| Frost Village and Waterloo. | A. McKinney. | 2. | 6 | 12 |  |  | 9600 |
| Fulford and Laroche | R. Armstrony. | 3 | 3 | 12 | " |  | 4900 |
| Fulford and Railway Station | H. Booth... | $\frac{1}{5}$ |  | 12 | " |  | (i) 00 |
| Galson and Gould | M. Morr | $5 \frac{1}{2}$ | 2 | 12 | " |  | $42{ }^{10}$ |
| (farland and St. Chrysostome | J. Dallai | 4 | 3 | , |  | (to Mar. 31, 98 ). | 3750 |
| do do |  | 4 | 3 | 3 |  | from " | 975 |
| Gasparine and Holton | F. Delage | 32 |  | 12 | " |  | 3400 |
| Genora and St. Hermas. | J. Gordon | 3.5 | 2 | 12 | " |  | 500 00 |
| Georgeville and Knowlton Landing | D. A. Bullock | 3 | 3 | 12 | " |  | 6280 |
| Georgeville and Magog | A. Finlayson | 10 |  | 12 | " |  | 260 \%0 |
| Gerrgeville and Magoon's Point. | W. H. Brevoort. | $5 \frac{1}{2}$ | 2 | 12 | " |  | 5200 |
| Georgeville and Stanstead Junction | H. N. Bigelow. . | 13 | 6 | 12 |  |  | 40000 |
| (reorgeville and Steamboat Wharf. | W. M. Keys. | 100 yds . | 12 |  | on 1 |  | 1:) 00 |
| Geraldine and Stockwell.... | C.F.M. Newman | 3 3 | 2 |  |  |  | 3200 |
| Girard and Railway Statio | r. Girard. ... | 70 yds . | 12 | 12 | " |  | 2400 |
| Glen Iver and Sherbroo | J. McIver | $7 \frac{1}{3}$ |  | 12 | , |  | 8800 |
| Gould and North Hill. | N. McDonal | 42 |  | 12 | " |  | 4200 |
| grould and Red Mountain | C. Smith | 5 | 2 | 12 | " |  | 4000 |
| Gould and Scotstown. | F. Roberge | $7 \frac{1}{1}$ | 6 | 12 | " |  | 18009 |
| Gould Station and Railway Station | M. Morrison |  |  | 12 |  |  | 4000 |
| Graham and Railway Station do | W. Graham. do | 17 acres. 12 acres. |  |  |  | (to Sept. 30, 97). from | 12 450 4500 |
| Granboro' and Granby | F. Ciarce | 121 | 3 | 12 |  |  | 9000 |
| (ranby and Railway Station | S. Yage. |  | 18 | 12 | " |  | 13600 |
| (ranby and Ste. Cecile de Milton | A. Rochon | 93 | 6 | 12 |  |  | 24000 |
| (Yranby and Shefford Mountain. do do | G. W. Williams. | 6. ${ }_{6}^{12}$ |  |  |  | (to Sept. 30,97 ). from | $2425$ |
| Grande Ligne and Ste Blaise | J. Perron. | $1{ }^{2}$ | 6 | 5 |  | and 14 days (to |  |
| do do |  | 1 | 12 | 6 |  | Dec. 14, '97) 17 dys (from Dec. 14, '97). | 2269 4915 |
| Grenville and Lost River | F. Brunnet | 27 | 2 | 12 |  |  | 17400 |
| Grenville and Railway station | T. Cummings... | $\stackrel{2}{2}$ | $6 \& 18$ | ${ }_{6}^{6}$ |  |  | 6300 |
| do ds | L. Champagn | 2 | 18 | c |  | (from Jan. 1, 98 ) | 2500 |
| Hallerton and Hemmingford | T. Kenny. | 43 | 13 | 12 | " |  | 7500 |
| Hall's Stream and Hereford. | W. I. Eilis. | 5 | 2 | 12 | " |  | 8900 |
| Hall's Stream and Railway Station | H. K. Bean. | 30 rods. | 12 | 12 | " |  | 2400 |
| Hardwood Flat and Robinson | W. R. Todd.. | $3 \cdot \frac{1}{2}$ | 2 | 12 | " |  | 2600 |
| Harrington and Rivington. | D. Mc Intosh . . | 5 | 2 | 12 | 1 |  | 5200 |
| Hatley and Railway Station. | F. W. Maloney | 32 | 12 | 12 | " |  | 14000 |
| Helena and White's Station. | H. J. Donnelly. | 4 | 6 | 12 | " |  | 14400 |
| Hemmingford and Roxham. | J. P. Simpson.. | 6 | 2 | 12 |  |  | 4500 |
| Henrysburg and Lacoll | W. Barrier | 38 82 | 3 |  |  | (to Sept. 30, '97). | 3125 |
| Henryville and Stanbridge | M. M. Gamache | $8^{82}$ | 3 6 |  |  | (from Oct. 1, 97 ) |  |
| Huchelaga and Maisonneuve | N. Racine. |  |  |  |  | from Dec. '96 to '97 |  |
| Holton and Ste. Clothild |  | 2 | 6 |  | ont | (hs). | 9000 |
| Howick Railway Station ard St. Chrysostôme |  |  |  |  |  |  |  |
| Chrysostôme <br> Hudson and Railway Station | T. Herbert |  | 12 | 12 |  |  | 30000 4000 |
| Hudson Heights and Hudson Railway Station | A. Vipond <br> A. W. Mullan | $15 \& 7 \mathrm{ac}$. | 12\& 24 | ${ }_{12}^{12}$ |  |  | 4000 4000 |
| Hunterstown and Louisevil | J. Durand..... | 17 | , | 9 |  | (to Mar. 31, 98 ) | 22425 |
| do do | A. Paille | 17 | 6 |  |  | (from April 1, '98) | 5750 |
| Huntingdon and New Erin | J. Walsh | 5 | 2 | 12 | " |  | 4000 |
| Huntingdon and Railway Station | J. Findlay | $\frac{1}{2}$ | 18 |  | " |  | 14400 |

## Post Office Department.

## Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.



# Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued. 



Drtall of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.


## Derail of all paymenta for Mail Transportation in Montreal Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Peveril and St. Justine Station ... | D. Menard. | $2{ }_{2}^{21}$ | 12 |  |  |  | $\begin{array}{r} 100 \\ 48 \\ 75 \end{array}$ |
| do at. do . | G. H. Hogle. | 2 | 12 | 9 |  |  | 14875 |
| Piedmont and Railway Station. | P. Charbonneau. | $\frac{1}{2}$ | 12 | - | " | (from Oct. 1,97.) | 3500 |
| Pierreville and Pierreville Mills. | L. C. Gauthier.. | $4 \frac{1}{4}$ | 12s-6w | 12 | " |  | 14450 |
| Pierreville and St. Elphège. | J. Forcier . ... | 7 | 6 | 12 | " |  | 15800 |
| Pincourt and Terrebonne | J. Gauthier. | 4 | 2 | 12 | " |  | 4800 |
| Pointeau Chêne and Railway Stationj' | T. Mathews. | 33 yds . | 12 | 12 | " |  | 3000 |
| Pointe aux Trembles and Riviere des Prairies | A. Longpré | 64 | 6 | 12 | " |  | 15656 |
| Pointe Claire and Railway Station. | F. Lanthier | 1 | 6 |  | mer | service. | 7820 |
| Point du Jour and St. Thomas de Aquin.. | A. Gi | $3 \pm$ | 2 |  | onth |  | 4500 |
| Pointe du Lac and Railway Station | A. Biron.. | 25 acres. | 12 | 12 | " |  | 8000 |
| Pont Chateau and St. Clet. | O. Besner. | 2 | 6 | 12 | " |  | 8400 |
| Pont de Maskinongé and Railway Station. | A. Lafrenière. | 9 acres. | 12 | 12 | " |  | 5000 |
| Pont de Maskinongé and St Justin | N. Gaboury. | 5 | 6 | 12 |  |  | 14900 |
| Pont du Sault and Pont Viau. | A. Primeau | ${ }^{8}$ | 12 | 9 |  | (to Mar. 31, 98 ). | 3600 |
| Pont Lewis and St. Anicet. | S. Dupuis .... | 5 | 3 |  |  |  | 7800 |
| Racine and Railway Station do do | L. Belisle. . . A. Jamieson |  | 12 | $\begin{array}{r} 12 \\ 3 \end{array}$ |  | 98 |  |
| Racine and South Ely |  | $1 \frac{2}{2}$ | 6 | 9 |  | ) |  |
| Rawdon and St. Liguori | H. Hanna | 9 | 6 | 12 |  |  | 21500 |
| Rawdon and St. Théodore | E. Perreault. | 14 | 3 | 12 | " |  | 11500 |
| Repentigny and St. Paul l'Ermite. . | A. Perreault | 2 | 6 | 12 | " |  | 8000 |
| Rigaud and Railway Station. | J. Charlebois | $\frac{1}{4}$ | 12 | 12 |  |  | 5000 |
| Rigaud and St. Redemption | O. Chevrier. O. Quesnel | $\begin{aligned} & 6 \\ & 6 \end{aligned}$ | 6 | 3 9 |  | (to Sept. 30, '97). from | 5000 11232 |
| Rivière des Fèves and St. UUrbain de Charlevois. | Z. Bergevin. | 2 | 3 | 12 | " |  | 3200 |
| Robinson and Railway Station | E. Lockett . | 1 | 12 | 12 | " |  | 7000 |
| Rock Forest and Railway Station | J. Simpson, | $\frac{5}{2}$ | 6 | 12 | . |  | 3200 |
| Rock Forest and Suffield | E. E. Bean | 3 | 3 | 12 | " |  | 7600 |
| Roxton East and Roxton Falls.. | E. Dalpé | 5 | 2 | 12 | " |  | 6000 |
| Roxton Falls and Acton Railway Station. | F. Préfontaine. | 6 | 6 | 12 | " |  | 17216 |
| Roxton Falls and Railway Station.. | J. Wood | 1 | 12 | 12 | " |  | 4000 |
| Roxton Pond and South Roxton.. | F. Bachaud | 34 | c | 12 | " |  | 7900 |
| Russelltown and St. Chrysostome.. | W. J. Costello.. | 6 | 3 | 12 | " |  | 8000 |
| Ste. Adèle and Railway Station. | S. Cardinal | $1 \frac{1}{2}$ | 12 | 12 | " |  | 9900 |
| St. Adolphe and Ste. Agathe dea Monts | F. X. Bertrand. | 9 | 2 | 12 | " |  | 00 |
| Ste. Agathe des Monts and Railway Station | J. Meunier. | $\frac{9}{4}$ | 12 | 12 | " |  | 5000 |
| Ste. Agathe des Monts and Ste.Lucie de Doncaster | N. Belanger | 9 | 3 | 12 | " |  | 14800 |
| St. Agricola and St. Donat de Montcalm | I. de Mantell. | 16 | 1 | 12 | " |  | 14800 500 |
| St. Aimé and Railway Statio | P. Menard.. | 9 acres. | 12 | 12 | " |  | 5500 |
| St. Aimé and St. David | D. Langlois. | 6 | - 6 | 12 | " |  | 17500 |
| St. Aimé and Yamaska. | P. Menard | $6 \frac{1}{2}$ | 6 | 12 | " |  | 1200 |
| St. Alexandre and Railway Station. | L. Pouliot | 1 | 12 | 12 | " |  | 5500 |
| St. Alexis des Monts and St. Paulin | L. P. Plante | 10 | 6 | 12 | " |  | 22300 |
| St. Alphonse and St. Come........ | F. Gauthier | 12 | 3 | 12 | " |  | 14000 |
| Ste. Angele de Monnoir and Railway Station | E. Parent | 12 acres. | 12 | 12 |  |  | 3800 |
| St. Anicet and White's Station | S. Dupuis | 10 | 6 | 7 |  | (to Jan. 31, 977 ) | 17500 |
| do do di.. | A. Lapare. | 10 | - 6 |  |  | (from Feb. 1, '98) | 10000 |
| Ste. Anne de Bellevue and Railway Station. | A. St. Denis. . | 1 | 12 | 12 | " |  | 6260 |

## Post Office Department.

## Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.



Post Office Department.

## Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.



Drtail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Savages Mills and Railway Station. | H. T. Tamelin. . |  | 6 |  |  | (to Dec. 31, '97) | 3000 |
|  | E. H. Tamelin. | 8 | 6 |  |  | from " | 3500 |
| Sawyerville and Railway Station . . | H. Cairns ... | 8 | 12 | 12 | " |  | 5000 |
| Scotstown and Railway Station. | R. B. Scott. | $\frac{8}{4}$ | 12 | 12 | " |  | 4000 |
| Shawbridge and Railway Station. | D. Shaw... | 8 | 12 | 12 | " |  | 6000 |
| Shawenegan and Trois Rivières... | P. Lapolice. . . . |  | 6 | 12 | " |  | 38000 |
| Sherbrooke and Railway Stations.. | D. W. Armstrong |  | 37 | 12 | " | less fine... .... | 25750 |
| Sherbrooke and Stoke Centre. do do | M. Biron........ | $\begin{aligned} & 91^{\circ} \\ & 9 t_{2}^{\prime} \end{aligned}$ | 3 3 | 3 |  | (to Sept. 30,97 ) | 3900 11700 |
| Sherbrooke Street Letter Boxess and Sherbrooks East | D. W.Armstrong |  | 3 19 | 12 |  |  |  |
| Sherrington and Railway Station . | F. Gelineault... | $\cdots{ }^{2} \times$ | 12 | 12 |  |  | 12000 |
| Smith's Mills and Railway Station. do | J. H. Merrill. | 7 acres. | 12 | 6 | " | (to Dec. 31,97 ) | -25 28 |
| Sorel and Railway Station........ | J. Marshall | 7 acres. | 12 | ${ }_{12}^{6}$ |  | from "1\% | 2184 |
| Sorel and Railway Station (M.C.). | L. Paq |  | 12 | 12 | " | and | 7291 50 |
| South Roxton and Railway Station. | E. Bradford. | 75 yds. | 6 | 12 | " |  | 1000 |
| South Stukely and Railway Station. | W. R. Johnston. |  | 6 | 12 | " |  | 6000 |
| Spring Hill and Railway Station. . | M. McLean... | 150 yds . | 12 | 12 | " |  | 3500 |
| Spring Hill and Stornoway .... | J. A. McDonald | 9 | 6 | 12 |  |  | 26900 |
| Stanstead and Railway Station ... | C. A. Channel. . |  | 24 | 9 |  | (from Oct. 1, 97 ) | 3750 |
| Stanstead Junction and Ry. Station | C. H. Gordon. . | 60 yds. | 12 | 2 | " | 6 days (to Sept. 6, '97).. | 554 |
| $\stackrel{\text { do }}{\text { So }} \xrightarrow{\text { do }}$. | C. H. McClintock | 60 yds . | 12 | 9 | " | 24 days from ". | 2445 |
| Staynerville and Railway Station. . | H. Paquin.... | 30 yds . | 12 | 12 | " |  | 1200 |
| Stornoway and Tolsta. | A. MeDonald. | y | 2 | 12 | " |  | 4300 |
| Sutton and Railway Station...... | D. S. Bickford.. | ${ }^{1 / 2}$ | 12 | 12 | " |  | 3500 |
| Sutton Junction and Ry. Station. | A. W. Westover | 30 yds . | 12 | 12 |  |  | 4500 |
| Sweetsbury and Railway Station. . do do | C. 6. Boright <br> G. T. Batchelder |  | 12 | 3 |  | (to Sept. 30,97 ). | 1600 2625 |
|  |  |  |  |  |  |  |  |
| Terrebone and Railway Station.. | B. Briere. |  | 18 | 12 |  |  |  |
| Three Rivers and Railway Station. | F. Gélinas. | $\frac{3}{4}$ | 31 | 12 | " | and extra tips. | 28865 |
| Three Rivers and Street Letter Boxes |  |  | 18 | 12 |  |  |  |
| Titus Station and Railway Station. | R. Titus. | $1{ }_{2}$ | 12 | 12 | " |  | 5000 |
| Valcourt and Railway Station | A. David. | 14 | 12 | 12 |  |  |  |
| Valcourt and West Ely... | C. Veil... | 7 | 3 | 12 | " |  | 10000 |
| Valleyfield and Railway Stn. (C.A.). | E. Rapin. | (1) ${ }^{\frac{3}{4}}$ | 24 | 12 | , |  | 3900 |
| Valleyfield and Street Letter Boxes | M. Laniel D. Petre | 14 acres. | 24 | 12 | " |  | 4800 |
| Valleyfield and Street Letter Boxes Valois and Railway Station | D. Petre.... |  | 6 | 12 | ' |  | 3600 |
|  | P. G. Valois <br> A. Malo | 3 acres. <br> 5 acres. | 12 | 12 |  |  | 6000 |
| erennes and Railway Station do | A. Ma | 5 acres. 5 acres. | 12 | 11 |  | (to July 31, '97).. from | 500 6783 |
| Vaudreuil and Railway Station. do do | E. Gauth | 1发 | 12 | 9 | ", | (to Mar. 31, '98). | 2250 17 50 |
| Vercheres and Railway Station | N. Chicoi |  | 12 | 3 |  |  | 1750 |
| do do da | G. Sirois. | 12 acres. | 18 | 11 |  | (to July, 31, '97). from | 500 |
| Versailles and Railway Station | N. Choquette. |  | 12 | 12 | " |  | 6260 |
| Village Richelieu and Ry. Station. | Z. Bessette ... | $4$ | 12 | 12 | " |  | 4500 |
|  | L. E.Richardson do | 46 rods. | 12 | 6 |  | (to Dec. 31, '97). |  |
| Waterloo and Railway Station | P. Murphy | 46 rods. | 12 | 5 |  | from " . | 5000 |
| West Brome and Railway Station. | C. Murphy..... |  |  | 12 | " |  | 16000 |
| West Shefford and Railway Station. | C. Harris. ... |  | 12 | ${ }_{12}^{12}$ | " |  | 6100 50 |

## Post Office Department.

Detail of all payments for Mail Transportation in Montreal Postal Division, \&c.-Concluded.


## R. M. COULTER, <br> Deputy Postmaster General.

W. J. Jomnstone, Accountant.

## NEW BRUNSWICK POSTAL DIVISION.

## Detail of all payments for Mail Transportation in New Brunswick Postal Division performed within the year ended 30th June, 1898.



Drtafl of all payments for Mail Transportation in New Brunswick Postal
Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in New Brunswick Postal

 Division, \&c.-Continued.

# Detall of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Continued. 



## Detarl of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Continued.


## Derail of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Continued.



## Post Office Department.

## Detail of all payments for Mail Transportation in New Branswick Postal Division, \&c.-C'ontinued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | 8 cts. |
| Harvey Station and Yoho | R. Coffe | 8 | 1 |  |  |  | 4800 |
| Hatfield's Point and Jones' Corne | M. Lunn | 7 | 1 |  | , |  | 4000 |
| Hatfield's Point and West Scotch Settlement. | W. A.S. Perkins | 4 | 1 |  |  |  | 2200 |
| Head of Millstream and Perry Settlement | B. B. Haye | 5 | 1 |  | " |  | 3000 |
| Head of Millstream and Sussex Vale |  | 19 | 2 | 12 | " |  | 17500 |
| Head of Tide and Railway Station | H. C. Gillis. | ${ }^{1 / 6}$ | 6 | 12 | " |  | 8000 |
| Head of Tide and Robinsonville. . | W. D. Duncan | $20^{\circ}$ | 2 | 12 | " |  | 23400 |
| Heron Island and New Mills . | W. Maxwell. . | 3 | 1 | 12 | " |  | 3600 |
| Hillsborough and Lower Caye | T. Ross. |  | 6 | 12 | " |  | 20000 |
| Hillsborough and Railway Sta | R. E. Steeves. | 有 ${ }^{\frac{1}{6}}$ | 12 | 12 | " |  | 8000 |
| Hillsborough and Rosevale. | W. J. Bazley... | 13 | 3 | 12 | " |  | 13200 |
| Hillsdale and Mackville | M. McIntyre. . | 3 | 1 | 12 | " |  | 3000 |
| Hillsdale and Sussex Vale | W. Buchanan. | 17 | 3 | 12 | " |  | 23700 |
| Holderville and Millidgeville | C. H. Gibbons. . | 17821 | 6 \& 3 | 6 |  | (to Dec. 31, 97). | 16450 |
| do do dill ${ }_{\text {do }}$ | H. J. Gibbons. . | 17 \& 21 | 6 \& 3 | 6 | , | from " .. | 16450 |
| Hopewell Cape and Railway Station | F. Ayer.. | 31. | 6 |  | " |  | 14000 |
| Hopewell Hill, Hopewell and Railway Station. | C. L. Peck. | $1 \& \frac{1}{4}$ | 6 \& 12 |  | " |  | 11000 |
| Hopewell Hill and Memel... | R.S. Woodworth | 7 \& 5 | 1 | 12 | " |  | 3700 |
| Hopper and Little River | W. S. Hopper. . | 6 | 1 | 12 | " |  | 2500 |
| Hopper and Salisbury... | J. McGee. | 18 | 1 | 12 | " |  | 8200 |
| Hoyt Station and Juvenile Settlement. <br> do <br> do | W. H. Wa | $\left\lvert\, \begin{array}{cc}12 \\ 12\end{array}{ }^{1} 9\right.$ |  |  |  | $\begin{aligned} & \text { (to Aug. } 31,{ }^{\prime} 97 \text { ). } \\ & \text { fromı } \end{aligned}$ | 1166 7138 |
| Hoyt Station and Railway Station. | A.W. Mersereau | $\frac{1}{2}$ | 12 | 12 | " |  | 7000 |
| Inlah and Railway Station | A. J. Gilli | 100 yds . | 1 |  |  | (from Feb. 1, '98) | 500 |
| Indian Mountain and Mon | I. McFar | 19 | 1 |  |  | (to Mar. 31, '98). | 3900 |
| do do | H. Rento | 19 | 1 |  |  | from " . | 1725 |
| Indiantown and St. John | H. Heney | 2 | 12 | 12 | " |  | 9900 |
| Irishtown and Shediac. | C. Sullivan. | 20 | 1 | 12 | " |  | 12600 |
| Jacquet River and Mitchell Settlement. | W. Arsenea | 5 | 2 | 5 |  | (from Jan. 1, '98) | 2000 |
| Jemseg and Mouth of Jemseg | S. C. Burn | 3 | 3 | 5 |  | (from Fei. 1, '98) | 2041 |
| Jemseg and Railway Station. | L. Ferris. | 18 | 6 | 5 |  | (from Feb. 1, '98) | 18250 |
| Jenkins and Thornetown | M. B. Perry | 2 | 3 | 7 |  | (to Jan. 31, '98). | 2217 |
| Jolicure, Westmoreland Point and Railway Station | W. W. Copp . . . | 7 \& 1 | 6 \& 12 | 12 | " |  | 18100 |
| Keats and Petitcodiac. .......... | W.A.Humphrey | 7 | 3 | 12 | " |  | 10900 |
| Kent Junction and Railway Station | J. Horton. . | $\pm$ | 12 | 12 | " |  | 3000 |
| Kerry and New Ireland Road ..... | J. E. Teahan. | 5 | 1 | 12 | , |  | 3600 |
| Keswick Ridge, Mouth of Keswick, Upper Haynesville and Upper |  |  |  |  |  |  |  |
| Upper Haynesville and Upper Keswick Ridge | J. Harrigan. | 7,26 \& 32 | 1 \& 2 | 12 | " |  | 33200 |
| Kilburn and Kintore. | D. Watt. | 6 | 3 | 12 | " |  | 10000 |
| Kilburn and Railway Station | B. Kilburn | $\frac{1}{5}$ | 12 | 12 | " |  | 3500 |
| Kingselear and Newmarket. | D. McDade. | 5 | 1 | 12 | " |  | 2800 |
| Kingston (King's), Read's Point and Saunder's Siding | L. J. Cosman... |  | 6 |  | " |  | 19400 |
| Kingston(Kent)and Railway Station | J. Conway, Jun. | $7^{\frac{1}{8}}$ | 12 | 12 | " |  | 8000 |
| Kingston(Kent) and Richibucto. ... | P. McCail | 7 | 2 | 12 | " | . . ... ......... | 4400 |
| Kingston (King's) and The Bluffs. | J. L. Keirstead. | 3 | 2 | 12 | " |  | 3000 |
| Knoxford and Upper Knoxford.... | F. Longstaff. . . | 4 | 1 | 12 |  |  | 3200 |
| Kouchibouguac and Kouchibouguac Beach.. | J. Sullivan | 6 | 2 | 12 |  |  |  |
| Kouchibouguac and Laketon. . | P. Flanaga | 6 20 | 1 |  |  | (from April 1,98) | 500 6175 |
| Kouchibouguac and Point Sapin Kouchibouguac and Richibucto. | J. Sullivan. | 20 | 1 | $1 \begin{aligned} & 12 \\ & 12\end{aligned}$ | " | . | 6175 30400 |

## Detail of all payments for Mail Transportation in New Brunswick Postal Division, \&e.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. A | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Lake George and Prince William Station. | A. McLean | $\begin{array}{r} 22 \\ 3 \\ 5 \end{array}$ |  |  |  |  | $\begin{array}{r} 12349 \\ 2917 \\ 2300 \end{array}$ |
|  | A. McLean <br> R. Black. . |  | ${ }_{3}^{2}$ | 12 ma | -1 |  |  |
|  | M. Landry . |  | 11 | 12 | ……....... |  |  |
|  | J. Ta |  |  |  |  |  |  |
|  | E. Ta |  | 12 |  |  | Mar. ${ }^{\text {a }}$, 38 . |  |
|  |  |  | 2s\&2w |  |  |  | 00 |
| Légete and Portage | L. Mauzera | 2 | 3 |  |  |  |  |
| Lépreaux and Pocolog | S. T. Anderson | 10 | 2 | 12 |  |  | 100 |
| Lépreaux and Railway | H. P. Reynolds |  | 12 |  |  | and arrears |  |
| Lewis Mountain and Petit |  | 12 \& 13 |  |  |  |  |  |
| Lime Hill and Main P | A. C. Scribn |  |  |  |  |  |  |
| Limekiln and Stanley. | H. R. Turn | 2 | 1 | 12 |  |  | 25 |
| Lincoln and Orome | W. Rutledge |  | 3 |  |  |  | 39 |
| Lisson and Markhe | T. Lisson. | ${ }_{1}^{31}$ | 1 | 12 |  |  | 20 |
| Little Lake and T | J. Duplis | 11 20 | 1 |  | " | (to Dec. 31, '97). |  |
| ong Beach and | B. Tuft | 2 |  |  |  |  |  |
| Long Point and Springfield | E. Kellier | $\begin{array}{\|c} 7 \& 10 \\ 26 \\ 26 \\ \hline \end{array}$ |  |  |  | $\begin{aligned} & \text { to Sept. } 30,97 .) \\ & \text { from } \end{aligned}$ |  |
| Long Settlement and Woodstock.. | H. N. Atherton. C. W. Atherton. |  |  |  |  |  | $\begin{array}{r} 6875 \\ 206 \\ \hline 25 \end{array}$ |
| Lower Brighton. Newburg Junction, <br> Pumbroke and Newbur | D. Downey ..... | 3 \& 6 | 6 \& 2 | 12 |  |  | 15000 |
| Lower Millstream and Par ment. | G. S. Sharp. | $6 \& 5$ | 1 | ${ }_{12}^{5}$ |  | (from Feb. 1, '98) |  |
| Lower Nappan and Point au | A. Camphell.. |  |  |  |  |  | 1625 5232 |
| Lower Turtle Creek and |  |  |  |  |  |  |  |
| reek |  |  |  |  |  |  | 27501000 |
| Iower Wakefield and Rose |  | 4 |  | ¢ " |  | (fron Aug. , 98 ) |  |
| $\underset{\text { do }}{\text { Ludlow and Railway Station }}$ | J. Murph | $\frac{1}{8}$ |  |  |  |  | $\begin{aligned} & 1000 \\ & 10000 \end{aligned}$ |
|  |  |  |  |  |  |  |  |
| McGinley and Railway Station. McNamee and Railway Station do do |  |  |  | 12 |  | (t) Dec. 31, 97\%). | 750022502200 |
|  |  |  | 12 |  |  |  |  |  |  |
|  | E. M. Donald. . |  |  | 12 |  | - . ............. |  |
| Maple Green and Railway Station.. | W. H. Fraser. . | $1 \frac{1}{2}$ |  |  |  | 60 |  |
| Maplehurst, Upper Kent and Railway Station...... . do |  | $3 \& k$ | 2 \& 12 |  |  |  | ( (to Sept. 30, '97). | 2800 |
| Mapleworod and Millville | L. Hawthorne. |  |  | 12 |  |  |  |
| Mars Hill and River de Chut | C. E. Palmer.... |  |  |  |  |  | 2500 |
| Marysville and Railway Sta | c. G. W. Foster... |  |  | 12 " |  | " | 6000 |
| Meadows and Kailway Stat |  |  | ${ }_{12}^{24}$ | 12 |  |  | 20003000 |
| Meductic and Porton. | G. F. Beach.... | $20 \mathrm{yds}_{\substack{18 \\ 6.0}}$ | 6 |  |  |  |  |  |  |  |
| Meductic and Wioodstc ck | H. W. Bourne. | ${ }_{12}^{6}$ |  | 12 |  |  | $\begin{array}{r}300 \\ 300 \\ \\ 2800 \\ \hline 00\end{array}$ |
| Melrose and Railway Station |  |  | 6 |  |  |  |  |
| Memramcook and Railway Station. | S. C. Charters <br> S. J. Patrick |  |  |  | " | (to IVec. 3 | 750 |
| do do do |  |  | 2416 |  |  | " (from Feb. 1, 988. ) |  |
| Mercer and Norton Station.. Middle Simonds and Woodsto | (G. Robertsc | ${ }_{16}{ }^{3}$ |  |  |  | 308331000 |  |
| Middle Simonds and Woodst | H. C. Sha |  |  |  |  | (from Sept. 1,98) |  |
| Midgic and Rail | C. Hicks. | 40 y |  |  |  |  |  |
| $\begin{aligned} & \text { Milford, Railway } \\ & \text { ant Paint ... } \end{aligned}$ | J. Irvine <br> J. R. Belyea. <br> J. B. Hamen <br> G. R. Vander | $\begin{gathered} 1 \bar{T}_{10}^{*} \& 1 \\ 4 \\ 4 \end{gathered}$ |  |  |  |  |  |  |
| Mill Brooks and Narro |  |  |  | 12 | (from Feb. 1,98 ) |  | $\begin{array}{r}1760 \\ 125 \\ \hline\end{array}$ |
| Millidgeville and St. |  |  |  |  |  |  |  |
| illerton and Railwa |  |  |  |  |  |  |  |
| Millstrean and Mountain Dale.... Milletream and Mount Hebron Milltown and St. Stephen. do do Milltown and Upper Mills. | S. beck......... | $6 \& 7$ |  | 12 |  | … $\cdot . . . . . . . . . .$. | $\begin{array}{r} 4000 \\ 6500 \\ 4056 \\ 3375 \\ 14625 \\ 4800 \end{array}$ |
|  | F. T. Fenwick |  |  |  |  |  |  |
|  | Hardy \& Bridges |  | 18 |  | " | (to Sept. 30, 97). |  |
|  |  |  |  |  |  | from |  |
|  |  |  |  |  |  |  |  |

Post Office Department

## Detail of all payments for Mail Transportation in New Brunswick Postal Division, \&e.-Continued.



## Detail of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Continued.



Detall of all paymeuts for Mail Transportation in New Brunswick Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \substack{\text { Name } \\ \text { of } \\ \text { Contractor. }} \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Robertville and St. Roset | J. I. Hachey | 4 | 1 |  |  |  | 2500 |
| Robichuud and St. André de Shediac | F. Robichaud. | 17 \& 6 | 2 |  |  |  | 10200 |
| Rockland, Rockland Station and Railway Station. | J. Sutherland | 48\& ${ }^{\frac{1}{8}}$ |  |  |  |  | 31812 |
| Rockport and Sackville. | A. Tower | 16 |  |  | " |  | 6500 |
| Rogersville and Rogersville East | W. Cormier | $4 \frac{1}{2}$ |  |  | " |  | 3300 |
| Rogersville, Vienneau and Railway Station. | P. Thibodeau | 5 \& $\frac{1}{16}$ | 1 \& 12 |  | " |  | 5600 |
| Rolling Dam Station, Railway Station and Sor rell Ridge. | W. Goodill. | ह \& 16 | 12\& 2 |  |  |  | 17000 |
| Rosebank and Six Roads . | M. Robichaud. |  |  |  | " |  | 2500 |
| Rosediale and Upper Woodsto | W. E. Hoyt | 8\&6 |  |  | " | (to July 31, 97). | 750 |
| Rothesay and Railway Statio | J. R. Robertson. | 50 yds . | 30 | 12 | " |  | 7500 |
| Round Hill and Speight's Corners. | A. F. Speight. . | 8 |  | 12 |  |  | 3000 |
|  | A. Grass. | 3 3 |  |  |  | (to 1)ec. 31, '97). | 2000 2500 |
| do do | J. P. DeGrosse. . | 3 |  |  |  | from " . |  |
| St. Almo and Three Brooks | L. Reid | $1 . \frac{1}{2}$ | 2 | 12 | " |  |  |
| St. Andrew's and Railway Station. | R. Storr |  | as req. |  | " |  | 8426 |
| St. Charles and Railway Crossing. | M. J. Daigle | 2 |  |  | " |  | 3000 |
| St. Croix and Railway Station. | M. Hodd. | 1 |  | 3 | " | (to Sept. 30, 97 ) | 1125 |
| St. Fabien and St. ${ }_{\text {Ma }}^{\text {do }}$ |  | 1 |  |  |  |  | 4500 |
| St. François de Kent and St. Thomas de Kent |  | 4 |  |  | " |  |  |
| St. George and Railway Station | C. F. McGe | 1 |  | 12 | " |  | +0 00 |
| St. Isidore and Tracadie. | L. Ashe | 11 | 2 |  | " |  | 6542 |
| St. John (Letter Carriers' Service). | The Saint John Railway Co. . | 7. to 8 | as req. |  | " |  | 30000 |
| St. John and Ry. Station (C.P. | D. O'Connell.... |  | as req. | 12 | " | less fine.. | 46184 |
| St. John and Ry. Station (I.C.R). | do | $\frac{1}{2}$ | as req. |  | " |  | 55856 |
| St. John and St. John West. | T. M. Burns. | 1 |  |  | " |  | 15400 |
| St John and St. Martens. | D. O'Connell | 30 |  | 12 | " |  | 89400 |
| St. John and Sand Point Road | D. Peacock | 3 |  | 12 | " |  | 4000 |
| St. John and Street Letter Boxes. | G. McDade . . . . | $2 \frac{1}{2}$ |  | 12 | " |  | 35900 |
| St. John and Wells.. do do | D. O'Connel <br> T. Kenny. | $19 \& 11$ $19 \& 11$ |  |  |  | (to Dec. 31, 97). from | 4750 3600 |
| St. John West and Street Letter |  |  |  |  |  |  |  |
| Boxes . ... .. ......... . | J. Mcfx. Camp- |  |  |  |  |  |  |
|  | P. Martin | 17 |  |  |  | (from Sep. 1, '97). | $\begin{aligned} & 8000 \\ & 4166 \end{aligned}$ |
| St. Leonard Station and Van Buren (Me.) | D. O. Burgoine. | 1 |  |  |  |  |  |
| St. Leonard St'n and Railway St'n. | L. Michaud. | 4 |  |  | " | (fromSep. 1, 97 ) | 1233 |
| St. Martins and Salmon River..... | C. E. Sweet | 9 |  |  | " |  | 29800 |
| St. Martins and Wood Lake | T. Hosford. | 6 |  | 12 | " |  | 3500 |
| St. Norbert and West Branch | A. Gallant | 5 |  |  | " |  | 1800 |
| St. Stephen and Calais (Me.). | I. Bridges | 1 |  |  | " |  | 10000 |
| St Stephen and Railway Station (C.P.R.) | Hardy \& Bridges | $\frac{1}{8}$ | as req. |  | " |  | 12520 |
| St. Stephen and Railway Station (S.L.R.) |  | 1 |  |  | " |  | 8900 |
| Sackville and Railway Statio | A. W. Dixon.. | 1 |  | 12 | " |  | 24500 |
| Sackville and Second Westcock | S. McAllister | 8 |  | 12 | " |  | 4500 |
| Sackville and Upper Sackville | D. Wheaton | 5 |  | 12 | " |  | 11874 |
| Sackville and Wood Point. | C. Richardson | 6 |  | 12 | " |  | 4500 |
| Salisbury and Kailway Station. | A. G. Chapman. | $\frac{1}{3}$ |  |  | " |  | 16900 |
| Salmondale and Railway Station. | W. D. Patterson | $\frac{1}{2}$ |  | 5 | " | (from Feb. 1, '98) | 1335 |
| Salt Springs and Titusville. | H. O'Brien.. | 6 |  | 12 | " |  | 4400 |
| Sea Side and Railway Station. | S. Laughlan | 交 |  | 12 | " |  | 2000 |
| Shediac and Railway Station | J. D. Weldon. | 1 |  | 12 | " |  | 9600 |
| Shediac Road and Railway Station. | J. Walker. | $1{ }^{1}$ |  | 12 | " |  | 4700 |
| Shippegan and Shippegan Island... | J. Goodine. | 12 | 2 s 1 w |  | " |  | 6000 |
| Silver Beach and Railway Siding. | E. Rideout. | $\frac{1}{k}$ | 4 | 10 | " | (from Sept. 1,98) | 1245 |

## Detail of all payments for Mail Tranaportation in New Brunswick Postal Division, \&c.-Continued.



## Post Office Department.

Detarl of all payments for Mail Transportation in New Brunswick Postal Division, \&c.-Concluded.


## R. M. COULTER, Deputy Postmaster General

W. J. Johnstone,

Anamentrint

## NOVA SCOTIA POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Nova Scotia Postal Division made within the Year ended 30th June, 1897.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Abercrombie and |  | 5 | 2 |  | on |  | 6800 |
| Acacia Mines and Bass River. | J. W. Brodrick | 14 | 6 | 12 |  |  | 32700 |
| Acadia Mines and Londonderry Stn | R. P. Bigney | 23 | 24 | 12 |  |  | 12480 |
| Advocate Harbour and Apple River | T. L. Turple. | 10 | 6 | 12 |  |  | 268 no |
| Advocate Harbour and Eatonville | B. M. Elliott | 16 | 3 | 12 |  |  | 16500 |
| Advocate Harbour and Parrsboro'. | R. Hatfield | 32 | 6 | 12 | " |  | 80000 |
| Afton and Backlands | E. F. Taylor | 5 | 1 |  | " | (from Mar. 1,98 ) | 833 |
| Afton and Bayfield. | M. Connor | $2 \frac{1}{2}$ | 6 | 12 | " |  | 7400 |
| Afton and Guyshoro' Interva | A. M. Chisholm. | 15 | 1 | 8 | " | (to Feb. 28, '98). | 3933 |
| Afton and Railway Station... do do | E. F. Taylor <br> W. McLeod | $50 \mathrm{yds} .$ | 12 | 12 |  | (to Feb. 28, | 33200 2500 |
| Alba and Lowwer Washabuck. | J. Gillis | 20 | 3 | 12 | " | (to Feb. $2 \times 8,98$ ) | 25 600 68 |
| do <br> do | J. S. McDonald. | 20 | 3 | 4 | " | from ", | 8332 |
| Alba and McKay's Point. | J. Gillis........ | 25. | 3 | 6 |  | (to Dec. 31, '97) | 19704 |
| Alba and West Alba. do do | D. H. Kennedy | 2\% |  |  | " | (to Oct. 31, '97).. from | 666 20 00 |
| Alla and Whycocomagh | A. McKenzie | $15^{2}$ | 1 | 12 |  |  | 20 40 |
| Albany Cross and New Albany | W. H. Durland. |  | 1 | 12 | " |  | 4000 |
| Albert Bridge and Horn's Road | H. Horne. | 1 | 1 | 12 | " |  | 2500 |
| Alder Point and Little Bras d'O | J. H. Plant. | 6 | 1 | 12 | " |  | 3500 |
| Alexander and Blackstone | F. Beaton | 24 | 3 | 3 | " | (fromApril 1,98) | 285 |
| Alexander and Cape Mabou. | J. A. Beaton. | 5 | 2 | 3 | , | from " . | 600 |
| Alton and Railway Station | J. Hood. | 75 yds. | 6 | 12 |  |  | 3130 |
| Amherst and Amherst Point. | T. Roberts.. | $4 \stackrel{1}{2}$ | 6 | 6 | " | (from Jan. 1, 98 ) | 7500 |
| Amberst and Hastings | E. Chapman | 6 | 1 | 12 | " |  | 41300 |
| Amherst and Linden | K. Hunter.. | 20 | 3 | 12 | " |  | 26000 |
| Amherst and Little River | C. L. Mills. | 221 | 3 | 12 | " |  | 31200 |
| Amherst and Northport | I. R. Lamy. | $26^{\circ}$ | 6 | 12 | , |  | 70000 |
| Amherst and Railway Station..... | B. W. Ralston | 本 | as req. | 12 |  |  | 18781 |
| Amherst Point and Nuppan Station | J. B. Stewart. | $2 \ddagger$ |  |  | ${ }^{+}$ | (to Dec. 31, 97 ). | 6250 |
| Amherst Station Letter Box and Postal Cars... | B. W. Ralst | 30 yds . | 36 | 12 |  |  | 25 00 |
| Annapolis and Dalhousie West. | W. Stailing. ... | 16 | 1 | 12 | " |  | 9800 |
| Annapolis and Granville Ferry. | W. H. Weatherspoon | 1 |  | 12 |  |  | 22500 |
| Annapolis and Milford | L. Orde . | 14 | 6 | 12 | , |  | 29000 |
| Annapolis and Mochelle. | T. McDormand. | $3{ }^{2}$ | 3 | 12 |  |  | 8000 |
| Annapolis and Perott Settlement | T. Goldsmith | 9 | 1 | 12 | " |  | 5500 |
| Annapolis and Railway Station | G. S. Bishop | $\pm$ | 12 | 12 | " |  | 10500 |
| Anthony's Line and Scotch Village | S. Cochran. | 11 | 2 | 12 | " |  | 5500 |
| Antigonishe and Beechwood | A. McDonald | 1 | 1 | 12 | " |  | 3000 |
| Antigonishe and Brophy's. | I. Brophy. | 26 rt . | 3 | 12 | " |  | 13500 |
| Antigonishe and do Livingstone'sCove. do | R. McDonald. do | $\begin{aligned} & 48 \mathrm{rt} . \\ & 48 \mathrm{rt.} \end{aligned}$ | 4 | 3 |  | $\begin{aligned} & \text { (to Oct. } 31,97 \text { ) } \\ & \text { from } \end{aligned}$ | $\begin{array}{r} 99 \\ 906 \\ 200 \end{array}$ |
| Antigonishe and Georgeville. | do | 44 | 4 | 1 | " | (to July 31, '97). | 3316 |
| Antigonishe and Glen Uig Pleasant Valley | J. D. McDonald | 7 | 3 | 12 | " |  | 7000 |
| Antigonishe and Isaac's Harbour. . | C. Grant. .... | 45) $4.46 \frac{1}{3}$ | 3 \& 3 | 12 | " |  | 1,954 02 |
| Antigonishe and Lower West River | G. S. Williams. | 3. | 2 | 12 | " |  | -4980 |
| Antigonishe and Railway Station.. | W. G. Cunning. ham. |  | 12 | 12 | , |  | 9800 |
| Antigonish and Sherbrooke | T. J. Sears | 40 \& 44 | $3 \& 3$ | 12 | " |  | 54000 |
| Antigonishe and Williams Point. | D. McDonald. . |  | 2 | 12 | " |  | 6000 |
| Antigonish Harbour South Side and Lower South River.. | T. (\%. Kiely | 42 |  | 12 |  |  | 4500 |
| Antrim and Gays River | R. P. McQuinn. | $16 \mathrm{rt}.{ }^{\text {c }}$ |  | 6 | " | (to Dec. 31, 97 ) | 3500 |
| do do | S. A. Ogilvip . | 16 rt . | 2 | 6 | " | from " .. | 3400 |

Post Office Department.

## Detall of all payments for Mail Transportation in Nova Scotia Postal Division, 8c.-Continued.



Derail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.


Post Office Department.

## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.

| Name of Koute. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Arrount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Chignecto and Ma | W. C. Ripley... | $3{ }^{3}$ | 3 |  |  |  | 9400 |
| Chimney Corner and Dunvegan. | L.M.McPherson | $1{ }^{7}$ | 3 |  |  | to July 8, '97) | 183 |
| Chipman's Brook and Lakeville. |  |  | 2 |  |  |  | 6948 |
| Chipman's Corner and Upper Dyke Village. | R. Harris. | 2 | 6 |  |  |  |  |
| Chipman's Corner and Kentvill | I. W. Pyke. | 21. | 6 | 8 | " | (from Nov 1, 97) | 6666 |
| Christmes Island and Fest Bay. | M. Bryden. | 31 | 3 | 12 | ' |  | 44800 |
| Christmas Island and Railway Station. | J. McDougall. |  | 12 | 12 | " |  | 50 |
| Church Point and Railway Station. | V. Thibodeau. | $2 \frac{1}{2}$ | 12 | 12 | " |  | 15650 |
| Churchville and Mountville. | J. McMillan . . | 3 | 1 | 12 | " |  | 2300 |
| Churchville and New Glago | W. Robertson. | 6 | 3 | 12 | " |  | 8892 |
| Claremont and River Philip.. | M. T. Shipley. | 4 | 2 | 12 | " |  | 4000 |
| Clark's Harbour and The Hawk | M. Atwood..... | 312 | 6 | 12 | " |  | 5000 |
| Clark's Road and Louisburg. | M. W. MeLean. | $4 \frac{1}{2}$ | 1 | 12 | " |  | 2900 |
| Clementsport and Clementsvale | A. S. Brown.... | 4 | 3 | 12 | " |  | 8000 |
| Clementsport and Railway Station. | E. P. Roop. | $7^{\frac{1}{2}}$ | 12 | 12 | " |  | 5800 |
| Cloverdale and Middle Stewiacke.. | W. W. Winton. | 7 | 2 | 12 |  |  | 8000 |
| Clyde River and Upper Clyde River | J. H. McKay. | 25 | 1 | 3 9 |  | (to Sept. 30, 97). | 2275 |
| Coddles Harbour and Isaacs Harbour East Side. | R. Boyce..... | 25 | 1 | 9 12 | " | froma ${ }^{\text {/ . }}$ | 6525 8400 |
| Cogmagun River and Kennetcook | H. E. Reynolds. | 5 | 1 | 12 | " |  | 1800 |
| Coldbrook Station and Railway Station. | E. E | 60 yds. | 12 | 12 | , |  |  |
| Coldstream and Gay's Rive | C. Gay | 5 | 1 | 12 | $\cdots$ |  |  |
| College Grant and Collegevi | T. J. Sears | 3 | 2 | 12 | " |  | 5000 |
| Collegeville and Lochaber.. ..... | do | $1 \frac{1}{2}$ | 3 | 4 |  | (to Oct. 31, 97). | 1666 |
| Collegeville and North Last Lochaber. | R. Nichols | $6 \frac{1}{2}$ | 3 | 8 |  | rom Nov. 1, 97 ; |  |
| Collingwood Cornerand Farmington | M. Chapman | $12 \frac{1}{2} \mathrm{rt}$. |  | 5 |  | (to Nov. 30, '97). | 62 50 |
| do do | G. Nix. | 12 r rt. | 3 | 7 |  | from | 7233 |
| Collingwood Corner and Jackson's. | M. Chapman | $6 \frac{1}{61}$ | 3 | 9 |  | (to Mar. 31, '98). | 13500 |
| do Collingwood Corner do and Oxford | R. Chapman. | $6 \frac{1}{2}$ | 3 | 3 |  | fro | 2175 |
| Junction Station.. | M. Chapr | 6 | 6 | 9 | " | (to Mar. 31, '98). | 16200 |
| Collingwood Corner and Oxford Junction Station. | R. Chap | 8 | 6 | 3 |  |  |  |
| Comeau's Hill and East Chebogue. | H. Van Horn. | 8 | 1 | 12 | " |  | 5000 |
| Comeauville and Railway Station | F. A. Comeau. | 23 | 12 | 12 | " |  | 11900 |
| Concession and Railvay Station. | J. L. Boudreau. | 2 | 3 | 12 | " |  | 3588 |
| Conn's Mills and Railway Station. | A. Conn. | 5 | 6 | 12 | " |  | 3500 |
| Conquerall Bank and Conquerall Mills | A. Snyder | 5 | 1 | 12 | " |  | 4000 |
| Cook's Brook and Little River Musquodoboit. | R. B. Cook | 6 | 3 | 12 | " |  |  |
| Copper Lake and North End Lochaber. | A Manson | 4 | 3 |  |  | (from | 4025 |
| Corberrie and Weymouth Bridge .. | A. Babin. | 14 | 2 | 12 |  |  | 12000 |
| Coxheath and Sydney. | R. Martin | 3 | 2 | 12 | " |  | 4000 |
| Cranton Section and Frizzleto do do | P. Burton <br> G. Ingraha | 31 | 3 3 | 3 9 |  | (to Sept. 30, '97). from | 550 1425 |
| Cross Roads, Country Harbour and Forest Hill. | J. A. ${ }^{\text {a }}$ | 9 | 3 | 12 |  |  | 10000 |
| Cross Roads, Leitche's Creek and |  |  |  |  |  |  |  |
| Leitche's Creek................ | D. Johnson. | 3 | 3 | 12 | " |  | 2900 |
| Cross Roads, Leitche's Creek and North-west Arm | A. D. Clark | 1 | 6 | 12 | " |  | 4000 |
| Cross Roads, Leitche's Creek and Railway Station | do | 4 | 6 | 12 | " |  | 00 |
| Cross Koads, Ohio and James River |  |  |  |  |  |  |  |
| Station .................. | J. McGillivray. . | 10 | 6 | 12 |  |  | 20000 |
| Crousetown and Petite Riviere Bridge. $\qquad$ |  | 3 |  |  |  |  |  |
| Culloden and Digby | C. E. Turnbull. | 17 rt . | 1 |  | " |  | 6400 |

Post Office Department.

## Drtall of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Nova Scotia Postai Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Fauxburg and Lunenburg | E. J. Steverman |  | 2 |  | mos. | (to May 31, '98).. | $4333$ |
| $\xrightarrow{\text { do }}$ Feltz South and Rose Bay | W do | $6 \frac{1}{2}$ | $\stackrel{2}{2}$ |  |  | from ${ }^{\text {(to Sept. }} \mathbf{3 0}$, '97) | $1083$ |
| Feltz South and Rose | W. Moser | 7 | 1 |  |  | (to Sept. 30, '97). | 1500 750 |
|  |  | 7 | $1 \& 2$ |  | " | from $\quad 11$. | 2250 |
| Fenwick and Nappan Station | C. W. Riple | $3 \frac{1}{2}$ | 3 | 12 | " |  | 6400 |
| Ferry Landing ant Jubilee. | W. W. McLeod. | $3 \frac{1}{2}$ | 2 | 12 |  |  | 3000 |
| Fifteen Mile Stream and Trafalgar. | J. Nelson.... | 16 | 2 |  | " | (to Aug. 31, '97). | 3333 |
| Fifteen Mile Stream and Hopewell. | J. McNaughton. | $34 \frac{1}{2}$ | 3 | 10 |  | (from Sept. 1, '97) | 38333 |
| Fisherman's Harbour and Port Hillford. | J. Bingley | 11 | 3 | 15 |  |  | 12300 |
| Five Islands and Great Village | W. E. Burnside. | $27 \frac{1}{2}$ | 6 | 12 | " |  | 60000 |
| Five Islands and Parrsboro. | J. B. Morrison. | 15 | 6 | 12 | " |  | 18900 |
| Fletchers Station and Wellington Station. | E. Largie | $100{ }^{\frac{3}{4}}$ | - | 12 |  |  | 10000 |
| Folly Lake and Railway Station... | Mrs. MicPherson | 100 yds . | 12 | ${ }^{9}$ | " | (to Mar. 31, 98 ). | 3000 |
| Folly Vorlage and Railway Station. | C. Lawrence. | 4.2 | 12 | 6 | " | (from Jan". 1, ,98) | 1000 10000 |
| Forest Glen and Kingross | R. J. McKenzie | 3 | 1 | 12 |  |  | 648 |
| Forties Settlement and New Ross. | A. M. Ross. | 5 | 2 | 6 |  | (to Dec. 31, '97). | 4500 |
| do do | J. Corkum | 5 | 2 | 6 |  | from | 2990 |
| Fort Lawrence and Railway Station/ | C. E. Baker | $\frac{1}{4}$ | 12 | 12 | " |  | 10016 |
| Fort Lawrence and lipper Fort Lawrence | M. Chapman | $2 \frac{1}{2}$ | 3 | 12 | " |  | 600 |
| Fort Louisburg and Louisburg | M. Pope. | $3 \frac{1}{2}$ |  | 12 | " |  | 3500 |
| Fouchie and Gaberous | R. A. McAskill. | 12 | 3 | 12 | " |  | 18500 |
| Fouchie and Grand River | J. Morrison | 30 | 3 | 12 | " |  | 31200 |
| Four Mile Brook and Six Mile Brook | J. D. McKay | 2 | 3 | 12 | " |  | 5900 |
| Fox Harbour and Pugwash .... | F. Tuttle. | 115 | 3 | 10 |  | (to April 30, '98) | 11583 |
| Framboise and North Framboise | L. McQuin. | 5 | 1 | 12 | " |  | 1596 |
| Framboise and Sterling.. | A. McDonald. | 4 | 2 | 12 | " |  | 2648 |
| Frasers Grant and Heatherton. | A. McDougall.. | 5 | 1 | 12 | " |  | 4600 |
| Fraser's Grant and New France | P. I. Perault. <br> L. McNeil | ${ }_{11}^{2}$ | 1 | 9 3 | ", | (t) Mar. 31, '98). from | 900 300 |
| French River and McGraths M'tn. | W. Flynn | 42 | 2 | 11 | " | (from Aug. 1, ${ }^{\mathbf{9} 8}$ ) | 2475 |
| Frenchvale and North-west Arm. | B. Gouthro | 7 | 1 | 12 | " |  | 4800 |
| Frizzleton and Marsh Brook. | J. Lewis. . | 4 | 3 | 12 | " |  | 2100 |
| Gaberouse and Gaberouse Barrachois. | J. Bagnell. | $1 \frac{1}{2}$ | 2 | 12 | " |  | 2000 |
| Gaberouse and Gull Cove. | A. Hardy. | 4 | 1 | 12 | " |  | 3000 |
| Gaberouse and Sydney. | D. McRae ... | 28 | 3 | 12 | " |  | 44000 |
| Gaspereaux and Vesuvius | J. D. Martin | 19 rt . | 2 | 12 | " |  | 7900 |
| Gaspereax and Wolfvilie. ... ..... | M. Cleveland | $2 \underline{ }$ | 6 | 12 | " |  | 9700 |
| Georges River Station and Long Island Main | D. B. Handley. . | 212 | 2 | 12 | " |  | 4500 |
| George's River Station and Railway Station. | W. Almond. | 80 yds . | 3 | 12 | " |  | 2500 |
| Georges River station and Scotch Lake. | D. McKinnon. | 312 | 2 | 12 | " |  |  |
| Georgeville and Glebe Roal | A. McInnis. | 15 rt . | 1 | 12 | " |  | 3500 |
| Giibert Cove and Railway Station. | W. H. Melanson | 34 | 12 | 12 | " |  | 18154 |
| Gilbert Mountain and Halfway River Station. | G. Rector. | 8 | 1 | 12 | " |  | 7500 |
| Gillanders Mountain and Middle | C. McLennan. | 4 | 1 | 12 | " |  | 2100 |
| Glargow and Shunacadie | S. McKinnon... | 4 | 2 | 12 |  |  | 3500 |
| Glassburn and Main Post Road | R. D. Chisholm. | $5^{2}$ | 6 | 8 |  | (to Feb. 28, '98). | 1600 |
| Glencoe and Judique. | H. T. McDonnell | 15 | 2 | 12 | " |  | 7800 |
| Glencoe and Upper Glencoe. | P. Campbell.... | $3 \frac{1}{2}$ |  | 12 |  |  | 2980 |
| Glendale and Victoria Line. do <br> do | J. McEachern <br> C. J. Chisholm. . | 4 | 2 |  |  | (to Oct. 31, '97). from | 716 1725 |
| Glendale and Weat Bay Road.... | A. McDonald . |  |  |  |  | 23 days (from <br> July 9, '97).... |  |
| Glendyer and Mabou | W. McDonald. | 3 | 6 | 12 | " |  | 8000 |

# Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued. 

| Name of Route. $\quad \begin{gathered}\text { Name } \\ \text { of } \\ \text { Cuntractor. }\end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | cts. |
|  | $10 \frac{1}{2}$ | 3 |  |  |  | 19554 |
|  | 10 | 1 |  |  |  | 3900 |
|  | $28 \frac{1}{2} \mathrm{rt}$. |  |  |  |  | 2340 |
|  | 100 yds . | 12 |  |  | (to Mar. 31, '98). | 3750 |
|  | 100 yds . |  |  |  |  | 1250 |
|  | 12 |  |  |  |  | 32000 |
|  |  |  |  |  |  | 20000 |
|  | 1 |  |  |  |  |  |
|  | 11 |  | 8 |  | 98). | 3533 |
|  | 21. |  |  |  |  | 7000 |
|  | 20 | $1 \& 2$ |  |  |  | 345 (0) |
|  | 27 |  |  |  |  | 44000 |
|  | 41 rt . |  |  |  | (to Mar. 31, 98 ). | 27000 |
|  | 41 rt . |  |  |  |  |  |
|  | 45 rt . | 1 | 12 | " |  | 13344 |
|  | 45 rt . |  |  |  |  | 12700 |
|  | 71 |  |  |  | (to Nov. 30, '97) | 5357 |
|  |  |  |  | " |  | 1000 |
|  | 150 yds . |  |  |  |  | 3300 |
|  | 3 |  |  | " |  | 6400 |
|  | 哿 |  | 12 | " |  | 60000 |
|  | 10 |  | 12 |  |  | 38000 |
|  | 00 yds . |  |  | " |  | 3500 |
|  |  |  |  |  |  |  |
|  |  |  |  |  | (to Sept. 30, '97). | 1125 <br> 14 <br> 5 |
|  | $2 \frac{1}{2}$ |  |  | " |  | <0 00 |
|  | $\frac{1}{2}$ |  |  |  |  | 10016 |
|  | $4 \frac{5}{2}$ |  |  | " | (to Stpt. 30, ${ }^{\prime} 97$ ). | 625 |
|  | 3 |  |  | " |  | 900 |
|  | 17 |  |  | , |  | $3+900$ |
|  | 7 |  |  | " |  | 10920 |
|  | 17 |  |  |  |  |  |
|  | 5 |  |  |  |  | 9600 |
|  | 5 |  |  |  | 15 days (to Oct. $15,97)$ | 1400 |
|  | 5 |  |  |  | 16 days (fromoct. $16,^{9} 97$ ) |  |
|  | 54 |  |  |  |  | 7000 |
|  | 2 |  |  |  | ( to Dec. 31, 97 ). | 2900 |
|  | 2 |  |  |  | from | 2250 |
|  |  |  |  |  |  | 9000 |
|  | $1 \frac{1}{2}$ |  |  |  |  | 2000 |
|  |  |  |  |  |  |  |
|  | 5 |  |  |  | (to Dec. 31 |  |
|  | 5 |  |  |  |  | 3349 |
|  | 10 |  |  |  | (to Dec. 31, '97 | 4100 |
|  | - 6 |  |  |  | (to Mar. 31, ${ }^{\text {a }}$ ). | 5850 |
|  |  |  |  |  |  |  |
|  | 4 \& 2 |  |  |  |  | 4800 |
|  | 4 |  |  |  |  | 25979 |
|  | 5 |  | 12 |  |  | 10000 |
|  | $3 \frac{1}{2}$ |  | , 12 |  |  | 2000 |
|  | 26 |  |  |  |  | 1,378 00 |

Post Office Department.
Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.

| Name of Ronte. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Guysboro' and Salmon River Lake Settlement. <br> Guysborn' and Tor Bay. <br> (iuysboro' Intervale and North In. tervale | E. H. Ca | 13 | 3 |  |  |  |  |
|  | L. Phalen | 20 | 3 |  |  |  | 21800 |
|  | J. M. Ferguson. | 3 | 3 |  |  | (from Mar. 1, '98) | 962 |
| Half Island Cove and Main Post Road. <br> Half Island Cove and White Head. |  |  |  |  |  |  |  |
|  | S. Hendsbee | 1 | 6 | 12 |  |  | 5000 |
|  | S. Hendsbee | 13 | 6 | 12 |  |  | 27400 |
| Halfway River Station and Harrison Settlement. | J. H | 7 | 2 | 12 |  |  | 00 |
| Halfway River Station and Railway Station. |  |  |  |  |  |  |  |
|  | F. Fullerton | 5 | 12 | 12 |  |  | 5000 |
| Halifax and Lower Prospect. | G. H.Slaunwhite | $22 \frac{1}{2}$ | 1 | 12 |  |  | 8400 |
| Halifax and Mahone Bay | McLean Bros. . | 62 | 6 | 12 |  |  | 1,925 00 |
| Halifax and Morris Street Branch Post Office |  |  |  |  |  |  | 1,320 |
|  | L. J. Myli | 㘶 | 18 | 12 |  |  | 10000 |
| Halifax and Steamer | T. Foley |  |  |  | cial t |  | 050 |
| Halifax and Prospect | J. Walsh | 21 | 2 |  | month |  | 12500 |
| Halifax and Railway S | .J. M. McGrath \& Co. | 11/8 |  |  |  |  | 85408 |
| Halifax Letter Carriers' Service . . . | Halifax Electric Tramway Co. |  |  |  |  |  |  |
| alifax and Sambro | J. Smith. . . . . | $21 \frac{1}{2}$ | 2 |  |  |  |  |
| Halifax and West River Sheet Harbour |  |  |  |  |  |  |  |
|  | A. McInnes | 81 |  |  |  | (to July 31, '97) | 9241 |
|  |  | 81 |  |  |  | (to Dec. 31, '97) | 47350 |
|  | R. Stoddard | 83 | 3 |  |  | from | 56820 |
| Halifax and Wharf | S. Cunard \& Co. |  |  |  |  | seasons '97 \& '98. | 4800 |
| do do Hansford and West Hansford | Sundry persons. . <br> J. Duncan |  |  |  |  | trips. | 725 |
| Hansford and West Hansford | B. Duncan... . | $1 \frac{1}{2}$ | 2 |  |  |  | 2700 |
| Hantsport and Lockhartville. . | B. Nason..... | 3 | 3 | 12 | " |  | 7400 |
| Hantsport and Railway Station. | S. H. Mitchner. | ${ }_{18}^{16}$ | 24 | 12 | " |  | 6800 |
| Harbour au Bouche and Railway Station. | M. Lavang |  | 12 |  |  |  |  |
| Harbourville and Kailway station . | G. Collins | 12 |  | 12 | , |  | 15316 |
| Harmony Mills and Westfield | IV. C. Harlow | 4 | 1 | 12 | " |  | 2200 |
| Hawthorne and Port Hood....... | D. A. Beaton | 4 | 2 | 12 | , |  | 20.00 |
| Hay Cove and Loch Lomond .... . | J. McKenzie | 12 |  |  |  | (to Mar. 31, '98). | 11562 |
|  | K. McDonald... | 12. |  |  |  | from " | 1950 |
| Hay River and Mount Young. | A. S. McKinnon | $1 \frac{15}{2}$ | 3 | 12 | " |  | 3000 |
| Hazel Hill and Little Dover. <br> Head Indian Harbour Lake and Sherbrooke.. | P. Sampson..... | 4 | 1 | 12 | " |  | 3000 |
|  | J. S. Cameron | 41 rt . | 3 | 12 |  |  | 22464 |
| Head of Jeddore and West Jeddore | J. A. Blakeney.. | , | 3 |  |  | (to.Jan. 31, 98) | 6561 |
|  | S. Doupe... | 9 | 3 | 5 |  | from " | 4166 |
| Head River Hebertand Kiver Hebert | J. O. Scott | 5 | 3 | 12 | " |  | 8800 |
| Head of South River Lake and Salmon River Lake Settlement . | R. Flynn | 15 | 3 | 12 |  |  | 11748 |
| Head Tatmagouche Bay and Railway Station. | A. Upham | 2 | 3 |  |  | (to Mar. 31, '98). | 3395 |
| Head Tatamagouche Bay and West Tatamagouche | J. McMilla | 3 | 1 |  |  | (to Aug. 31, '97) | 241 |
| Head of Wallace Bay North Side and Pugwash Junction Station... | H. Brown | 5 | 6 | 12 | " |  | 17500 |
| Heathbell and Scotsburn Station... | D. Cameron | 3 | 3 | 12 | " |  | 8000 |
| Heatherton and Kailway Station. | D. D. Harrington | $\frac{1}{2}$ | 12 | 12 |  |  | 3500 |
| Heatherton and Summerside...... | D. Boudrot.... | 3 | 1 | ${ }_{6}^{6}$ |  | (to Dec. 31, 97 ). | 1386 |
|  | J. Chisholm | 3 | 12 | 6 |  | from " | 1050 |
| Hebron and Railway Station.....Hectanooga and Railway Station. | S. A. Bain...... |  | 12 | 12 | " |  | 7500 |
|  | M. A. Blackadar. | 50 yds . | 12 | 12 | " |  | 4000 |
| Hilden and Railw:y Station. | M. A. Brown |  | 12 | 12 |  |  | 5000 |
| Hillaton and Railway do | M. Percy | 500 yds . | 24 | 3 |  | (to Sept. 30, '97). | 1580 |
|  | do | 500 yds . | 24 | 1 |  | (from June 1, '98), | 825 |

## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



## Drtarl of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \substack{\text { Name } \\ \text { of } \\ \text { Contractor. }} \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 14 |  |  |  |  | \$ cts. |
| Middle Musquodoboit and Moose River Gold Mines. | M. J. Higgins. |  | 12 | 12 months . |  |  |  |
| Middle Musquodoboit and Murchyville .. |  |  | 2 |  |  |  | 1700 |
|  | prott.. | 5 | 2 | 12 | " |  | 5400 |
| Middle Musquodoboit and South Branch. |  | 12 | 1 | 12 |  |  | 4800 |
| Middle Musquodoboit and Wyse's |  |  |  |  |  |  |  |
| Corner . . . . . . . . . . . . . . . .. |  | 27 | 3 |  |  | (to Dec. 31, '97). | 000 |
| do | Higg | 27 rt . | 3 | 6 |  |  | 7600 |
| Middleton and Nictaux Falls. | L. E. Barteaux. | 8 | 6 | 12 | " |  | 15600 |
| Middleton and Port George. | F. S. Mosher | 8 | 3 | 12 | " |  | 8800 |
| Middleton and Railway Stati | D. Feindel. | $\pm$ | 18 | 12 | " |  | 11232 |
| Milford Station and Railway Station | J. W. Wickwire. |  | 12 | 12 | " |  | 6260 |
| Mill Road and New Ross.... | E. M. Baylan.. | 5 | 1 | 12 | " |  | 2448 |
| Minudie and River Hebert West Side ... | T. M | 7 | 6 |  |  | (to Nov. 30, '97). | 3125 |
|  | J. Bai | 7 | 6 | 7 |  | from " | 14583 |
| Mira Gut and Port Morien | H. W. Spe | 25 rt . | 1 | 12 | " |  | 7900 |
| Monk's Head und Pomquet Chapel. | J. Morell | 21 | 3 | 12 | " |  | 5500 |
| Mooseland ant Tangier. | T. H. Hilchey | 13 | 2 | 12 |  |  | 12700 |
| Morden and Victoria Harbour | W. Dempsey | $3 \frac{1}{2}$ | 1 | 12 |  |  | 2600 |
| Moser's River and West River Sheet Harbour.. | J. S. Came | 32 | 3 | 12 |  |  | 49300 |
| Mosherville and Rawdon | J. Britton. | 7 | 2 | 12 | " |  | 6500 |
| Mossman's Grant and Northfield. <br> Mossman's Grant and Railway Station. | W. H. Arenburg | $2 \frac{1}{2}$ | 1 | 12 | " |  | 3000 |
|  | W. S. Bak | 100 yds . | 2 | 12 | " |  | 2000 |
| Mountain Road and River John.... | R. Holt. | 100 ys. | 2 | 12 | " |  | 3000 |
| Mount Cusack and Sydney | H. Cusack | 7 | 1 | 1 | " | (to July 31, '97). | 375 |
| Mount Denson and Railway Station | M. J. Shaw |  | 2 | 12 |  |  | 9000 |
| Mount Rose and Paradise Lane. | C. Grant. | $5 \frac{1}{2}$ | 2 |  |  | (to Aug. 31, '97). | 916 |
| Mount Thom Settlement and Salt Springs |  | 6 | 2 | 12 |  |  | 6600 |
|  | E. Pentz | $22 \mathrm{r} . \mathrm{t}$. | 2 | 12 |  |  | 12000 |
| Mount Uniacke and RailwayStation do do | J. McLe | 135 yds. | 12 | 3 |  | (to Sept. 30, 97 ) | 1580 |
|  | D. Reid | 135 yds . | 12 |  |  | from " . | 3744 |
| Mulgrave and Railway Station.... | T. May | 200 yds . | 12 | 12 |  |  | 4000 |
| Munro's Bridge and Orangedale. <br> Murphy and North East Branch Margaree <br> Musquodoboit Harbour and Petpeswick Harbour. <br> Musquodoboit Harbour and Plea. sant Point. | H. A. Archibald | $1 \frac{1}{2}$ | 2 | 12 | " |  | 2500 |
|  |  | 4 | 3 | 3 |  | to Sept. 30, '97). | 750 |
|  |  | 6 | 3 | 12 |  |  | 6500 |
|  | R. J. Stevens... | 11 | 2 | 12 | " |  | 11000 |
| NappanStation and Railway Station | A. C. Barry | 75 yds. | 12 | 12 | " |  | 8000 |
| New Albany and Railway Station. . | H. L. Oakes |  | 2 | 12 | " |  | 3120 |
| New Campbellton and New Harris. | D. Morrison | 5 | 1 | 12 | " |  | 3000 |
| New Cumberland and West La Have Ferry. |  | $9 \frac{1}{2} \mathrm{rt}$. | 1 | 12 |  |  | 3348 |
| New Edinburgh and Weymouth |  |  |  |  |  |  |  |
|  | W. O. Drucette | $5 \frac{1}{2}$ | 6 | 12 |  |  | 9000 |
| New Elm and Pleasant River | I. Lohnes | 4 | 1 | 10 |  | (from Sept. 1, '97) | 2207 |
| New Glasgow and Railway Station. | T. W. Church. | 者 | 42 | 12 |  |  | 437 149 180 |
| New Harbour and Junction Main |  | 12 | 12 |  |  |  |  |
| Post Road | M. Pero | 9 | 3 | 11 |  | (to May 31, '98).. | 9166 |
| New Jersey Settlement and Weartchester Station.. | G. Pero. | 9 | 3 |  |  |  | 1108 |
|  | T. Scott | 7 | 2 | 3 |  | from April 1, '98) | 1475 |
| Newport and Newport Landing | G. Benedict. | 8 \& 9 | $4 \& 2$ | 12 |  |  | 21700 |
| Newport and Newport Station | J. F. Rathburn. | 5 | 12 | 12 |  |  | 25000 |
| Newport and South Rawdon. | R. G. Cochrane. | 24 rt . |  | 12 |  |  | 6500 |
| Newport and Upper Newport. . | do | $10 \frac{1}{2} \mathrm{rt}$. | 1 | 12 |  |  | 2800 |

Post Office Department.
Detall of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.

| Name of Route. | Name of Contractor. |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Newport and Walt | E. A. Bancroft. | 20 | 6 |  | onth |  | 77864 |
| Newport Station and Railway Station |  | 12 yds . | 24 | 12 |  |  | 5000 |
| N $\in \mathrm{w}$ Ross and Vaughan's. ........ | G. Ross. | 15 | 2 | 12 | " |  | 13425 |
| Newtown and South End Lechaber. | R. A. McLean. | 8 | 1 | 12 |  |  | 2948 |
| Newville and Railway Station. | W. W. Black. | 20 yds . | 12 | 12 |  |  | 2198 |
| Nictaux Falls and Nictaux South do do | F. Smith <br> J. B. Ban | (31. | 1 | 3 9 |  | (to Seept. 30,97 ) from | 500 1125 |
| Noël and Shubenacadie. . . | R. M. Sterling | $34{ }^{2}$ | 1 | 12 |  |  | 12216 |
| Noël and Walton. | J. Woodworth.. | 14 | 6 | 12 |  |  | 38100 |
| North Ainslie and Main Post Road. | C. McDonald . . | 1 | 4 |  | ays (t | to July 8, '97). | 043 |
| North Ainslie and Scotsville. | J. Camphell. | 3 | 3 |  | onth |  | 1467 |
| North East Branch Margaree and Upper Settlement Middle River.. | J. M | 13 | 2 | 12 | " . |  | 8500 |
| North End Lochaber and West Side Lochaber |  | 5 | 3 | 4 |  |  | 2777 |
| North Gut, St. Ann's and Main Post Road | N. M | $\ddagger$ | 4 | 12 | " |  | 1000 |
| North Middleboro and Pugwash Junction. | W. K. | , | 3 | 6 |  | rom Jan. 1, '98) | 5850 |
| North Range Corner and Railway Station | C. B. McNeill . . | $\frac{1}{2}$ | 12 | 12 |  |  | 6886 |
| North Range Corner and South Range $\qquad$ | J. E. | 3 | 2 | 12 | " |  | 4000 |
| North Sydney and Railway Station | A. McDougall. . | 4 | 12 | 12 | " |  | 11800 |
| North Sydney and Street Letter Boxes | J. Dooley |  | 18 | 6 |  | (to Dec. 31,' | 40 |
| do do | A. Brotchi | 2 | 18 | 6 |  | from | 3750 |
| North Sydney and Sydney Mines. | N. McAula | 2 | 12 | 6 |  | (to Dec. 31, '97).. | 7300 |
| do do | J. McNeil |  | 12 | - |  | from | 6750 |
| North Wallace and Pugwash | F. Little. | 148 | 2 | 2 |  | (from May 1, ${ }^{\text {98) }}$ | 2805 |
| Norwood and Railway Station..... | L. L. Robicheau. | 100 yds . | 2 | 12 | " |  | 5014 |
| Nyanzaand West Side Middle River | H. McRae. | 4 | 2 | 12 | " |  | 2472 |
| Oakfield and Railway | F. H. M. Laurie | $\ddagger$ | 12 | 12 | " |  | 4000 |
| Oban and St. Peter's | J. Morrison. | 16 rt . | 2 | 12 | " |  | 7000 |
| Odin and Stewiacke Cross Road | S. Deyarmond . . | 84 | 2 | 12 | , |  | 11000 |
| Old Bridgeport Mines and Main Pout Road |  |  |  | 12 |  |  |  |
| Unslow Station and Railway Station | A. McCurdy |  | 12 | 12 |  |  | 6600 |
| Orangedale and Railway Station... | H. A. Archibald | 4 | 12 |  | ys. (t | to July 8, '97) | 174 |
| Outer Island of Port Hood and Port Hood | W. D. Smith | 5 | 3 |  | month |  | 3000 |
| Oxford and Oxford Junction Station | N. S. Thompson. | 312 | 12 | 12 | " . |  | 25000 |
| Oxfurd and Railway Station...... |  | $1{ }^{2}$ | 12 | 12 | " |  | 9390 |
| Oxford and Rockly | T. McLeod | 10 | 2 | 12 |  |  | 8900 |
| Oxford Junction and Railway Station | Mrs. F.N. Larris C. Fillmore | 160 yds. 150 yds | 12 | 7 |  | 18 dys. (to Oct. 18,97 )... (from Dec. 1,97 ) | 897 1750 |
| do do | C. Fillmore. | 150 yds . | 12 | 7 |  | from Dec. 1, '97) | 1750 |
| Paradise Lane and Port Lorne | E. S. Grant . . | 8 | 2 | 10 |  | (from Sept. 1,97) | 4833 |
| Paradise Lane and Railway Station | H. W. Longley.. | $\frac{1}{2}$ | 12 | 12 |  |  | 8000 |
| Paradise Lane and Roxbury.. .. <br> do do | W. Gormley <br> A. Hinds. | 7 | 1 | 6 |  | $\begin{aligned} & \text { (to Dec. } 31,97 \text { ). } \\ & \text { from } \end{aligned}$ | $\begin{aligned} & 1800 \\ & 1500 \end{aligned}$ |
| Parrsboro' and Railway Station | F. McAleese . . | $\frac{1}{2}$ | 12 |  |  |  | 15650 |
| Parrsboro' and Two Islands.. | T. W. McKay. . | 6. | 2 |  |  | (to Sept. 30, '97). | 1625 |
| do do . | I. Wasson I. E. Toug | 65 3 | 2 | 9 12 |  |  | 2348 3200 |
| Pennant and Sambro. | C. ${ }_{\text {C. }}^{\text {D. Pough . . }}$ Patterson. | 12 12 | 1 | 12 |  |  | 3200 130 |
| Pictou and Pictou 1 do |  | 12 | 1 |  |  | from " | 11700 |
| Pictou and Pictou Landing | J. R. Christie. . | 17 |  | 12 | " . |  | 19780 |
| Pictou and Railway Station | W. McDonald. . | 4 | as req. | 12 | " |  | 41316 |

## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



# Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued. 



## Derail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Continued.



## Post Office Department.

## Detail of all payments for Mail Transportation in Nova Scotia Postal Division, \&c.-Concluded.



R. M. COULTER,<br>Deputy Postmaster General.

W. J. Johnstone,
Accountant.

## OTTTAWA IOSTAL DIVISION.

## Detail of all payments for Mail Transportation in Ottawa Postal Division made within the year ended 30th June, 1898.



## Detail of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.



## Drtail of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Naine } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Calabogie and Madawaska Railway |  |  |  |  |  |  |  |
| Station | D. | $\frac{1}{4}$ | 12 |  |  |  | 4900 |
| Calabogie and Springto | A. Wilson |  | 3 |  |  | (from Mar. 1, '98) | 2667 |
| Caldwell and Glengyle | R. Horner. |  | 6 |  |  |  | 5000 |
| Caldwell's Mills and Railway Station | M. McDona | 3 | 12 |  |  |  | 6000 |
| Caledonia Springs and LU'Urignal. . | I. Lalonde | 9 | 3 |  |  | (to Aug. 31, '97) | 2600 |
| Caledonia Springs and Railway Sta- |  |  |  |  |  |  | 3150 |
|  |  |  |  |  |  |  | 5500 |
|  | E. Cah | 112 | 13 |  |  |  | 9332 |
| Calumet Island and Dunr | J. O'Hare. | 5 | 3 | 12 |  |  | 5900 |
| Calvin and Mattawa | A. Sparks. | 73 | 3 | 12 |  |  | 9000 |
| Camelot and North Bay | D. Delaney | 42 | 1 |  | " | (to Aug. 31, '97). | 750 |
| Camplell's Bay and Otter La | P. Mousseau | 7 | 2 | 12 |  |  | 9500 |
| Campbell's Bay and Railway Station | P. McNally | 40 yds. | 12 | 12 | " |  | 2500 |
| Cannanore and Chesterville. | S. Bogart. | 11 | 6 |  | " |  | 15000 |
| Cantley and Kirk's Ferry | M. Reid | 3 | 6 |  | " |  | 16000 |
| Cantley and Lucerne | R. Blackburn | 19 | 2 | 12 | " |  | 20000 |
| Cardinal and Hyndman. | W. D. Girant | $13 \pm$ | 3 | 12 |  |  | 17500 |
| Cardinal and Railway Station (G) | T. J. Dillon | 1 | 21 | 12 |  |  | 11005 |
| Carleton Place and Railway Station do | H. Clarke <br> J. McFarlane | 量 | $\begin{aligned} & 48 \\ & 36 \end{aligned}$ |  |  | (to Mar. 31, '98).. | 13952 |
| Carleton Place and Scitch Curners |  |  |  |  |  | and extra trips |  |
| Carp and Elm | W. Falls | 3 | 3 | 12 | ", |  |  |
| Carp and Huntley | W. H. Blee | $4 \frac{1}{2}$ | 6 | 12 | " |  | 12400 |
| Carp and Railway St'n (O.A. \& P.S.) | do | 4 | 12 | 12 | " |  | 7512 |
| Carsonby and North Giower.. | B. Eastman | $3 \frac{1}{2}$ | 3 | 12 | " |  | 6000 |
| Carswell and Goshen Railway Sta- |  |  |  |  |  |  |  |
|  | A. Stew | $500 \mathrm{yds}$. | 3 |  |  | from "' | 2500 |
| Cancadesand RailwaySta'n(O. \&. G) do <br> do | T. M. Re |  | $\begin{aligned} & 12 \\ & 12 \end{aligned}$ |  |  | (t) April 30, '98). from | $50 c 0$ 1000 |
| Cashion's Glen and Cornwal | J. J. Cashio | 15 | 6 |  |  | (to Sept. 30,97 ). | 11250 |
| do do | J. A. Cash | 15 | 3 |  |  | from | 13875 |
| Casselman and Crysler. |  | 11 | 6 |  |  | and 5 days (to Oct. 5, '97). | 6458 |
| Casselman and Railway Station | J. St. Deni | $\frac{1}{2}$ | 6 |  |  | and 5 days (to |  |
|  |  | 4 | 3 |  |  | Oct. 5, '97). . . | 597 975 |
| Castleford and Castleford Station | W.J. Humphries | 24 | 6 | 12 | , . |  | 190 00 |
| Castleford Station and Reilway Station | I. B. Dick | 200 yds . | 12 | 12 | " |  | 6000 |
| Cawood and Danford Lake....... | S. Knox. | 9 | 1 | 12 | " |  | 4500 |
| Cedar Hill and Pakenham | S. Conne | $5 \frac{1}{2}$ | 3 | 12 | " |  | 10500 |
| Chalk River and Railway Station. |  | $2 \frac{1}{6}$ | 12 | 12 | " |  | 20032 |
| Chapeau and Waltham Railway Station | A. S. Maloney.. | 91 | 6 |  |  | (to May 31, '98).. | 20166 |
| Chard and Pendleton. | W. J. Brown | 4 | 2 | 12 | " |  | 6000 |
| Charteris and Green Mount | W. Judd. | 8 | 3 | 12 | " |  | 8000 |
| Chelsea and Old Chelsea | J. Swerney ... | $1 \ddagger$ | 6 | 12 |  |  | 5000 |
| Chelsea and Railway Station (O.C | I. B. Prentiss. |  | 12 |  |  | (and extra service). . |  |
| Chêneville and Duhamel . .. .....dodo | A. Trem | 13 | 2 |  |  | (to Dec. 31,997 ) | 6250 |
|  | M. Dumou | 13 | 2 | 6 |  | from " | 2600 |
|  | P. Hay | 13 | 6 | 12 |  |  | 20000 |
| Chêneville and St. Emile de Suffolk do <br> do | J. Bind | 12 | 3 |  |  | (to Jan. 31, '98).. | 11667 |
|  | do | - 12 | 3 |  |  | $\begin{aligned} & \text { from } \\ & \text { (to Jan. 31. } \end{aligned}$ | 12292 <br> 218 <br> 85 |
| Chesterville and Crysler..... .... | J. McMahon. | 12 | 6 | 12 |  |  | 26300 |
| Chesterville and Morrisburg | W. Hutt. | $18 \frac{1}{2}$ | 6 |  |  | to Sept. 30, '97). | 9750 |
|  | R. McDonell | 18둘 | 6 |  |  |  | 29250 |
| Chesterville and Kailway Station. | J. Gillispie. | $\frac{5}{4}$ | 12 | 12 |  | night service | 7500 7500 |
| Christy's Lake and Glen Tay.... | J. Robinson. | 8 | 3 | 12 | 1 |  | 4800 |

Post Office Department.
Detail of all payments for Mail Transportation in Ottawa Postal Division. \&c.-Continued.


# Drtail of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued. 

| Name of Route. |  | $\begin{aligned} & \text { 曹 } \\ & 0 \\ & 4 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | \$ cts. |
| Eastman's Springs and Piperville... | $4 \frac{1}{2}$ | 2 | 12 m | onth | s | 4660 |
| Eastman's Springs and Railway Station | X. Brousseau. | 12 |  |  |  |  |
| Eastons Corners andWolford Centre | W. H. Gardner, . 5 I ${ }^{\text {d }}$ | 2 | 12 |  |  | 8500 |
| East Templeton and RailwayStation | D. W. McLaurin 1 | 12 | 12 | " |  | 13000 |
| Eauclaire and Railway Station..... | W. Mackey..... $\ddagger$ | 12 | 12 | " |  | 10000 |
| Egan Estate and Railway Station (O.A. \& P.S.) | W. G. McKay... | 6 | 12 | " |  | 500 |
| Eganville and Germanicus .. | A. Sack....... 7 - | 2 | 12 | " |  | 4800 |
| Eganville and Pembroke. | D. C. King. ... 28 \% | 3 | 12 | " |  | 24517 |
| Eganville and Perreault. | M. Power $\cdots$... ${ }^{\text {B }}$ ( ${ }^{\frac{1}{2}}$ | 1 | 12 | " |  | 5000 |
| Eganville and RailwayStation(C.P.) | B. Hartney | 12 | 12 | " |  | 5850 |
| do do (O.A.\&P.S.) | I. Bulger. .... | 12 | 12 | ", |  |  |
| Elmside and Railway Station .. . | W. McKechnie. 3 2 | 6 | 12 | " |  | 7700 |
| Emmett and Killaloe........ | (r. Kuehl. ......) 4 | 2 | 12 | " |  | 4600 |
| Fairfield East and Railway Station. | S. E. Johns. . . ${ }_{\text {I }}$ (18 | 3 |  | " |  | 3500 |
| Farran's Point, Osnabruck Centre and Kailway Station. | G. Kerr |  |  |  |  |  |
| Farrellton and Railway Station ... | W. Farre | 12 |  |  | Dec. 31, 97).. | 1000 |
| do do | Mc | 12 | 6 |  |  | 1250 |
| Farrelton and Stagsburn | A. McDonald ... 6 | 1 | 12 |  |  | 4000 |
| Felton and Russell. | C. York........ 4 | 2 | 12 | " . |  | 5000 |
| Ferguson's Falls and Perth. | J. Morris....... $18 \frac{1}{2}$ | 6 |  |  | to Mar. 31, 988 ) | 34203 |
| Fieldville and Venosta do |  | $\stackrel{6}{2}$ |  |  |  | 9700 3500 |
| Fitzroy Harbour and Galetta. | H. Kedey. . | 12 | 12 | " |  | 16300 |
| Fltaroy Harbour and Woodlawn... | H. Weatherden. 8 | 6 | 12 | " |  | 16100 |
| Flower Station and Railway Station: | S. M. Lyon..... | 12 |  |  |  | 2500 |
| Folger Station and Railway Station | E. K. Koche.... ${ }^{\frac{1}{16}}$ | 12 |  |  | (from Dec. 1, '97) | 058 |
| Fort Coulonge and (qower Point... | G. Morrisette... 4 | 3 |  | , |  | 6000 |
| Fort Coulonge and Railway Station | D. T. Gervais... ${ }^{\frac{1}{3}}$ | 12 | 12 | " |  | 4000 |
| Fort William and Pembroke. | P. Desjardins... 22 | 6 | 12 | , |  | 45600 |
| Fort William and Wharf | J. McCool.... 140 yds. | 12 |  |  | seasons 1897 and |  |
| Fournier and Rout | J. H. Blaney . . $8 \underline{1}$ | 6 |  | onth |  | 69 149 |
| Foymount and Lake Clear | P. Gibbons...... ${ }^{\text {a }}$ | 3 | 12 | " |  | 4900 |
| Franktown and Railway Station. | R. Ferguson..... 14 | 12 | 12 | " |  | 9600 |
| Galbraith and Middleville | J. Scouler . . . . 7 | 2 | 12 | " |  | 4900 |
| Galetta and Railway Station (O.A. |  |  |  |  |  |  |
| Glengyle and Railway Station. | G. Morrison.... 50 yds . | 12 | $12$ | " |  | $\begin{array}{ll}59 \\ 50 \\ 20 & 47\end{array}$ |
| Glenmore and Maitland.. ... | E. Coville .... ${ }^{\text {G }}$ | 3 | 12 | " |  | 14500 |
| Glen Robertson and North Lancaster | D. McDonald... 25 rt . | 6 | 12 | " |  | 29500 |
| Glen Kobertson and RailwayStation, | S. K. McLeod . . $\frac{1}{2}$ | 24 | 12 | " |  | 9100 |
| Glen Robertson and Ste. Anne de Prescott. . | N. Gravel | 6 | 12 | " |  |  |
| Glen Roy and Munroe's M | G. Bougie ...: 4 | 3 | 12 | " |  | 7300 |
| Glen Smail and Spencerville. | E. Ellis, jr.....: 3 | 2 | 12 | " |  | 4000 |
| Golden Lake and Railway Station.. | E. Zadow. . 1 | 12 | 12 | " |  | 7000 |
| Golden Lake and Ruby... | do ........ $6 \frac{1}{2}$ | 3 | 12 | " |  | 10000 |
| Goldfield and South Finch | A. M. McLean . . 2 2 | 3 | 12 |  |  | 6500 |
| (toodstown and Richmond. | T. H. Mills. . . $\mathbf{3}^{\mathbf{2}}$ | 2 |  |  | (to Aug. 31, 97) | 667 |
| Gower Point and Westmeath. | D. Ringruse . . . 9 | 3 | 12 |  |  | 8580 |
| Graoffield and Railway Station (O. t G.) | P. Grace.. . . 600 yds . | 6 | 12 |  |  |  |
| Great Desert and Lake Talon... | P. Boissonnault. 5 | 1 | 12 |  |  | 6000 |
| Greenfield and Railway Station | J. J. Cameron . | 24 |  |  | $\text { (to Mar. } 31,98 \text { ) }$ | 9375 |
| do do do .... | D. McMullan . $1$ | 24 | 3 |  | from | 1500 |
| Green Valley and Railway Station. | D.A.McDougald | 12 | 12 | ' |  | 5750 |
| Green Valley and St. Raj, hael West | J. Lagrue. | 6 | 12 | " |  | 18900 |
| Griffith and Matawatchan. | A. McFayden... 13 | 2 | 12 | " |  | 13000 |
| mveton and Spencerville | .J. Mcaulay | 2 | 12 | " |  | 4800 |

## Post Office Department.

## Detall of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.

| Name of Ruate. | $\begin{gathered} \substack{\text { Name } \\ \text { of } \\ \text { Contractor. }} \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 12 months. |  |  | \$ cts. |
| Haileybury and Lake Temiscam ingue | C. C. Farr | 14 | 1 |  |  |  |  |
| Haileybury and Liskeard | W. R. West | 4 | 1 |  |  |  | 2500 |
| Halverson and Martin's Lake | M. J. Martin. | 5 | 1 | 3 | " | (to Sept. 30, 97 ). | 1000 |
| Halverson and Masham Mills | P. McKenney. | 10 | 2 | 12 | , | (to Nept. 30, ${ }^{\text {a }}$ ). | 7400 |
| Hardwood Lake and Wingle. | C. B. Marquards | 6 | 1 | 12 | , |  | 4000 |
| Harvey and Glasgow Railway Station | E. Hutson..... | 50 | 6 | 12 |  |  | 3130 |
| Hawkesbury and Calumet Railway | W. Lawlor | 5 | 6 |  | " | and 6 Iys. (from July 27, '97) | 3130 |
|  |  |  |  |  |  |  | 37252 |
| Hawkesbury and L'Orignal | T. W. Lee. . | 6 | 12 | 12 |  |  | 31300 |
| Hawkesbury and Railway Station. | B. McManus ... | 4 | 24 | 12 | " |  | 12520 |
| Hazeldean and Stittsville. | J. A. Cummings | 3 | 6 | 12 | " |  | 15000 |
| Henry and L'Orignal.......... | G. Stiles. | $4 \frac{1}{2}$ | 3 | 12 | , |  | 7550 |
| Heyworth and Railway Station. ... | M. McVeig | 2 | 6 | 12 | " |  | 81) 00 |
| Holland's Mills and Chalifoux Point | W. Brown | $4 \frac{1}{2}$ | 3 | 10 |  | (to April 30, 988 ) | 4334 |
| Hopefield and Wilno......... .... | A. Prince M. Daly | 5 5 | 3 | 3 9 |  | (to Sept. 30, '97). | ${ }^{25} 00$ |
| do Hopetown and Lana | T. Stewar | 5 | 3 | 9 12 | , |  | 5100 |
| Hopetown and White.. | R. Jordan | 12 | 1 | 12 | , |  | 5500 |
| Huberdeau and Rockaway Valley.. Hull and Aylmer Railway Station.. | C. Sinclair | 2 \& 1 | 3 | 12 | 12 |  |  |
|  | $\mathrm{H} u l l$ Electric Railway Co. do |  | as req. | ${ }_{10}^{2}$ |  | $\begin{aligned} & \text { (to Aug. } 31, \mathbf{' P}^{5} \text { ). } \\ & \text { from } \end{aligned}$ | 8000 500 |
| Hull, Ottawa and Railway Station. | M. Potvin...... |  |  | 12 |  |  | 50000 |
| Hull and Simmons. | B. A. Simmons. | 8 | 1 | 12 | ", |  |  |
| Hull and Street Letter Boxes. | H. Dupuis | $3 \frac{1}{2}$ | 12 | 12 | " |  |  |
| Hunter's Point and Sunnyside. | P. Kelly. | 11 | 1 | 12 | , |  | 11000 |
| Inkerman and Suffells Crossing | J. C. Davidson | 2 | 12 | 12 | " |  | 9400 |
| Inlet and Thurso....do do | M. French | 204 | 3 | 4 | " | (to Oct. 31, 97 ). | 8333 |
|  | G. Bichler | 20. | 3 | 8 | , | from " | 16333 |
| Irena and Rowena <br> Ironside and Railway Station (O). \& G.) | J. Mullin | 3 | 3 | 12 | " |  | 6800 |
|  | A. Murph |  |  |  |  |  |  |
| Iroquois and South Mountain. | G. Cooper | 14 | 3 | 12 | " |  | 14900 |
|  |  | 15 | 6 | 12 | " |  | 27400 |
| Jarnac and Ripou | U. Martin | 8 | 1 | 9 |  | (from Oct. 1, '97) | 3750 |
| Jarnac and St. Sixte |  | 6 | 1 | 3 |  | (to S ${ }^{\text {cpt. }} 30,197$ ). | 1250 |
| Tockvale and Ottaw | J. Clothier | 16 | 3 | 3 9 | " | (to Sept. 30, '97). | 5770 |
| $\xrightarrow[\text { do }]{\text { Johnston's }}$ ( ${ }^{\text {do }}$ Corners |  | 16 | 3 | 9 |  | from | 12450 |
| Gloucester. | P. Stackpole | 2 | 6 | 6 |  | (to Dec. 31, '97). |  |
| do | H. Forget | 2 | 6 | 0 |  | from ", | 2600 |
| Joynt and North Waketield | R. Joynt. | $12 \frac{1}{2}$ | 3 | 12 | " |  | 18060 |
| Kazubazua and Lake St. Mary | B. Ennond | 5 | 2 | 12 | " |  | 10000 |
| Kazubazua and Railway Station (O. \& (i.). | L. Noel | 3 | 6 | 12 | " |  | 10000 |
| Kemptville and Kemptville Junction Railway Station. | L. J. \& C. H. |  |  |  |  |  | 12:) 20 |
| Kemptville and Merrickville. | J. E. Knapp | 194 | 6 | 12 | " |  | 34000 |
| Kemptville and Millar's Corners | J. Bennett ...... | 11 | 3 | 12 | " |  | 16000 |
| Kemptville and North Rideau... | A. W. Powell... | $5 \frac{1}{2}$ | 2 | 12 | " |  | 8000 |
| Kemptville and Railway Station... | W. Dickinso | 1 | 18 | 12 | " |  | 20000 |
| Killaloe Station and Railway Station. | M. Holly. | 100 yds . | 12 | 12 | " |  | 6260 |
| Kilmarnock and Smith's Falls | W. H. Hunter. | 7 | 2 | 12 |  |  | 9700 |
| $\underset{\text { do }}{\text { Kinhurn and }}$ ( ${ }_{\text {Limestone }}^{\text {L }}$ do | B. Styles..... | 4 | 2 | G |  | (to Dec. 31. '97). | 2250 |
| do |  |  |  |  |  |  | 2500 |

## Detail of all payments for Mail Transportation in Ottawa Postal Division, \& c .-Continued.



## Detail of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.



## Detafl of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.



# Post Office Department. 

## Detall of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Continued.



## Detall of all payments for Mail Transportation in Ottawa Postal Division, \&c.-Concluded.



R. M. COULTER,<br>Deputy Posimaster General

W. J. Johnstone, Accountant.

## PRINCE EDWARD ISLAND POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Prince Edward Island Postal Division performed within the year ended 30th June, 1898.



# Detall of all payments for Mail Transportation in Prince Edward Island Postal Division, \&c.-Continued. 



Post Office Department.

## Detail of all payments for Mail Transportation in Prince Edward Island Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Prince Edward Island Postal Division, \&c.-Continued.



Detail of all payments for Mail Transportation in Prince Edward Island Postal Division, \&c.-Continued.


Derail of all payments for Mail Transportation in Prince Edward Island Postal Division, \&c.-Concluded.

W. J. Johnstone, Accountant.
R. M. COULTER, Deputy Postmaster General.

## QUEBEC POSTAL DIVISION.

## Detail of all payments for Mail Transportatiou in Quebec Postal Division performed within the year ended 30th June, 1898.



## Detail of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { of tractor. } \end{gathered}$ |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | S cts. |
| Berger sille and Quebec Bergerville and Sillery Cove. Berthier and Railway Station. Bic and Railway Station Bic and St. Valerien de Rimouski. Bishop's Crossing and East Dudswell. |  |  |  |  |  | 9000 |
|  |  |  |  |  | (from Jan. 1, 98 ) | 2500 |
|  |  |  | 12 |  |  | 7000 |
|  | Dass | 10 yds . |  |  |  | 360 |
|  |  | $3 \frac{1}{2}$ |  |  |  | 4900 |
|  |  |  |  | ${ }_{6}^{6}$ | (to Dec. 31, 97). | 26 (10) |
|  |  |  |  |  |  |  |
| Bishop's Crossing and Dudswell Centre. |  |  | 3 |  |  | 5000 |
| Bishop's Crossing and Railway Station. | J. R. McFadden | 1 |  |  | $\begin{aligned} & \text { (from Nov. 1, } 97 \text { ) } \\ & (\text { from Nov. 1, '97) } \end{aligned}$ |  |
| Black Cape and Querry | V. LeBlanc |  |  |  |  |  |
| Black Lake and Railway S | A. Blondeau | 100 yds . | 12 |  |  | 4000 |
| Black Lake and St. Ferdinand. | L. Lamuntag | 14 |  |  |  | 39000 |
| Rlack Lake and Wertheim's Mines. | C. Paradis | 1 |  |  | (to Apr. 30, | 5862 |
| Blanchet and St. Lambert de Lévis, | I. Paque |  | 12 |  |  | 3500 |
| landf |  |  | 4 |  |  | 1100 |
| Boissomnault and Ste. Agathe de | O. Boissomaau | 4 |  |  |  | 5000 |
| Bolduc, Jersey Mills and St. Gédéon de Marlow | E. J. Cahill. <br> G. Aubert <br> P R |  |  |  | (from A pril1, '98) | 437512500 |
|  |  | 1088 |  | 12 |  |  |
| Bourg Louis and Railway Sta |  |  |  | 3 | (to Feb. 1, '48). | 1500 |
| Boyer and Railway Station Buckland and St. Damien de Buckland | J. Godbout | 12 |  |  |  |  |
|  |  |  | 6 |  |  | 14500 |
| Bulstrode Station and Railway Station |  | 3 ac . | 12 | 12. |  |  |
| Broughton Station and East Brough- | J. E. Lessard | $5 \frac{1}{21}$ | 61 | 12 |  | 12500 |
| Broughton Station and Railway Station... |  | 300 yds |  | 12 |  |  |
| Broughton Bronghto | E. Bolduc..... |  |  |  |  | 12175 |
|  |  | 61 |  |  |  |  |
|  | T. Sirois | $22^{22}$ | 25 | 9 | 26 days (to April | 379 |
| Campbellton and Nouvelle |  |  |  |  |  |  |
| in River and Muse | C. Prince |  |  |  | to Mar. 31,95 ) | 500 |
|  |  | . 6 | 2 |  | from |  |
| Cap a Ligle and Murray Bay .es | A. Tremb | - ${ }^{3}$ | $\stackrel{\text { as reg. }}{6}$ | Season 1897-98.... ...12 months... ${ }^{\text {a }}$. ${ }^{\text {a }}$. |  | 11 74 4 40 |
|  |  |  |  |  |  | 18017500 |
| Cap Roage and Quebec <br> Cap St. Igace and Railway Sta tion. <br> do <br> do |  |  | ${ }^{6} 1$ | 12 m |  |  |
|  | T. Guimont. J. S. Bernard | $2{ }_{2}^{1}$ |  |  |  | 35601666 |
|  |  |  |  |  |  |  |  |
| Cap St. Ignace and Ste. Appoline de Patton | A. Guimond ... | 21 |  | 12 |  | 80 0 |
| Cap -ante and Les Ecureuils | O. Gauvre | 42 |  | 12 |  | 15000 |
| ap , Sunté and Portneuf | - Marcot |  | ${ }_{6}^{6} 1$ |  |  | 15040004000 |
| Casault and Railway |  | $\frac{2}{5}$ | 12 | 12 |  |  |
| Castlebar and Danville | I. Jarvis ..... |  |  |  |  | 17500 |
| Causapscal and Railway Station. | 0. Charette... |  | 12 | 12 | $\cdots$ | 15500 |
|  |  | . 250 yds . | 12 | 12 |  |  |
| Champigny and Railway Station.Champlann and Railway Station .. |  | $: 11^{\frac{1}{2}}$ |  |  |  | 10000 |
|  | ${ }^{1}$ A Abel | ${ }^{2}$ | 12 | 12 |  | $\begin{aligned} & 9000 \\ & 90 \\ & 50 \\ & 62 \\ & 62 \\ & 3750 \end{aligned}$ |
| Channay and Piopolis <br> Charlesbourg and Quelne <br> Charlesbourg West and Raiiway Station |  |  |  |  | (to Dec. 31, 97) |  |
|  | E. Lefebvre. |  | $\begin{aligned} & 2 \\ & 2 \end{aligned}$ | 666 |  |  |
|  |  |  |  |  |  | $\begin{aligned} & 50 \\ & 500 \\ & 40 \\ & 40 \\ & 2500 \\ & \hline \end{aligned}$ |
|  |  |  |  |  |  |  |  |  |  |  |
| Chaudiere Basin and Etchemin... |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

Post Office Department.

## Detall of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.



Detail of all paymentsf or Mail Transportation in Quebec Postal Division, \&c.-Continued


## Post Office Department.

## Detall of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.



## Detafl of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.



## Post Office Department.

## Detail of all payments for Mail Transportation in Quebec Postal Division, *c.-Continued.



## Detail of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.



## Post Office Department.

Detail of all payments for Mail Transportation in Quebec Postal Division,


# Detail of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued. 

| Name of Route. | $\begin{gathered} \begin{array}{c} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{array} \end{gathered}$ |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| St. André de Kamouraska and Railway Station. | E. Michaud. | 5 | 12 |  | onth |  | 22000 |
| Ste. Agathe and Ste. Agathe East. . | F. Dono | 412 | 3 | 12 | " . | .... ... . | 7500 |
| Ste. Angèle de Laval and Railway Station | J. Coul | - | 12 | 12 | " |  | 3600 |
| Ste. Angele de Rimouski and St. Joseph de Lepage | A. Beaulieu | $6 \frac{3}{4}$ | 6 |  |  |  | 16000 |
| Ste. Anne de Beaupré, St. Joachim de Montmorency and St. Tite des Caps. | A. Renaud | 12 | 6 | 12 | " |  | 21500 |
| Ste. Anne de la Pérade and Railway Station <br> do | A. E. Anger J. Courtois. | $\frac{1}{\frac{1}{2}}$ | 12 | 3 3 9 |  | $\begin{array}{ll} \text { (to Sept. } & 30, \\ \text { from } & \prime \prime \\ \hline \end{array}$ | $\begin{array}{ll} 26 & 25 \\ 32 \quad 25 \end{array}$ |
| Ste. Anne de la Pérade and St. Prosper |  | $7^{2}$ | 12 |  |  |  | 9300 |
| Ste. Anne de la Pocatière and Railway Station <br> do | J. O. Ouelle | 1 | 24 as req. | 3 9 |  | (to Sept. 30, '97). | $\begin{array}{r} 5817 \\ 11250 \end{array}$ |
| Ste. Anne de la Pocatière and St. Onézime. . | A. Ouelle | 6 | 3 | 12 | " |  | 8000 |
| St. Anselme and St. Anselme Railway Station | L. V. Bernier | 1 | 12 | 12 | " |  | 6000 |
| do. do (mixed) | do | 1 | 12 | 12 | " |  | 6000 |
| St. Ant.ine and St. Apollinaire.... | A. Aubin. | 5 | 3 | 12 | " |  | 4800 |
| St. Antonin, Railway Station and Old Lake Road. | R. Levesque | $4 \frac{1}{2}$ | 6 | 12 | " |  | 10955 |
| St. Arsene and Railway Station... | M. Gagnon. | 200 yds . | 12 | 12 | " |  | 3600 |
| St. Arsène and Viger. | J. B. Giagnon. | 6 | 6 | 12 | " |  | 13900 |
| St. Aubert and Railway Station | A. Caron. | $1 \frac{1}{2}$ | 12 | 12 | " |  | 7400 |
| St. Aubert and St. Pamphile .. | C. Bois.. | 31 | 3 | 12 | " |  | 23299 |
| St. Bazile de Portneuf and Railway Station | F. Paquet. | 24 | 6 | 12 | " |  | 8000 |
| St. Bazile Station and Ry. Station. | C. A. Delage. | 150 yds . | 6 | 12 | " |  | 1200 |
| St. Benoit Labre and St. George Beauce. | G. Busque | 8 | 3 | 9 |  | (to Mar. 31, '98). | 7125 |
| St. Benoit Labre and St. Victor de Tring | do | 10 | 3 | 3 |  | from | 2375 |
| St. Bruno de Kamouraska and St. Paschal | C. Lebrun | 7 | 3 | 12 | " |  | 7000 |
| St. Camille and Sherbrooke | Z. Monceau | 26 | 1 | 12 | " |  | 4800 |
| St. Casimir and Railway Statio | C. Laganiere | 4. | 12 | 12 | " |  | 14000 |
| St. Casimir and St. Thuribé. | V. Guertin. | $4 \frac{1}{2}$ | 4 | 1 | " | from Mar. 1, '98. | 1666 |
| St. Casimir and St. Ubalde... | E. Soulard. | $11^{2}$ | d | 1 | " | 9d. (to Aug. 9,'97) | 2837 |
|  | J. Pleau. | 11 | c | 10 |  | 22 d . from ${ }^{\text {c }}$ | 17433 |
| Ste. Catherine and Railway Station | P. Julien.... .. | 1 | 12 | 3 | " | (to Mar. 31, '98). | 7500 |
|  | J. Henchey ... | 1 | 12 | 3 |  | $\underset{\text { extra trip }}{\text { from }}$ | 2750 |
| St. Célestin and Railway Station | E. Arseneau | 14 | 6 | 12 | " |  | 6000 |
| St. Charles, Rivière Boyer, and Railway Station. | E. Bilodeau. | 1 | 6 | 12 | " |  | 1800 |
| Ste. Claire and St. Anselme Railway Station <br> do <br> do | P, Ouellet <br> N. Langlois. | 5 | 6 | 11 | " | (to May 31, '98).. from | 9166 833 |
| Ste. Claire and St. Malachie. | A. Turgeon . | 10 | 6 | 12 | " |  | 13900 |
| St. Clément and St. Cyprien | J. Dionne | 5 | 2 | 12 | " |  | 6000 |
| St. Clément and St. Eloi | J. Boucher. | 12 | 3 | 12 | " |  | 10000 |
| Ste. Clothilde and Victoriaville | L. Lecomte. | 18 | 6 | 12 | " |  | 1900 |
| Ste. Croix and St. Nicolas. | N. Lambert. | 18 | 6 | 12 | " |  | 60000 |
| St. Cyr and Railway Station...... | R. E. Dyson. . | 300 yds . | 12 | 12 | " |  | 5000 |
| St. Damase de Rimouski and St. Moise Station. . . . ..... . ..... <br> do | A. Lamontagne. | 7 | 3 3 | 3 |  | (to Mar. 31, '98). | 6000 |
| St. Damien de Buckland and St. Lazare de Bellechasse. | P. Sinclair. . . . | 7 | 3 | 3 | " |  | 1875 11700 |

Detail of all payments for Mail Transportation in Quebec Postal Division, \&sc.-Continued.


## Detail of all payments for Mail Transportation in Quebec Postal Division, \&c.-Continued.



Post Office Department
Detall of all payments for Mail Transportation in Quebec Postal Division,
\&c. - Concluded.


## TORONTO POSTAL DIVISION.

## Detail of all payments for Mail Transportation in Toronto Postal Division performed within the year ended 30th June, 1898.



Post Office Department.
Detafl of all payments for Mail Transportation in Toronto Postal Division, \&c.-Contınued.

| Name of Route. | Name of Contractor. |  |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | \$ cts. |
| Aurora and Schomberg do do | S. Wray <br> G. W. Stone | $\begin{aligned} & 15 \\ & 15 \end{aligned}$ | 6 |  |  | (to Mar. 31, '93). from | 28125 9125 |
| Aurora and Vandorf.. | B. Finley...... | $7 \frac{1}{5}$ | 6 | 12 |  |  | 1800 |
| $\underset{\text { do }}{\text { Avening and Railway Station }}$ do | E. A. Yingle | 咅 | 12 |  |  |  | 10000 70 |
| Axe Lake and Sprucedale..... | J. McPh | $10 \frac{3}{3}$ | 12 | 12 |  |  | 7000 80 |
| Ayton and Kailway Station | A. O'Farrell | S | 12 | 12 |  |  | 9390 |
| Bala and Glen Orchard | N. Orchard..... | $8 \frac{1}{2}$ | 3 |  |  | seasons $978{ }^{\text {¢ }} 98$. | 8670 |
| Bala and Sahanatien | L. Sihanatien... | 9 | 1 |  |  |  | 5200 |
| Balaclava and Owen Sound | A. Lemon | 15. | 3 | 12 | " |  | 19400 |
| Baldwin and Railway Station | L. Girylls.. |  | 6 | 12 |  |  | 6260 |
| Ballantrae und Railway Stat | R. Hill | $\frac{1}{4}$ | 12 | 12 | " |  | 6000 |
| Ballinafiad and Georgetown | F. W. Be | 6 | 6 | 12 | " |  | 25000 |
| Bulsam Grove and Fenelon Falls. | I. Copp | 6 | 2 | 12 | " |  | 9000 |
| Balsam Lake and Victoria Ruad. | J. Cunningham. | 4 | 2 | 12 | " |  | 7200 |
| Banda and Glencairn Railway Stn. | W. Bell . | $2 \frac{1}{2}$ | 6 | 12 |  |  | 9858 |
| Banks and Collingwood. . . .... | W. Johnson | 12. | 2 | 12 |  |  | 16000 |
| Barclay and Railway Station | I. Handcock | I |  |  |  | to July 14, '97). . | 190 |
| Bardsville and Falkenburg Railway Station. | C. Bard | $6 \frac{1}{2}$ | 2 |  |  | seasons 180:-98. | 5100 |
| Barkway and Lewisham. | W. Low | 8 | 3 |  |  | hs (to Dec. 31, ${ }^{9}$ ) | 81000 |
| do do | J. Fox | 8 | 3 |  |  | from " $\quad$. | 4800 |
| Barkway and Washago | R. C. Benn | 20 | 3 |  |  | (to Mar. 31, '98). | 13950 |
| do do do | J Davy. | 20 | 3 |  |  |  | 4875 |
| Barre ard Hillsdale. | C. E. Smith | 16 | 6 | 12 | " |  | 37500 |
| Barrie and Midhurst | T. W. Cook | 5 | 6 | 12 | " |  | 12000 |
| Barrie and Railway Stat | H. C. Crosby | 10 rods | 60 | 6 |  | (to Dec. 31, '97). | 6484 |
|  | A. Mainpriz | $10 \text { rods }$ | 61 | ${ }^{6}$ |  | from | 5029 |
| Barrie and Street Letter Boxes | M. Murphy..... | 5 | 18 | 12 | " |  | 25000 |
| Barrie Island and Gore Bay...... | W. N. Rumnalls. | 12 | 1 | 12 | " |  | 10000 |
| Bar River, Echo Bay and Railway Station. | W. Findlay. | 8 \& ${ }^{1}$ | 1 \& 6 | 12 | " |  | 15000 |
| Batteau and Railway Statio | S. M. Jackson |  | 12 | 12 | " |  | 6260 |
| Baysville and Bracebridge. | R. Richards | $16^{26}$ | 6 | 12 | " |  | 40000 |
| Baysville and Dorset. | N. Langford | 10 | 6 | 3 | , | (to Sept. 30, '97). | 9000 |
| do do | G. Howard. | 16 | 6 |  |  | from " | 23925 |
| Baysville and Newholm | D. Ferguson. | 9 | 2 | 12 | " |  | 8000 |
| Bayview and Morley | C. Lemon | 7 | 2 | 3 |  | (to Sept. 30, '97). | 2500 |
|  | C. E. Johns <br> C. McKay | ${ }_{11}^{7}$ | 2 | 2 |  |  | 6375 <br> 59 <br> 16 |
|  | P. Hoffman, jun. | 11 | 6 | 10 |  | (to Aug. 31, 97 from | 5916 24583 |
| Beaverton and Railway Station. | G.H.Williamson | ${ }_{8}^{8}$ | 24 | 12 | " |  | 9700 |
| Bedford Yark and Toronto. | A. Gay ..... | 5. | ${ }^{6}$ | 12 | " |  | 27000 |
| Beeton and Railway Station. | J. R. McDonald | 早 | 24 | 12 | " |  | 169 -8 |
| Belfountain and Railway Station | C, F. Byam. | 12 | 12 | 12 | " |  | 20000 |
| Bell Ewart and Lefroy Kailway Stn. | R. Colgan | $1{ }^{-1}$ | 12 | 12 | " |  | 7199 |
| Belllingham and Ironbridge. | D. Bell. | 11 |  | 12 | " |  | 8000 |
| Bellwood and Craigsholme. | C. Campbell | 2 | 3 | 12 | , |  | 5000 |
| Belwood and Dracon |  | $14 \frac{1}{2}$ r.t. | 2 | 12 | " |  | 7474 |
| Belwoud and Railway Station. | J. Hanna. | 2 $\frac{1}{2}$ | 12 | 12 | " |  | 5008 |
| Bendale and Woburn. | J. Larway | $2^{2}$ | , | 12 | " |  | 8000 |
| Berriedale and Hartfell. | D. Gibbons. | 8 | 2 | 12 |  |  | 12900 |
| Berkeley and Glascott. | R. English | 6 | 2 | 12 | " |  | 8400 |
| Berkeley and Railway Station.. | H. Baker. | $\frac{1}{2}$ | 12 | 12 | " |  | 8011 |
| Bethany and Railway Station. . | G. Price | ${ }^{18}$ | 12 | 12 | " |  | 5000 |
| Binbrook and Glanford Ky. Stn. | M. McGann | 5 | 6 | 12 | , |  | 14900 |
| Binkham and Erin .... ...... | W. Wa a sbrough | $4 \frac{1}{2}$ | 2 | 12 | " |  | 7000 |
| Biscotasing and Railway Station... | P. J. Finlan .. | 300 ft . | 12 | 12 | " |  | 3000 |
| Black Bank and Lisle Railway Stn. | T. Farley. | $8{ }^{3}$ | 6 | 12 | " |  | 17006 |
| Black Craek and Lisle Ry. Stn. . | iJ. H . Allen. . | ${ }^{\frac{1}{8}}$ | 12 | 12 | " |  | 6000 |
| Blackstock and Purple Hill. | W. Bartley. | 4 | $\stackrel{2}{3}$ | 12 | " |  | 5500 |
| Blackwater and Railway Station. | J. H. Chant. | 50 ft . | 24 | 12 |  |  | 7800 |
| Blind River and Railway Station | IT. Hawkens, sen |  | 12 | 12 | " |  | 9390 |

## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



## Post Office Department.

Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.


## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c. -Continued.

| Name of Route. | $\begin{gathered} \text { Name } \\ \text { of } \\ \text { Contractor. } \end{gathered}$ |  |  |  | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | \$ cts. |
| Chatsworth and Walter's Falls. | S. J. Q | $12 \underline{1}$ |  |  | 14 days (to May 14, '98). |  |
| do do | T. L. Walt | 121 | 6 | 1 " | 17 dys from May |  |
| Chelmsford and Railway Stat | G. Irvine | 16 | 12 |  |  | $\begin{array}{r} 3740 \\ 100 \\ 00 \end{array}$ |
| Cheltenhain, Campbell's Cross and Railway Station |  |  |  |  |  |  |
| Railway Station Cheney and Ravensworth | W. Henry H. Mingo | ${ }_{2}^{1} \& 21 \mathrm{rt}$. | 12 \& 6 |  |  | 23900 2166 |
| Chippewa and Niagara Falls. | G. W. Young | 6 | 12 | 6 | (to Dec. 31, '97) . | 20000 |
| do do |  |  | 12 | 6 | from , . | 16666 |
| Christian Island and Lafontaine | W. Monague | 7 | 2 | 12 |  | 12000 |
| Churchill and Lefroy Railway Station | E. H. Sloan | $2 \frac{1}{2}$ |  | 12 |  | 15337 |
| Churchill and Railway Station.... | T. A. Fugerty.. | $\frac{1}{2}$ | 6 | 12 |  | 8000 |
| Clarksburg an't Heathcote | S. C. Rowe...... | 5 | 6 | 12 |  | 18800 |
| Clarksburg and Redwing | J. Irwin | 13. | 3 | 12 |  | 19500 |
| Clarksburg and Thornbury Railway |  |  |  |  |  |  |
| Station $\ldots \ldots .$. . ... . do do | S. C. Rowe. <br> R. Crossland.. | $\begin{aligned} & 1 \frac{1}{2} \\ & 1! \end{aligned}$ | $\begin{aligned} & 24 \\ & 24 \end{aligned}$ | $\begin{array}{ll}3 \\ 9 & \prime \prime\end{array}$ | (to Sept. 30, '97). from | $\begin{array}{r} 4875 \\ 18750 \end{array}$ |
| Claremont and Railway Station | J. M. Graham | 4 | 12 | 12 |  | 7667 |
| Claremont and Stouff ville | G. Brownsberger | 19 rt . | 6 | 12 |  | 24000 |
| Clarke and Kendall | M. Stanton.... | $6{ }_{6}^{6}$ | 1 | 9 | (to Mar. 31, '08). | 13614 |
|  | P. Edwards | $6{ }^{6}$ | 12 |  |  | 3350 $18 \pm 67$ |
| Clarke and Railway Stati Clarkson and Railway S | I. Pethick <br> W. F. Cla kson. | 4 | 12 | $\mathfrak{1 0}_{12}$ | days (to May | $18 \pm 67$ |
|  |  | 16 <br> 18 <br> 18 | 18 |  | $\begin{gathered} 22,98) \ldots \\ \text { from } \end{gathered}$ | 2678 5 535 |
| Clavering and Railway Station | M. Perkins... |  | 12 | 12 |  | 7512 |
| Clear Lake and Uttington | A. Taplin. | 161 | 2 | 12 |  | 10400 |
| Clyde and Lestie Railway Station. | E. McNichol | 12 | 6 | 12 |  | 12000 |
| Coboconk and Fenelon Falls. | C. Bowins | $16^{2}$ | 3 | 9 | (to Mar. 31, '98). | 17550 |
| $\underset{\text { Cobuconk and Lorneville Railway }}{\text { do }}$ | W. Gun | 16 | 3 | 3 | from " | 3750 |
| Station... | B. Ross... | 28 |  | 12 |  | 74800 |
| Cotrocunk and Norland | H. LeCraw. | 5 | 6 | 12 |  | 12200 |
| Cockburn Island and Thessalon | R. C. Reid. | 25 | 1 | Part of | seasons 189 | 16800 |
| Coldwater and Lovering. | W. H. Lowering | 6 | 3 | 12 month |  | 13000 |
| Coldwater and Moonstone du do | T. D. Robinson. <br> .J. Craig | 6 6 | 3 3 | $\left\lvert\, \begin{array}{ll} 3 & \prime \prime \\ 9 & \prime \prime \end{array}\right.$ | (to Sept. 30, '97). from | $\begin{array}{r} 20 \\ 20 \\ 5550 \end{array}$ |
| Coldwater and Railway Stati | S. D. Eplett | 1 | 24 | 12 |  | 14398 |
| Coleman and Railway Station. | T. Gibson | 1 | 24 | 12 " |  | 19900 |
| Collingwood and Railway Station. | E. Darrack... | ${ }^{1} 8$ | 36 | 6 | (to Dec. 31, '97). | 12500 |
| ${ }_{\text {do }}^{\text {do }}$ do do .. | D. Sanderson |  | 36 | 6 " | from | 7500 |
| Colling wood and Street Letter Boxes | J. Ferguson | 3 | 18 | $4{ }^{4} 8$ | (to Oct. 31, 97). | 6666 93 |
| Collin's Inlet and Killarney. | C. W. Pitt.. | $11{ }^{32}$ | 18 | ${ }_{3}^{8} \quad$ ", | ${ }^{\text {from }}$ (tu Sept. ${ }^{\prime \prime} 0,97$ ). | 9333 6500 |
| do do | I. Lamorandiere | 18 | 2 | 9 | from | 165 no |
| Colwell and Railway Station | I. Campbell | ${ }^{3}$ | 12 | 12 |  | $62 \mathrm{f0}$ |
| Commanda and Restoule | R. McKee | 10 | 2 | 12 |  | 12000 |
| Conn and Mount Forest ......... | T. Mullarkey. | 8 | 3 | 12 |  | 10000 |
| Connor, Palgrave Stationand Lucille | P. Burns, jun.. | 9 \& 3 ${ }^{\text {d }}$ | 6 \& 3 | 12 |  | 23700 |
| Cookstown and Railway Station. | H. Coleman ${ }^{\text {C }}$ |  | 24 | 12 |  | 15024 |
| Cooksville and Railway Station | C. R. Colwell. | 1 | 12 | 12 |  | 14000 |
| Cooper's Falls and Ragged Rapids. | G. Steen.. | 10 | 1 | 12 |  | 4500 |
| Copetown and Orkney... | A. P. Thompson | 3 | 6 | 12 |  | 14400 |
| Copper Cliff and Sudbury. | F. Hamilton | 5 | 6 | 12 |  | 17000 |
| Corbetton and Railway Station. | J. Corbett | 30 rods. | 6 | 12 |  | 3500 |
| Corson's Siding and Head Lake. | W. A. Maxwell. | 12 | 3 | 12 |  | 17000 |
| Corwhin and Campbellville Railway Station | W. McPhersun. | 10 | 6 | 12 |  | 22400 |
| Coulson and Orillia | A. Reid. . . . | 16 | 6 | 12 |  | 34000 |
| Craigie Lea and Gregory | R. S. (x. dllen. | 5 | 1 | Part of | seasons 1897-98.. | 7125 |
| Craigleith and Railway Station | A. Fleming. . | $2^{\frac{1}{2}}$ | 6 | 12 mont | hs | 4800 |
| Crawford and Elmwood | W. J. Birney | 9 | 3 | 12 | ................. | 11700 |

## Post Office Department.

## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Toronto Postal Division, \& c.-Continued.



## Post Office Department.

## Detail of all payments for Mail Transportation in Toronto Postal Division, \& c.-Continued.



## Detsil of all payments for Mail Trapsportation in Toronto Postal Division, \&c.-Gontinued.



Detail of all payments for Mail Transportation in Toronto Postal Division, \& c.-Continued.


## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



Post Office Department.

## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Toronto Pustal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



## Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.

| Name of Route. | $\underset{\text { of }}{\text { Name }}$ Contractor. |  | $\begin{aligned} & 0.0 \\ & 0_{2}^{2} \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  |  | Period. | Amsunt. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | $3 \mathrm{cts}$. |
| Puslinc | A. McDonald | 1 | 12 |  |  |  | 4005 |
| Queensville and Ravenshoe | J. Fenton.... | 6 | 6 |  |  | (from Oct. 1, 97 ) | 8250 |
| Rama and Longford Railway Station | J. McPherson | $1 \ddagger$ | 6 | 12 | " |  | 8000 |
| Rama Mission and Mail Changing ${ }_{\text {P }}$ ( B Nanigish |  |  |  |  |  |  |  |
| Post....... .......... . ....... | S. B. Nanigishking | $1 \frac{1}{2}$ | 3 | 12 | " |  | 3748 |
| Ravenshoe and Railway Station | W. Tinstead | + | 6 | 12 | " |  | 15000 |
| Ravensworth and Railway Statio | J. M. Garrioch. | 100 yds . | 12 | 5 | " | (from Feb. 1, '98) | 645 |
| Realoro and Railway Station. | J. Greer | $\ddagger$ | 12 | 12 | , |  | 7000 |
| Renforth and Southcote . . | H. Smith. | 2 | 6 | 12 | " |  | 5008 |
| Richards Landing and Sea Gull. | G. Lindley | ${ }^{6}$ | 1 |  |  | (to July 31, 97 ).. | 425 |
| Richmond Hill and Railway Station | W. K. Pructor. | 3 | 12 | 12 |  |  | 31300 |
| Ridgeway and Railway Station.. | P. W. Anthony | 11 | 12 | 12 |  |  | 7200 |
| Riverview and Railway Station | J. Laing . | 3 | 6 | 12 | " |  | 12000 |
| Roach's Point and Lefroy Railway |  |  |  |  |  |  |  |
| Rock Hill and Seguin Falls ...... | W. Robinson, jun | 12 | 3 | 12 |  |  | 20000 |
| Rockside and Terra Cotta. | G. Davidson.... | 33 | 2 | 12 | " |  | 5200 |
| Rosemont and Shelburne | P. Amess | 12 | 6 | 12 | " |  | 29500 |
| Rosemont and Sheldon. | T. J. Anderson.: | $3{ }^{3}$ | 6 | 12 | " |  | 7148 |
| Rosseau and Maple Lake Station | J. Harvie. ... | 12 | 6 | 12 | " |  | 39000 |
| Rosseau and Rosseau Falls ....... P. Mutchen- |  |  |  |  |  |  |  |
| Rosseau and Shannon Hall ........ | backer <br> J. Fletcher | 12. ${ }^{4}$ | 3 |  |  | seasons 1897-98 | 3600 7800 |
| Rosseau and Stanley House. | W. B. Maclean | ${ }^{2}$ | 1 |  | of | seasons 1897-98 | 2850 |
| Rossport and Railway Station.. | J. A. Nicol. | 50 yds . | 12 |  |  | hs (toSept. 30, '97) | 600 |
| do $\qquad$ do | do | 50 yds . | 12 |  |  | from |  |
| Rouge Hill and Toronto | R. H. Crew | 17 | 6 | 3 |  | (to Sept. 30, 977 ). | 12475 |
| do do | W. J. Pize | 17 | 6 | 5 |  | (t ) Feb. 28, '98).. | 19582 |
| do do | G. Falcone | 17 | d | 4 | " | from ." .. | 15666 |
| Royston and Sprucedale. | W. Pearce | 91. | 3 | 12 | " |  | 15088 |
| Ruskview and Terra Nova. | J. W. Walke | 23 |  | 12 | " |  | 4000 |
| St. Azilda and Rayside Crossing | Z. Regimbal | 1.2 |  | 12 | " |  | 10000 |
| St. Catharines and Railway Station | D. Walker | 1 | 24 |  | , |  | 24414 |
| St. Catharines and Street Letter Boxes | M. Ireson | 15 | 2 \& 4 |  | " |  | 23500 |
| St. Patrick and Mail Changing Post |  | $\frac{1}{2}$ | 3 | 12 | , |  | 3875 |
| Sault Ste. Marie and Railway Sta- |  |  |  |  |  |  |  |
| Sadowa and Sebright | F. Grigg. | 53 | 2 | 12 | " |  | 4000 |
| Saurin and Railway Station.. | T. McGrath |  | 12 | 12 | , |  | 2000 |
| Schreiber and Railway Station. | J. E. Walker.. | 200 yds . | 12 | 12 | " |  | 10000 |
| Scotch Block and Railway Station.. | W. Hampshire.. | in | 6 | 12 | " |  | 6000 |
| Scotia and Mail Changing Post.... | E. B. Clearwater |  | 6 | 12 | " |  | 7825 |
| Seagrave and Railway Station.. | I. Johnson |  | 6 | 12 | " |  | 6000 |
| Seguin Falls and Kailway Station.. | W. Fry. | 30 yds . | 12 | 12 |  |  | 5008 |
| Severn Bridge and Railway Station | J. H. Jacks |  | 24 | 12 | " |  | 12000 |
| Shallow Lake and Kailway Station. | T. Finlay |  | 12 | 12 | " |  | 550 |
| Shanty Bay and Railway Station | C. G. Arth |  | 12 | 12 | " |  | 7625 |
| Shelburne and Railway Station. | E. Berwick | 1 | 24 | 12 | , |  | 12520 |
| Sheridan and Cooksville Railway |  |  |  |  |  |  |  |
| Sherkston and Railway Station | B. F. Sherk | $\frac{1}{4}$ | 12 | 11 |  | to July 31, 97).. | 625 |
| Siloam and Uxbridge..... |  | 16 rt . | 12 | 12 |  |  | 3666 13400 |
| Silverdale and Tintern | J. J. Komp | 3 | 3 | 12 | " |  | 13000 |
| Smithdale and Railway Station | D. Smith | 1 | 6 | 12 | " |  | 2504 |
| Smithville and Welland Port | C. E. Neale | 9 | 6 | 12 | " |  | 21896 |
| Snider's Corner's and Trafalga | R. Snider | 7 | 3 | 12 | " |  | 10000 |
| Snyder and Railway Station. | J. J. Willick | 11 | 6 | 12 | " |  | 8800 |
| Sonya and Railway Station....... | A. Black ${ }^{\text {P }}$.... |  | 1 | 12 | " |  | 7825 |
| South Bay Mouth and Tehkummah | W. L. McPhail. | 19 | 12 | 12 | " |  | 9600 |
| South River and Railway Station. | W. Holditch | $18^{\frac{1}{4}}$ | 12 | 12 | " |  | 9360 28000 |
| Sowerby and Railway Station. | W. Harris | 64 | 2 | . 12 |  |  | 10200 |

Post Office Department.

## Detarl of all payments for Mail Transportation in Toronto Postal Division, \&c.-Continued.



# Detail of all payments for Mail Transportation in Toronto Postal Division, \&c.-Concluded. 



W. J. Johnstone,<br>Accountant.

R. M. COULTER,<br>Deputy Postmaster General.

## Post Office Department.

Dratl of all payments for Mail Traneportation in the Dominion of Canada performed within the year ended 30 th June, 1898. CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | $\begin{aligned} & \text { Distance } \\ & \text { in } \\ & \text { Miles. } \end{aligned}$ | No. of Trips per Week. | Period. | Amount. |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | \$ cts. |
| Alberni and Victoria. | Canadian Pacific Navigation Co. | 212 | Tri-monthly | 12 months (to 30th June, 1898). | 65720 |
| Arrowhead and Rubson. | Canadian Pacific Railway Co .. | 122 | 7 | $12{ }^{\prime \prime}{ }^{\prime \prime}$ | 4,068 70 |
| Hell Ewart and Roach's Point | T. Ellis. .................. | 2 | 6 | Part of seasons 1897 and 1898 | 4,608 430 |
| Bubcaygeon and Lindsay (via Sturgeon Point) | Trent Valley Navigation Co.... .... .. | 24 | 12 | " " | 15750 |
| Carillon and Lachine. | Ottawa River Navigation (\%o......... .... | 48 | 6 | " " | 39782 |
| Chicoutimi and Quebec. Collingweod and Sault | Richelieu and Ontario Na vigation Co. . . | 235 | As required. | " " | 4,214 29) |
| Collingwood and Sault Ste. Marie. . . . . . . . | North Shore Navigation Co Great Northern Tranvit Co | 485 247 | 2 | Part of season 1897 | 2,142 84 |
| -Comox and Nanaimo. | Esquimalt and Nanaimo Railway Co | 60 | 1 | 12 months .... | 8572 61400 |
| - Cutler and Maritowaning, de. | D. L. McKinnon . . . . . . . . . . . . . | 74 | 4 | Part of seasons 1897 and 1898 | 1,400 00 |
| Desburats and Hichards Luanding | F. V. Rodger. . | 41 | 4 | Part of season 1897.......... | 1,40700 |
| do do | L. O. Armstrong | 30 | 4 | Part of season 1898 | 20000 |
| Deseronto and Picton. | Deeeronto Navigation Co............ . . . . | 14 | 6 | 12 mronths | 46296 |
| Esquimaux Point and Quebec. . . . . . . . . . . . | A. Fraser \& Co............ . . . . . . . ... | 400 | Once in 10 days.. | Part of season 1898 | 1,240 00 |
| Esquimaux Point and Rimouski. |  | 286 | Fortnightly. | Part of season 1897 | 1,000 00 |
| Fort Frances and Mine Centre. . | F. W. Coates. | 50 |  | Part of seasons 1897 and 1898 | 2, 11500 |
| Fort Frances and Rat Portage | C. Lewis. | 162 | Weekly. | Pat "' | 88400 |
| Fort Steele and Jennings, Montana. | International Transportation Co.. | 150 | 2 | Part of season 1898.... | 4375 |
| Franch River and Midland.. . | North Shore Navigation Co. | 140 | 2 | Part of season 1897..... | 79800 |
| Fredericton and St. John. Gananoque and Clayton U Ü | Star Line Steamship Co............. ..... | 84 9 | 7 | Part of seasons 1897 and 1898 | 1,53055 |
| Gananoque and Clayton, U.S. ............ | Thousand Islands Railway Co......... ... | 9 | 6 | " " | 22500 |
| Gaspé Basin and North Shore of River St. Lawrence.. <br> do <br> do | R. Lindsay <br> J. Howell | 356 .656 | Fortnightly. | Part of season 1897. Part of season 1898. | 74700 34000 |
| Glenora and Wrangel. . . . . . . . . . | Hudson's Bay Co. | 140 | 1 | Part of season 1898 | 34000 11200 |
| Gravenhurst and Rosseau, \&c. | Muskoka and Georgian Bay Navigation Co. | 48, $25 \frac{1}{2}$ \& 50 | 6 | Part of seasons 1897 and 1898 | 3,469 75 |
| Halifax and Boston, U.S. | Canada Atlantic and Plant Steamship Co... | ${ }_{400}$ | 1 | 6 months (to 31st Dec., 1897) | 3,48431 |
| Halifax and St. Johns, Newfoundland. | New York, Newfoundland and Halifax Steamship Co. | 531 | As required. |  | 1,575 00 |
| Head of $\mathrm{L} \cdot \mathrm{ng}$ Sault and Lake Témiscainingue | Canada and Newfoundland Steamship Co. . . A. Lumsilen. | 520 110 |  | 4 " (to 31st Oct., 1897) | 74580 |
| Juniper Island and Lakefield................ . | W. Scollard. | 112 | 1 | Part of seasons 1899 and 1898 | 11500 |
| do do ............... ${ }^{\text {d }}$ \| | W, V, Reynolds. . . . . . . . . . . . . . . . . . . . . . . . . | 12 | 6 | Part of esason 18 | 3750 3750 |

Detail of all payments for Mail Transportation in the Dominion of Canada performed within the year ended 30th June, 1898.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS-Concluded.


Post Office Department.


## Detail of all payments for Mail Transportation in the Dominion of Canada, performed within the Year ended 30th June, 1898. CONVEYANCE OF MAILS BY RAILWAYS.



[^11]
# Post Office Department. 

Derail of all payments for making and repairing Mail Bags, Mail Locks, \&c., during the Year ended 30th June, 1898.

Amount.

W. J. Jonnsrone,
Accountant.

## Post Office Department.

## APPENDI-i $B$

## TRANSACTIONS OF

## ACCOUNTING POST OFFICES

| Com－ |
| :---: |
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| Total |
| :---: |
| Amount of <br> Money Orders． <br> issued． |
| cts． <br> 1,215$\|$ |



|  | 2 |
| :---: | :---: |
|  | \％ |


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Number $|$\begin{tabular}{c|c}

Total $|$| Total |
| :---: |
| Commis－ |

\end{tabular}

，

| Aberfeldy | Lan |
| :---: | :---: |
| Aberfoyle | Wellington， $\mathrm{S} . \mathrm{R}$ |
| Actino |  |
| Acton．．． | Brock vill |
| Adolphustown ．． | Lennox． |
| ${ }^{1}{ }_{\text {A Alsa }}$ Craig．．．． | Middlesex，N． |
| Alexandria | Glengarry |
| Alfred | Prescutt |
| Algoma Mi | Algoma |
| Algonquin | Grenville |
| ＊Algonquin P | Nipissing． |
| Allandale． | Simeoe， |
| Allansville． | Muskoka \＆P．Sound |
| Allenford | Bruce，N．R |
| Alliston | Simeoe，S．R |
| Alna． | Wellington，C．R |
| Almon | Lanark，N． |
| Alton | Cardwell |
| Alvinston | Lanbton，E．R |
| Amherstburg | Essex，S．R．$\dddot{\text { N．}}$ ．${ }^{\text {and }}$ |
| Ancaster | Brant． <br> Wentworth N．and |
| Angus | Simcue，S．R．．．．．． |
| Appin |  |
| Apple | Pengarry， |
| Apsley． | $\xrightarrow{\text { Peterboro，}}$ |
| Arren | Lambton，E． |
| Arkwright | Bruce，N．R． |
| Arnprior ．． | Renfrew，S． |

# Post Office Department. 










为



| Name of Office. | Electoral District. | Gross Postal Revenue. | Number of Money Orders issued. | Total <br> Ainount of Money Orders issued. | Total Commission received from Public. | Total <br> Amount of Money Orders paid. | Compensation paid to Postmasters on M.O. business. | Compensation paid to Postmasters on S.B. business. | Salary. | Forward Allowance | Allowance t,owards Rent, <br> Finel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Blair | Waterloo, S. R | 42513 | 2 | $\begin{array}{r}4330 \\ 7346 \\ \hline 9\end{array}$ | 020 771 | 5600 454069 | 011 1991 | 4253 | $\begin{aligned} & 12600 \\ & 30000 \end{aligned}$ |  |  |
| Bleecker St. (Toronto). | Toronto Cent | $\stackrel{4,20133}{2066}$ | 847 1,586 | $\begin{array}{r}7,346 \\ 13,257 \\ 50 \\ \hline 18\end{array}$ | 77 11037 | 4,540 <br> 4,430 <br> 6 | 19 44 | 42 270 | 75000 | 10668 | 12000 |
| Blenheim. | Kent.. | 2,530 66 | $\begin{array}{r}1,586 \\ \hline 216\end{array}$ | 13,25750 3,914 43 | ${ }^{1} 2093$ | +508 75 | 978 | 209 | 16000 |  |  |
| Blind River | Algoma ...... | 645 <br> 60749 | 316 | 3,914 <br> 2,811 | 2192 | 93974 | 801 | 110 | 24000 |  |  |
| Bloomfield ............. | Prince Edward | 660749 3,00549 | - ${ }^{316}$ | 2,14245 | 8104 | 4,681 85 | 2225 | 2215 | 30000 |  |  |
| Bloor Street (Toronto). | Horonto West. | $3,0054.9$ 450 | 317 | 8,726 56 | 2432 | 1,349 31 | 951 |  | 16600 |  |  |
| Blyth | Huron, E. R.. | 1,467 49 | 894 | 8,788 17 | 6427 | 4,519 19 | 2300 | 4797 | 50000 | 2000 | 00 |
| Bobcaygeon. | Victoria, S. K | 1,638 26 | 1,121 | 18,037 75 | 11300 | 3,887 45 | 4620 | 3046 | 50000 | 20 | 6000 |
| Bolton | Cardwell | 1,377 68 | 573 | 13,028 05 | 7045 | 5,119 54 | 3339 | 15826 | 44000 | 2000 | 6000 |
| $\triangle$ Bonfield | Nipissing | 60279 | 31. | 44607 | 270 | 50816 | 15 | $\checkmark 85$ | 20000 |  |  |
| Bondhead | York, N. R. | 39588 | 349 | 6,343 71 | 3446 | 1,462 06 | 15 $\times 14$ 29 | 185 | 11600 |  |  |
| Bornholm | Perth, N. R | 31001 | 55 | 85811 | 534 88 | 2618 | 214 43 48 | 7837 | 11600 | 8000 |  |
| Bothwell | Bothwell | 2,153 32 | 1,456 | 16,424 84 | 11883 | 4,614 60 | 4338 |  | 60000 1,36000 | 8400 |  |
| Bowmanvill | Durham, W | 4,745 07 | 1,899 | 15,025 42 | 13021 | 12,655 99 | 4138 | 4861 | -950 00 | 10000 | 14000 |
| Bracebridge | Ontario, N. R | 3,783 66 | 2,669 819 | 29,48007 931146 | 120527 6384 | 10,96868 6,571 | 4845 | 4649 | 58000 |  | 8000 |
| Bradford.. | York, N. R. | 1,993 15 | 819 | 9,311 46 | 6384 426 | 6,571854 | 158 |  | 30000 |  |  |
| Braeside | Renfrew, S. R | 5,21976 | 1,377 | 14,611 28 | 10935 | 18,952 07 | 4223 | 4212 | 1,390 10 | 2000 |  |
| Brampton | Peel...... ${ }_{\text {Brant }}$ | - 27,00535 | 1,3,493 | 14,0112 57 | 26190 | 152,650 17 | 9260 | 12438 | 4,629 34 | 40000 |  |
| Brantford | Orant, S. R. | 27,09332 5931 | - 506 | 6,864 27 | 4409 | 1,104 04 | 1781 | 542 | 21000 | 1000 |  |
| Bridgeburg | Welland.. | 95132 | 545 | 5,186 01 | 4212 | 1,895 78 | 1377 | 3296 | 36800 | 3600 |  |
| Buigden... | Lambton, W. R | 1,305 54 | 933 | 9,098 89 | 6735 | 3,985 03 | 2425 | 995 | $+0000$ | 10 \% |  |
| Bright. | Oxford, N. R | 75014 | 447 | 5,255 91 | 4035 | 1,411 91 | 1366 | 2259 | 27000 | 16000 | 10000 |
| Brighton | N'thumberland, E.R. | 2,159 17 | 1,794 | 16,216 94 | 12255 | 8,335 <br> 2178 <br> 17 | 4447 | 5 | 62000 | 11000 | 10000 |
| Broadview Av. (Tor'to) | York, E. R. | 2,744 23 | 400 | 3,573 98 | 3848 | 2,178 26 | ${ }^{9} 21$ | 634 1522 | 20000 |  |  |
| Brockton | York, W. R | 1,819 80 | 616 | 5,616 79 | 4766 | 4,091 84 | 1568 | 1522 |  | .... |  |
| Brockville | Brockville | 24,732 40 | 3,348 | 27,661 31 | 25611 | 74,956 39 |  |  | 4,50000 |  |  |
| Bronte | Halton. | 25771 | 152 | 1,540 07 | 1049 | 1,093 00 | 3273 | 699 | 32000 |  | 0 |
| Brooklyn | Ontario, S. R. | 1,173 29 | 906 | 12,598 37 | 7735 | 2,966 68 | 5271 5 |  | 6000 |  |  |
| Brooksdale | Oxford, ${ }^{\text {N. R }}$. | 11616 29656 | 101 | 2,20953 4,14118 | 11285 26 | $\begin{array}{r}6680 \\ 614 \\ \hline\end{array}$ | 1040 | 045 | 10000 | 2400 |  |
| Brougham ......... | Ontario, W. R...... | 29656 3,01507 | 1,505 | 4,141 78 | 7364 | 15,321 95 | 1875 |  | 10500 |  |  |
| *Brown's Nurseries. | Lincoln \& Niagara.. | 3,015 53319 | 1,228 | 3,245 32 | 2053 | 15,364 83 | 829 |  | 15000 |  |  |
| Brownsvill | Norfolk, ${ }^{\text {Huron, }}$ S. R .. | 46548 | 100 | 1,431 73 | 922 | 97084 | 358 |  | 17500 | 1800 |  |
| Brussels | Huron, E. R. | 2,328 22 | 2,307 | 24,312 44 | 16640 | 6,782 03 | 6434 | 2048 | 72000 | 7000 | 16000 |

## Post Office Department．




 $\ddagger$ Money order business suspended from 12th March to 23rd April， 1898.







Burford Burford
Burgessvile
Burk＇s Falls Burlington．．．．．． Byng Inlet Cache Bay．． Caistorvill $\qquad$ Caledonia Springs
Callender Cambray Camden East Campbellford Camphellville Cannimgton Cargill Carleton Place －＋Carlsruhe Cartier ？ Cedar Dale Centralia

 Chatham $T$
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 Chesley管会等 Clarence．．．．．．． ＊${ }^{\text {＊}}$ A | laren |
| :---: |
|  |

Statement showing the Accounting Offices in operation, \&c., in Ontario-Continued.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Name of Office. \& Electoral District. \& Gross Postal Revenue. \& \[
\begin{gathered}
\text { Number } \\
\text { of } \\
\text { Money } \\
\text { Orders } \\
\text { issued. }
\end{gathered}
\] \& Total Amount of Money Orders issued. \& Total C.mimission received from Public. \& Total Amount of Money Orders paid. \& Compensation paid to Postmasters on M. O . business. \& Com pensation paid to Postmasters on S. B. business. \& Salary. \& Forward Allowance \& Allowance towards Rent, Fuel and Light. \\
\hline \& \& \$ cts. \& \& \$ cts. \& \$ cts. \& \$ cts. \& \$ cts. \& \$ cts. \& \$ cts. \& \$ cts \& \$ cts. \\
\hline Clarksburg \& Grey, E. R \& 92088 \& 1,004 \& 10,272 82 \& 7955 \& 3,969 69 \& 2661 \& 6616 \& 30000 \& 5200 \& \\
\hline Clayton.. \& Lanark, N. R. \& 21479 \& 216 \& 3,150 24 \& 1891 \& 25053 \& 789 \& 021 \& 7200
8000 \& 1200 \& \\
\hline Clearville \& Elgin, W. K \& 21156 \& 122 \& 1,850 12 \& 1092 \& 33084
305089 \& 469
2067 \& \& 8000
36000 \& \& \\
\hline Clifford \& Wellington, N. K \& \(\begin{array}{r}968 \\ \hline\end{array}\) \& 731
1.225 \& 7,39636
13,31079 \& \(\begin{array}{r}5221 \\ 10312 \\ \hline 10\end{array}\) \& 3,95089
14,78830 \& 2067
3805 \& 3332
134
49 \& \(\begin{array}{r}360 \\ 1,240 \\ \hline 00\end{array}\) \& 20
120
000 \& 20000 \\
\hline  \& Huron, W. R... \& 5,109
8,210
2,58 \& 1,225 \& \(\begin{array}{r}13,310 \\ 3,682 \\ \hline 97\end{array}\) \& 10312
3784 \& 14,78830
1,40596 \& 38
96
96 \& 13449
877 \& 1,240
2000
000 \& \& \\
\hline Clinton St. (Toronto).
Cloyne \& \(\left\lvert\, \begin{aligned} \& \text { Toronto West } \\ \& \text { Addington... }\end{aligned}\right.\) \& \(\begin{array}{r}2,210 \\ 236 \\ 236 \\ \hline\end{array}\) \& \begin{tabular}{l}
487 \\
285 \\
\hline
\end{tabular} \& 3,68297
3,21266 \& 3784
2189 \& 1,386 65 \& 967
805
805 \& 2 21 \& 90
900

430 \& 3000 \& <br>
\hline Coiden \& Renfrew, $\mathbf{N}$. R \& 1,344 2 i \& 486 \& 5,990 61 \& 3802 \& 1,909 93 \& 1513 \& 3095 \& 43000 \& 2000 \& 6000 <br>
\hline Cobrceonk \& Victoria, N. R. \& 78975 \& 84 \& 78681 \& 608 \& 69\% 77 \& ${ }^{2} 13$ \& \& $\begin{array}{r}288 \\ 1 \\ 1924 \\ \hline\end{array}$ \& 2400
15600 \& <br>
\hline Cobourg \& N'rthumberla'd, W.R \& 7,323 75 \& 1,687 \& 17,681 83 \& 13610 \& 17,706 34 \& 5183
638 \& 2106 \& 1,92402
160
1,00 \& 15600
2800 \& <br>
\hline Coe Hill M \& Hastings, N. R. \& 45127 \& 146 \& 2,514 69 \& 1389 \& $\begin{array}{r}45209 \\ 16,095 \\ \hline 24\end{array}$ \& 638
4457 \& \& $\begin{array}{r}160 \\ 1,080 \\ \hline\end{array}$ \& 28
14400 \& 16000 <br>
\hline onColborne \& N'rthumberland, E.R \& 3,516 78 \& 1,789 \& 16,49994 \& 12371 \& 16,095
4,70291 \& 4457
3970 \& 537
1115 \& $\begin{array}{r}1,080 \\ 380 \\ \hline 100\end{array}$ \& 14400
2400 \& 4000 <br>
\hline Coldwater \& Simeoe, E. R.. \& 1,319 82 \& 1,148 \& 15,059
1,987
41 \& 9419
1442 \& 4,70291
1,039
20 \& 39
5
51 \& 1115 \& 14000 \& \& <br>
\hline Coleman \& York, E. R \& 46618
-50635 \& 162
2,541 \& 1,987 41 \& 1442
188 \& $\begin{array}{r}1,039 \\ 29,517 \\ \hline 15\end{array}$ \& 7128 \& 3980 \& 1,850 00 \& 20000 \& 29000 <br>
\hline Collingwood \& Simcoe, N. R \& 7,526 35) \& 2,541
$\mathbf{2 3}$ \& 14,15387
36921 \& 18838
238 \& 29,017 365 \& 19
0 \& 358 \& 1,8000 \& \& <br>
\hline Collins Bay \& Frontenac . ${ }^{\text {Bruce, }}$ \& 426
227
99 \& ${ }_{156}^{23}$ \& 1,443 74 \& $\begin{array}{r}2 \\ 1125 \\ \hline 17\end{array}$ \& 36955
469 \& 361 \& \& 8800 \& 800 \& <br>
\hline Columbus \& Ontario, S. R \& 34332 \& 200 \& 3,064 63 \& 1758 \& 1,268 78 \& 808 \& \& 14400 \& \& <br>
\hline Comber. \& Essex, N \& 1.03368 \& 1,051 \& 11,510 12 \& 7891 \& 2,504 88 \& 2901 \& 1238 \& 38000 \& 450 \& 4000 <br>
\hline Combermere \& Renfrew, S. K \& 47240 \& 42 \& 83223 \& 542 \& 29129 \& 208 \& \& 16000 \& \& . <br>
\hline Conestogo \& Waterloo, N. \& 20646 \& 279 \& 2,927 10 \& 2171 \& 60259 \& 747 \& \& \& \& <br>
\hline Consecon \& Prince Edward \& 59331 \& 649 \& 7,456 36 \& 5038 \& 1,505 66 \& $188 \pm$ \& 657 \& 38000 \& \& 40 <br>
\hline Cookstown \& Simcoe, S. R \& 1,173 67 \& 670 \& 9,083 94 \& 5594 \& 2,334 40 \& 2382
788 \& \& \& \& <br>
\hline Cooksville \& Peel \& 46494 \& 191 \& 2,853 09 \& 1743 \& 47893 \& 738
2636 \& \& 27000 \& \& <br>
\hline Copper Cliff \& Nipissing \& 65560 \& 722 \& 10,4!6 62 \& 9630 \& 31972
68514 \& 2636
777 \& \& 10000 \& \& <br>
\hline Corinth \& Elgin, E. R \& 36921 \& 301 \& 3,014 98 \& ${ }_{20} \mathbf{3} 14$ \& 68514
29,2885
15 \& 7155 \& 8166 \& 2,167 99 \& 10000 \& <br>
\hline Cornwall \& Cornwall . \& 9,216 77 \& 2,451 \& 25,236 02 \& 20780 \& 29,288 1,21866 \& 76
49 \& \& $\begin{array}{r}130 \\ \hline 100\end{array}$ \& \& <br>
\hline Corunna \& Lambton. W. R \& 58701 \& 264
169 \& $\stackrel{2,24288}{2,831}$ \& 1882 \& 111147 \& 708 \& \& 19000 \& 100 \& <br>
\hline Courtland \& Norfolk, N. R . \& \& 569 \& 6,159 84 \& 1692 \& 1,944 27 \& 1729 \& 187 \& 26000 \& 2400 \& <br>
\hline Courtright. \& ${ }_{\text {Lambton, }}$ W. R... \& 70249
15910 \& ${ }_{73}$ \& 6,159 894 \& 4275
4 \& +287 18 \& 209 \& \& 6800 \& \& <br>
\hline Craighurst \& Simene, N. R. \& ${ }_{302}^{159} 22$ \& 73
162 \& 2,824 58 \& 1582 \& 50021 \& 710 \& \& 13600 \& \& <br>
\hline Úrediton. \& Middlesex, N. R \& 72696 \& 458 \& 8,607 14 \& 5607 \& 1,067 24 \& 2185 \& 4636 \& 27000 \& \& <br>
\hline Creemore \& Simece, N. R. . \& 1,408 46 \& 1,582 \& 19,598 27 \& 12580 \& 6,886 85 \& 5123 \& 6831 \& 48000 \& 2400 \& 6000 <br>
\hline Crysler. \& Stormont. ... \& 51556 \& 741 \& 22,846 61 \& 12741 \& 2,044 92 \& 5880 \& \& 17600 \& ..... . \& .... .... <br>
\hline Cumberland. \& Russell. \& 60213 \& 395 \& 6,818 01 \& 3840 \& 1,223 48 \& 1750 \& 597 \& 23600 \& .. ..... \& <br>
\hline Cutler \& Algoma \& 22887 \& 54 \& 41453 \& 317 \& 25426 \& 124 \& \& 9000 \& \& <br>
\hline
\end{tabular}

## Post Office Department．



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Statement showing the Accounting Offices in operation, \&c., in Ontario-Continued.


## Post Office Department.


Statement showing the Accounting Offices in operation, \&c., in Ontario-Continued.

| Name of Office. | Electoral District. | Gross Postal Revenue. | Number of Money Orders issued. | Total <br> Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. | Com. pensation paid to Postmasters on M.O. business. | Compensation paid to Postmasters on S.B. business. | Salary. | Forward Allowance | Allowance towards Rent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | * cts. | \$ cts. | 8 cts | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Holland Centre. | Grey, N. R | 39798 | 80 | 1,238 30 | 682 | 37908 | 309 |  | 17200 | 600 |  |
| Holland Landing. | York, N. R. | 20098 | 87 | 1,179 33 | $7 \pm 6$ | 42152 | 344 |  | 8500 |  |  |
| Hollen. . | Wellington, C. R | 20118 | 78 | 1,121 29 | 676 | 24912 | 283 |  | 7200 |  |  |
| Holstein. | Grey, S. R. | 57126 | 479 | 5,731 95 | 3670 | 1,592 60 | 1470 | 088 | 20000 | 6000 |  |
| Honeywood. | Simicoe, S. R | 18932 | 350 | 6,178 87 | 3419 | 48895 | 1551 |  | 5200 |  |  |
| Horning's Mills | Grey, E. R. | 67946 | 377 | 4,856 75 | 3078 | 1,479 88 | 1251 |  | 27000 | 3000 |  |
| Humber Bay. | York, W. R | 42289 | 12 | 7922 | 076 | 19713 | 021 |  | 14000 |  |  |
| Humberstone | Welland. | 98283 | 530 | 4,566 29 | 3536 | 1,126 22 | 1178 | 343 | 36400 |  | 4000 |
| Huntsville. | Muskoka \& P. Sound | 3,293 21 | 2,415 | 26,787 94 | 18450 | 9,502 01 | 7045 | 4730 | 90000 | 3600 | 14000 |
| Ilderton | Middlesex, E. R... | 45395 | 125 | 2,201 41 | 1349 | 39972 | 552 |  | 16000 | 800 |  |
| -Ingersoll | Oxford, S. R ... | 11,684 37 | 2,904 | 22,434 20 | 19832 | $83,849) 25$ | 6269 | 3573 | 2,500 00 | 25000 | 36000 |
| Ingleword. | Cardwell | 53982 | 3 O 0 | 3,274 75 | 2316 | 52916 | 818 |  | 18000 |  |  |
| Innerkip. | Oxford, N. | 54667 | 292 | 3,748 09 | 2632 | 64102 | 951 |  | 18000 |  |  |
| *Inverary. | Fiontenac, | 18468 | 68 | 84111 | 579 | 9481 | 210 | 048 | 6000 |  |  |
| Invermay | Bruce, N. R........ | 18695 | 128 | 1,828 11 | 1091 | 49580 | 467 |  | 8966 |  |  |
| Inword | Lambton, E.R | 47203 | 206 | 2,068 67 | 1491 | 43220 | 526 |  | 18400 |  |  |
| Iona | Elgin, W. | 24895 | 262 | 2,414 61 | 1885 | 32682 | 605 |  | 10000 |  |  |
| Iroquois | Dundas. | 3,126 05 | 1,895 | 23,151 32 | 18263 | 6,361 85 | 6066 | 6741 | 70000 | 10000 | 10000 |
| Janes St. (Hamilton) | Hamiliton | 3,441 29 | 998 | 9,588 85 | 9771 | 58532 | 2409 | 1499 | 30000 |  |  |
| Jarvis. ......... ... . | Norfolk, S. R | 1,288 64 | 782 | 8,007 27 | 5732 | 3,395 51 | 2059 | 2464 | 41000 | 1600 | 4000 |
| Jasper | Grenville, N. K. | 52379 | 199 | 2,895 84 | 1761 | 22965 | 724 |  | 15000 |  |  |
| Jordan | Lincoln and Niagara | 53817 | 290 | 3,771 74 | 2792 | 1,151 64 | 966 |  | 11000 | 400 |  |
| Kars. | Carleton . ... .... | 46991 | 126 | 1,681 63 | ${ }^{9} 92$ | 28507 | 420 |  | 16000 |  |  |
| Keady. | Grey, N. R. | 34505 | 135 | 2,002 95 | 1161 | 20435 | 499 |  | 12400 |  |  |
| Kearney | Muskoka and Parry | 45648 | 396 | 4,842 83 | 3069 | 1,055 18 | 1278 |  | 18000 | 600 | .... . . |
| Keene | Peterborough, E. R. | 49961 | 380 | 4,764 53 | 3287 | 1,328 60 | 1234 | 1946 | 17000 |  |  |
| Keewatin. | Algoma ..... | 1,249 02 | 998 | 10,890 77 | 8126 | 2,332 43 | 2767 |  | 37500 |  | 4000 |
| Kemptville.. | Grenville, N. R | 2,779 04 | 2,157 | 20,454 78 | 15457 | 8,496 05 | 5556 | 3490 | 72000 | 8400 | 10000 |
| Kerrwood | Middlesex, W. R | 42300 | 139 | 1,758 13 | 1134 | 67978 | 439 |  | 13600 |  |  |
| Keswick | York, N. R. | 62455 | 81 | 1,696 17 | 1184 | 40471 | 423 |  | 20000 | 1000 |  |
| Kettleby |  | 37355 | 210 | 3,738 22 | 2182 | 67340 | 945 | 1278 | 10400 |  |  |
| Kilsyth. | Grey, N. R | 36140 | 117 | 1,209 17 | $84!$ | 18793 | 301 |  | 13600 |  |  |
| Kimberley. | Grey, E. R.... .... | 25203 | 192 | 2,304 87 | 1444 | 80752 | 607 |  | 9200 |  |  |
| Kinburn. | Lanark, N. K. . . . | 41102 3,74398 | 347 1,541 | $\begin{array}{r}8,11322 \\ 12,883 \\ \hline 67\end{array}$ | 4131 10798 | $404 \mathrm{C4}$ 14,65221 | 2028 3917 | 4407 | $\begin{array}{r}130 \\ 1,130 \\ \hline 100\end{array}$ | $\begin{array}{r} 1650 \\ 14000 \end{array}$ | 200 |

## Post Office Department.











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Statement showing the Accounting Offices in operation, \&c., in Ontario-Continued.

| Name of Office. | Electoral District. | Gross Postal Revente. | $\left\lvert\, \begin{gathered} \text { Number } \\ \text { of } \\ \text { Money } \\ \text { Orders } \\ \text { issued. } \end{gathered}\right.$ | Total Amount of Money Orders issued. | Total Commission received from Public. | Total <br> Amount of Money Orders paid. | Compensation paid to Postnasters on M.O. business. | Compensation paid to Pustmasters on S.13. business. | Salary. | Forward Allowance | Allowance towards Rent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Lyndhurst. | Leeds, S. R. | 48744 | 360 | 4,611 43 | 2988 | 1,244 15 |  |  |  |  |  |
| Lynedoch. | Norfolk, S. R | 38285 | 466 | 6,372 58 | 4138 | 65857 | 1671 |  | 15200 |  |  |
| Maberly.. | Lanark, S. R. | 37884 | 40 | 61196 | 336 | 7854 | 152 |  | 14000 | 400 |  |
| Madoc. | Hastings, N. R | 2,96i7 76 | 1,664 | 14,453 47 | 11582 | 10,551 53 | 3895 | 1190 | 75000 | 8000 | 10000 |
| Magnetawan. | Muskoka and Parry Sound.... | 60912 | 513 | 6,400 52 | 4220 | 2,524 73 | 1672 | 779 | 22400 | 800 |  |
| Mallorytow | Leeds, S. R. | 44784 | 379 | 3,487 82 | 2653 | 2,509 16 | 886 |  | 20500 | 12000 |  |
| Manilla | Victoria, S. R | 40355 | 232 | 3,121 74 | 1921 | 1,208 63 | 811 |  | 14400 |  |  |
| Manitowaning. | Algoma. | 89842 | 1,088 | 22,132 89 | 12046 | 8,283 90 | 5825 | 293 | 34600 | 4800 |  |
| Manotick | Carleton | 57985 | 679 | 14,621 35 | 8085 | 3,301 91 | 3681 | 4411 | 21500 |  |  |
| Maple | York, W. R | 64827 | 182 | 5,393 15 | 2859 | 1,578 48 | 1350 | 1093 | 22000 | 3200 |  |
| -Markdale | Grey, S. R.. | 1,825 666 | 1,816 | 16,115 45 | 12412 | 6,562 68 | 4189 | 1979 | 55000 | 2000 | 8000 |
| ${ }^{\prime}$ Markham. | York, E. R. | 1,955 75 | 566 | 5,79932 | 4382 | 15,513 66 | 3634 | 223 | 60000 | (if) 00 | 8000 |
| *Markstay | Nipissing. . | 360 69 | 176 | 1,951 54 | 1267 | -2805 | 487 | 063 | 12600 |  |  |
| Marksville | Algoma. | 80145 | 202 | 2,586 10 | 17 96 | 34673 | 663 |  | 31000 | 600 |  |
| Marlbank | Hastings, E. R | 24072 | 372 | 3,121 30 | 2250 | 22497 | 804 |  | 9200 | 400 |  |
| Marmora. | Hastings, N. R. | 1,457 93 | 1,090 | 9,838 65 | 8368 | 2,985 38 | 2566 | 390 | 40000 | 1200 | 4000 |
| Marshville.. | Haldimand \& Monck | 41671 | 334 | 3,368 04 | 2385 | 1,778 96 | 958 | . | 15000 |  |  |
| Martintown | Glengarry ... | 92589 | 241 | 3,339 74 | 2165 | 1,495 54 | 847 | $\cdots$ | 30000 |  |  |
| Marysville. | Hastingy, E. R | 20641 | 77 | 1,081 95 | 785 | 15196 | 275 |  | 7600 |  | 2400 |
| Massey Station. | Algoma.. | 98823 | 290 | 3,547 14 | 2407 | 1,598 77 | 896 | 617 | 35000 |  | 4000 |
| Mattawa. | Nipissing. | 2,356 70 | 1,240 | 13,447 21 | 9184 | 4,529 89 | 3526 | 1361 | 82500 | 14000 | 12000 |
| Maxville | Glengarry | 1,291 92 | 646 | 6,778 11 | 4731 | 3,324 91 | 1845 | 3112 | 420 00 | 12000 | 4000 |
| Maxwell. | Grey, E. K | 36433 | 512 | 8,625 58 | 4846 | 1,114 96 | 2183 |  | 11009 | 800 |  |
| Maynooth; | Hastings, N. R.. | 44161 | 111 | 97918 | 734 | 59218 | 244 | 079 | 15500 | 5000 |  |
| Mc Donald's Corners | Lanark, N. R. | 30998 | 119 | 2,044 56 | 1203 | 23462 | 536 |  | 12000 |  |  |
| McKellar. | Parry Sonnd | 22600 | 288 | 3,715 38 | 2249 | 50603 | 931 |  | 9500 | 400 |  |
| McLaren's Depot | Addington | 11870 | 159 | 2,977 28 | 1552 | 33565 | 744 | 069 | 5200 |  |  |
| Meadowvale ... | Peel.. | 17986 | 99 | 1,596 23 | 1029 | 1,787 62 | 436 |  | 7300 |  |  |
| Meaford | Grey, E. R. | 3,375 45 | 2,451 | 19,795 20 | 15955 | 19,276 $9+$ | 5485 | 2626 | 90000 | 6000 | 14000 |
| Melbourne | Middlesex, W. K.. | 83287 | 458 | 4,627 94 | 3391 | 1,290 15 | 1224 | 345 | 29000 | 2400 |  |
| Merlin | Kent | 64010 | 345 | 4,482 10 | 2832 | 35789 | 1124 |  | 16000 | 1883 |  |
| Merrick ville | Grenville. | 1,876 10 | 1,340 | 12,658 78 | 9316 | 10,577 05 | 3311 | 2831 | ${ }^{6} \mathbf{0 6} 00$ | 6400 | 8000 |
| Merritton | Lincoln and Niagara | 1,603 90 | 832 | 6,545 04 | 6488 | 3,56964 | 1841 | 1482 | 48000 |  | 6000 |
| Metcalfe. | Russell | 77825 | 534 | 11,146 79 | 6530 | 2,010 14 | 2895 | 2719 | 26000 |  |  |
| Middleville | Lanark, N. R | $2 \times 612$ | 297 | 2,805 20 | 2205 | 76349 | 713 | 2816 | 10400 | 200 |  |
| Midland. | Simeot, E. R....... | 3,216 62 | 1,824 | 21,075 24 | 145 53 | 11,261 59 | 5512 | 3028 | 83000 | 3000 | 12000 |

## Post Office Department.







| Name of Office. | Electoral District. | Gross Postal Revenue. | $\begin{array}{\|c\|} \hline \text { N umber } \\ \text { of } \\ \text { Money } \\ \text { Orders } \\ \text { issued. } \end{array}$ | Total Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. | Com . pensation paid to Postmasters on M. 0 . business. | Compensation paid to Postmasters on S. $B$. business. | Salary. | Forward Allowance | Allowance towards Rent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Niagara Falls (Centre) | Welland | 74236 | 104 | 1,872 79 | 1038 | 26388 | 488 |  | 24000 |  |  |
| Niagara Falls (South).. |  | 1,439 48 | 1,079 | 11,412 48 | 8252 | 4,48381 | 3146 880 | 2934 |  |  | 6000 |
| Nobleton. | York, N.R | 48059 | 265 | 3.51188 | 2518 | 55619 | - | 2422 | $\begin{array}{r}160 \\ 9000 \\ \hline 00\end{array}$ | 400 |  |
| Norland. <br> +Norman | Victoria, Algoma... | 29735 56634 | 37 211 | 77616 3,61127 | 366 2162 | 645 <br> 21784 <br> 8 | 198 9 34 | 078 | $\begin{array}{r}90 \\ 34800 \\ \hline 00\end{array}$ |  | 4000 |
| North Augusta | G'renville, S | 57018 | 860 | 13,819 16 | 7829 | 2,315 33 | 3612 | 1506 | 22000 |  |  |
| North Bay.. | Nip,issing | 3,765 33 | 1,666 | 15,268 92 | 11686 | 9,662 04 | $40 \cdot 40$ | 2370 | 1,036 00 | 5000 | 16000 |
| North Gower | Carleton. | 69151 | 403 | 6,559 14 | 3962 | 2,492 49 | 1784 | 3770 | 25000 | 1700 |  |
| North Lancaster | Glengarry | 38043 | 251 | 6,980 23 | 3457 | 34996 | 1745 |  | 11600 |  |  |
| N'th. Toronto(Toronto) | York, E. R | 2,260 62 | 363 | 3,590 03 | 3275 | 2,952 39 | 1122 |  | 20000 |  |  |
| -North Williamsburg... | Dundas. | 43280 | 117 | 1,214 71 | 910 | 20562 | 303 |  | 13000 | 050 |  |
| ANorval. | Halton. | 52088 | 296 | 2,735 40 | 2097 | 1,843 31 | 722 |  | 17000 |  |  |
| Norwich | Oxford, S. R. | 3,089 48 | 2,334 | 22,239 59 | 16982 | 7,435 93 | 5854 | 1696 | 79000 |  | 12000 |
| Norwood | Peterborough, E.R. | 2,282 75 | 966 | 9,594 65 | 7263 | 6,808 05 | 2580 | 1339 | 67000 | 28 000 | 10000 |
| Notta | Simeoe, N. R. | 37763 | 301 | 2,571 37 | 1917 | ${ }^{279} 79$ | 642 |  | 17000 | 1000 1600 |  |
| Novar | Muskoka \& P. Sound | 68783 | 336 | 4,390 85 | 2785 | 62889 | 1125 |  |  |  |  |
| Oakland | Oxford, S.R.. | 13841 | 164 | 2,404 15 | 1567 | 28587 702437 | 609 3366 |  | 5600 80000 |  |  |
| Oakville | Halton.. | 2,618 14 | 1,012 | 11,990 08 | 8418 4648 | 7,02437 <br> 1,084 | 3366 1862 | 4172 | 800 22000 200 | 1600 | 12000 |
| Oakword | Victoria, S.R. | 58118 <br> 509 <br> 6 | 545 576 | 7,35582 8,010 | 4648 5012 | 1,08434 2,21215 | 1862 2060 |  | 22000 20000 |  |  |
| Odessa | Lennox | 50936 10945 | 576 70 | 8,010 <br> 1,400 <br> 68 | 5012 730 | 1,21215 17910 | 2060 350 | 1354 | 20000 4000 | 800 |  |
| Oil City | Lambton, E. R | 42355 | 94 | 1,140 17 | 783 | 37347 | 294 |  | 16000 | 400 |  |
| Oil Spring | Lambon, | 1,260 44 | 962 | 13,219 19 | 8510 | 4,167 12 | 3622 | 1312 | 43000 | 2000 | 600 |
| Omagh. | Halton. | 14262 | 67 | 54711 | 39. | 6288 | 142 |  | 5400 |  |  |
| Omeniee | Victoria, S. R | 1,363 07 | 933 | 15,690 71 | 8949 | 2,521 91 | 3977 | 3424 | 44000 | 800 | 8000 |
| Orangeville | Wellington, C.R | 4,838 95 | 1,097 | 12,525 55 | 8561 | 16,199 40 | 3488 | 2357 | 1,403 75 | 8000 |  |
| Orillia .. | Simcoe, F. R. | 9,771 75 | 2,511 | 22,360 92 | 18189 | 38,801 61 | 6419 | 4425 | 2,485 80 | 10000 |  |
| Orono | Durham, W. R | 96614 | 1,069 | 12,314 34 | 8133 | 2,317 06 | 3214 | 3061 | 34400 |  | 4000 |
| Orrville | Muskoka. | 26358 | 182 | 1,580 1,133 67 | 1207 820 | 244 <br> 150 <br> 17 <br> 17 | $\begin{array}{r}\text { a } \\ \hline\end{array}$ | 169 | 120 50 00 | 2000 600 |  |
| Orwell. | $\underset{\text { Eenfrew, }}{\mathbf{E l g i n}, \mathbf{E} . \mathrm{R}}$. R | 107 450 79 | 133 | 1,183 67 | 820 1361 | 15017 38089 | - 284 +474 | 118 | 14000 |  |  |
| Osgoode Station | Russell. .... | 39369 | 21 | 16645 | 114 | 44343 | 042 |  | 19000 | 2000 |  |
| Oshawa. .... ... | Ontario, S. R | 7,071 10 | 1,522 | 12,750 41 | 16936 | 38,976 01 | 3800 | 3463 | 1,840 00 | 5200 | 24000 |
| Ottaw | Ottawa | 86,375 06 | 12,984 | 165,782 76 | 1,48730 | 220, 27444 |  |  |  |  |  |
| Otterville | Oxford, S. R. | 1,029 92 | 399 | 3.70207 | 2901 | 2,180 85 | 1007 | 451 | 36000 |  | 4000 |
| Owen Sound | Grey, N. R. | 12,041 74 | 5,888 | 52,335 54 | 42822 | 63,079 12 |  |  | 4,145 00 |  | 50830 |
| Oxford Mills | Gren ville, N. R | 43217 | 360 | 3,087 14 | 2196 | 34544 | 771 |  | 20000 |  |  |

## Post Office Department.


Statement showing the Accounting Offices in operation, \&c., in Ontario-Continued.


## Post Office Department．



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| Rodney．． | Flgin，W．R |
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| Rosemont | Sinimene，S．R． |
| Roseneath． | N＇humberland，W．K． |
| Rosstau | Murkoka \＆Parry S＇d |
| Rothsay | Wellingtom，C．R．． |
| Ruscom | Essex，N． K |
| RusholmeRd．（Toronto） | Toronto West． |
| Russell | Russell |
| Rutherford | Bothwell． |
| Ruthven | Essex，S．R． |
| St．Ann＇s | Lincoln \＆Niagara． |
| St．Catharincs | Lincoln \＆Niagara． |
| St．Clements．． | Waterloc，N．R．． |
| St．Eugène． | Prescott |
| St．George，Brant | Wentworth，N．．and Brant |
| St．Isidore de Prescott． | Prescott |
| St．Jacob＇s ．．．．．．．．． | Waterloo，N． |
| St．Joseph St．（Toronto） | Toronto |
| St．Mary＇s | Perth，S．K． |
| St．Thomas（West） | Elgin，F．K． |
| St．Williams | Norfolk，S．K． |
| Sand Point． | Renfrew，S．R |
| Sandwich | Essex，N．R |
| Sarniat | Lambton，W．R． |
| －7Sault Ste．Marie | Algoma．． |
| Scarboro＇． | York，E．R． |
| Schomberg． | ＂N．R． |
| Schreiber． | Algoma |
| Scotland | Oxford，S．K |
| Seaforth | Huron，S．R |
| Sebringvill | Perth，N．R． |
| Seeley＇s Bay | Leeds，S．R |
| Seguin Falls | Muskoka \＆Parry S＇l |
| Selkirk． | Norfolk，S．R．．．．．． |
| Severn Bridge | Ontario，N．R． |
| Shakespeare | Oxford，N．R． |
| Shallow Lake | （ Hrey，N．R．．．． |
| Shannonville． | Hastings，E．R |
| Sharbet Latk． | Addington．． |
| Sharon． | York，N．K． |
| Shedden． | Elgin，W．R |
| Shelburne | Grey，E． R |
| Simeo | Norfolk，S．R． |
| Singhampton． | Simcoe，N．R． |
| Smith＇s Falls | Leeds and Grenvill N．R． |
| Smithville | Wentworth，S．R |
| Sombra | Bothwell |
| Southanpton．．．．．．．．． | Bruce，N．R |

Statzment showing the Accounting Offices in operation, \&c., in Ontario-Continued.

| Sialary. | Forward <br> Allowance | Allowance towards Rent Finel and light. |
| :---: | :---: | :---: |
| * ctos. | * cts. | \$ cts. |
| 21000 |  |  |
| 30000 | 200 |  |
| 16400 | 600 |  |
| 20000 |  |  |
| 21000 | 1600 |  |
| 16000 |  |  |
| (500 00 |  | 2:000 |
| 14400 | 200 |  |
| 21000 | 1700 |  |
| 27600 |  |  |
| 12000 |  | . |
| 23000 | 200 | ... |
| 10800 |  |  |
| 12000 |  |  |
| 18000 | $1 ; 00$ |  |
| 12400 |  |  |
| (900 00 | 1100 | 8000 |
| 11200 |  |  |
| 21000 |  | ... ... |
| 133 00 | 100 |  |
| \$80 00 | 5000 | co 00 |
| 4600 |  |  |
| 16400 | 1800 |  |
| 16000 | 2400 |  |
| 62000 | 10(0) | 8000 |
| 6000 |  |  |
| 4000 |  |  |
| 3,277 72 | 21600 |  |
| 1,430 4! | 72 (0) |  |
| 33610 |  | 4000 |
| 13240 |  |  |
| 41800 |  | 41100 |
| 1,158 00 | 2000 | 160) 09 |
| 33200 | 1600 | 1000 |


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## Post Office Department.















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## Post Office Department.

 to the Postmaster at each office respectively, during the Year ended 30th June, 1898.

Salary. \begin{tabular}{c|c}
Forward <br>

Allowance \& | Allowance |
| :---: |
| towards |
| Rent, |
| Fuel and |
| Light. | <br>

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\end{tabular}


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| T.otal | Total <br> Amont of <br> Momeynuis- Orders <br> issued. |
| :---: | :---: | | sion |
| :---: |
| received |
| from |
| Public. |



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## Post Office Department.






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Statement showing the Accounting Offices in operation, \&c., in Quebec - Continued.

| Name of 0tfice. | Electoral District. | Grose Potal Revenue. | Nunber of Monty Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Total Anount of Money Orders paid. | $\begin{gathered} \text { Com- } \\ \text { fensation } \\ \text { to moid } \\ \text { masters on } \\ \text { M.O. } \\ \text { business. } \end{gathered}$ | ComIensation paid to Postmasters on S.B. business. | Salary. | Forward Allowance | Allowance towards Rent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | * cte. |  | * cts. | \$ cts. | * cts. | * ets | * cts. | \% cts. | * cts. | * cts. |
| Montreal | Montreal | 35\%,469 43 | 20,759 | 257,915 23 | 2,613 87 | 1,160,641 77 |  |  |  |  |  |
| Mount Royal Avenue, (Montreal) | Maisommetu | 1,110 5 | 199 | 2,273 90 | 2026 | 16421 | 5 97 |  | 24000 |  |  |
| Murray Bay.......... | Charlevoix . . . | , 85456 | 918 | 20,112 78 | 10985 | 5,49949 | 5283 | 043 | 32000 | 100100 |  |
| Napierville . | Laprairie and Napierville. | 67687 | 360 | 8,461 25 | 5) 67 | 2,024 78 | 23 ! 3 |  | 26800 |  |  |
| New Carlisle | Bonaventure. . . . . . ${ }^{\text {i }}$ | 1,150 33 | 636 | 12,510 75 | 7173 | 1,806 63 | 3235 | 526 | 33800 |  | 4000 |
| New Liverpool | Lévis. | 23772 | 4 | 7530 | 048 | 11370 | 018 |  | 10200 |  |  |
| Nicolet | Nicolet | 1,663 50 | 531 | 8,29466 | 5288 | (6,832 16 | 29 62 | 5) 07 | 54400 | 12000 | 8010 |
| ${ }^{1}$ North Coaticook | Stanstead | 927 71 | 77 | 65165 | 679 | 4109 | 171 |  | 13320 |  |  |
| ONorth Hatley ${ }^{\text {coin }}$ |  | 92101 | 278 | 2,755 45 | 2705 | 2,008 03 | 9 95 |  | 24800 | 1000 |  |
| North Nation Mills | Labelle. | 38488 | 64 | 54872 | 397 | 21460 | 137 |  | 10000 |  |  |
| North Wakefield. | Wright. | 23073 | 78 | 1,774 71 | 962 | 56356 | 514 |  | 7600 | 2000 |  |
| Notre Dame de Grâce. | Jacques Cartier | 46606 | 18 | 16507 | 142 | 7776 | 042 |  | 14400 |  |  |
| Notre Dame de la Salette .. | Labelle | 171 98 | 103 | 2,708 53 | 1373 | 44043 | 679 |  | 6100 | 1177 |  |
| Notre Dame de Lévis. . | Lévis | 1,321 69 | 279 | 4,112 35 | 2919 | 1,080 49 | 1145 | 012 | 44400 | 800 | 6) 00 |
| Notre Dame de Québec | Quetre. | 1,051 78 | 17 | 13227 | $12 \times$ | 128 !4 | 034 |  | 16000 | . ... |  |
| Notre Dame de Stanbridge | St. Johns \& Iberville | 28171 | 320 | 6,817 71 | 4233 | 32924 | 1741 | 1109 | 12000 |  |  |
| Notre Dame du Lac | Temincouata.. | 30831 | 2 | 620 | 005 | 11260 |  |  | 14000 |  |  |
| Notre Tame St. West, (Montreal) | Montreal West | 12,319 20 | 938 | 10,635 88 | 10628 | 53649 | 2683 | 772 | 36000 |  | 20000 |
| Ontario St. (Montreal). | Montreal East. | 2,414 67 | 460 | 7.72594 | 6118 | 37984 | 2008 |  | 40000 |  |  |
| Ormstown | Chateauguay | 1,363 25 | 1190 | 3,745 3 3 | 23 20 93 | 2,698 64 | 1077 858 | 3171 | 448 35000 000 |  | 6000 |
| Papineauville | Labelle ... | 88390 70434 | 276 513 | 3,229 13,984 17 | 2033 7346 | 1,553 <br> 1,867 <br> 17 | 858 37 77 |  | 35000 <br> 350 <br> 00 | 20500 | 4000 |
| Paspebiac (\%ell Stret (Montreal). | Bonaventure St. Antoine | 70434 2,70237 | 313 369 | 13,984 3,017 43 | 7346 3636 | 1,867 215 21 | 87 769 | 208 | 350 500 | 205 00 |  |
| Percé..... ..... ... | (iaspé. | 62368 | 492 | 7,368 28 | 4764 | 2,573 85 | 2285 | 804 | 29600 | 4000 |  |
| Pierreville | Yamaska | 958 (0) | 434 | 7.57500 | 4755 | 3,321 01 | 2517 | 1290 | 30000 | 2000 | 4000 |
| Plessisville | Megantic | 1,434 85 | 402 | 7,337 10 | 4781 | 5,326 05 | 2086 | 056 | 500100 | 1000 | 10000 |
| Pointe a Pic | Charlevoix | 944 3!) | 203 | 2,530 27 | 1684 | 3,946 11 | 852 |  | 34000 |  |  |
| Pointe atux Trembles (Laval) | Laval | 23801 | 19 | 18637 | 181 | 47980 | 090 |  | 10600 | 400 |  |
| Pointe aux Trembles (Portneuf) . . . . . . . . . | Portneuf | 34493 | 92 | 1,503 23 | 10005 | 41480 | 433 |  | 14200 |  | . |

Post Office Department.


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|  | 产名示 |  |  |
|  | $\begin{aligned} & \text { sive } \\ & \text { Nin } \\ & \hline 1 \end{aligned}$ |  <br>  |  <br>  |
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Statement showing the Accounting Offices in operation, \&c., in Quebec-Continued.

| Gross Pustal Revenue. | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Money } \\ & \text { Orders } \\ & \text { issued. } \end{aligned}$ | Total <br> Amount of Money Orders issued. | Total Commsision received from Public. | Total <br> Amount of Money Orders paid. | Compensation paid to Prestmasters on M. 0 . business. | Compensation 1 aid to l'entmasters on <br> S. 13 . business. | Salary. | Forward Allowance | Allowan: towards K-nt, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% cts. |  | \$ cts. | \$ cts. | \$ cts. | * cts. | * cts. | * cts. | * cts. | * |
| 44067 | 42 | 83314 | 418 | 50258 | 209 |  | 16000 |  |  |
| (650 67 | 121 | 2,350 90 | 1398 | 1,611 187 | 816 |  | 2.5010 |  |  |
| 79843 | 18 | 442 56 | 230 | 22048 | 110 |  | 18500 |  |  |
| 47018 | 45 | 1,113 82 | 834 | 18248 | 282 |  | $17+00$ |  |  |
| 50627 | (1) | 1,691 81 | 1331 | 573 | $+23$ |  | 19\% ${ }^{(1)}$ | $2(10$ |  |
| 4303 y | 3 | 2104 | 019 | 10981 |  |  | 14610 |  |  |
| (33) 19 | (if) | 1,605 20 | $\times 51$ | N24 8; | 429 |  | 2500 | $4(x)$ |  |
| 37280 | 248 | 4,307 30 | 33 92 | 79020 | 1202 | 1435 | $1: 000$ |  |  |
| 74023 | 802 | 18,176 16 | 97 9 | 10,923 (9) | (i) 1\% |  | 34000 | 10 (0) |  |
| 28037 | 303 | 4,369 31 | 2638 | (i)2 76 | 10 ge | 1030 | 13200 | 200 |  |
| 40851 | 291 | 2,(ib6 80 | 2046 | 1,400 89 | 940 |  | 17300 | 1600 |  |
| 73829 | 90 | 3,992 13 | 2109 | 35070 | 10 00) |  | 27400 | 5000 |  |
| 28139 | 8 | 18022 | 097 | 2100 | 044 |  | 15600 | 2800 |  |
| 39084 | 256 | 4,936 88 | 27 3; | 1,006 56 | 1313 |  | $16 \pm 00$ | 2200 |  |
| 77614 | 363 | 7,370 84 | 4114 | 1,134 35 | 186 | 1375 | 27601 |  |  |
| 59335 | 500 | 6,723 83 | 46 69 | 3,229 10 | 19 \% 8 | $\times 48$ | 28000 | 3200 |  |
| 8,420 41 | 1,880 | 25,956 37 | 219 | 10,057 51 | 6891 | 4854 | 1,5i0 00 |  | $7(0) 00$ |
| 2,045 86 | 284 | 3,700 11 | 3318 | 2,357 0 | 1164 |  | 630100 |  | 405.50 |
| 32845 | 91 | 1,205 94 | 716 | 25785 | 302 |  | 13300 |  |  |
| 94415 | 476 | 12,668 06 | 6973 | 3,066i6 59 | 3314 | 3241 | 348000 | 80 (1) | 4000 |
| 40635 | 7 | 16721 | 107 | 3300 | 035 |  | 13000 |  |  |
| 54077 | 6 | 7901 | 049 | 8200 | 014 |  | 16000 |  |  |
| 45817 | 131 | 2,448 64 | 1380 | 2020 | (i) 12 |  | 14800 | 300 |  |
| 37558 | 102 | 2,62301 | 2046 | 1,49105 | 921 |  | 14500 |  |  |
| 94649 | 407 | 5,116 77 | 3545 | 4,24730 | 1682 | 1037 | 34000 | 400 | 4000 |
| 80136 | 190 | 2,859 29 | 1826 | 40396 | 744 |  | 23300 | 12 (1) |  |
| 39251 | 38 | 1,282 21 | 618 | 14904 | 329 |  | 13000 |  |  |
| 47939 | 3 | 39:30 | O 24 | 75 17 | ${ }^{9} 13$ |  | 170 17600 | 866 |  |
| 52576 410 | 43 27 | 10701 17322 | 698 280 | 1,04209 38582 | 3 0 0 4 49 49 |  | 179 1700 1000 |  |  |
| 410 48 | 1626 | 29,445 62 | 13150 | 1,284 09 | 749 | 315 | 1.00 00 | 10 (10) |  |
| S61 (0) | 3to | 3,942 35 | 31 ! m | 1,784 89 | 1315 | 972 | (331) (0) | :0 (x) | (1) (6) |

## Post Office Department.


Statement showing the Accounting Offices in operation, \&c., in Quebec-Concluded.


[^12]Post Office Department．
Stathernet showing the Accounting Offices in operation；the gross Postal Revenue；the Number and Amount of Money Orders issued and paid；the Amount of Commission thereon；and the Compensation，Salary and Allowances paid to the Postmaster at each office respectively，during the year ended 30th June， 1898.

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| Name of Office. | Electoral District. | Gross Postal Revenue. | $\begin{gathered} \text { Number } \\ \text { of } \\ \text { Money } \\ \text { Orders } \\ \text { issued. } \end{gathered}$ | Total <br> Amount of Money Orders issued. | Total Commission received from Public. | Total <br> Amount of Money Orlers paid. | Com- pensation paid to Post- masters on M.O. business. | Com: pensation paid to Postmasters on S.B. business. | Salary. | Forward Allowance | Allowance towards Kent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \% cts. |  | \$ cts. | \$ cts. | \$ cts. | 8 cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Caledonia | Shelburne \& Queen's. | 672 65 | 567 | 11,739 83 | 7279 | 4,12262 | 3328 | 1412 | 22000 17000 | 7600 1300 | $\cdots$. $\cdot$. |
| Cambridge Station | King's. . . . . . . . | 509182 | 113 | 1,005 53 | 867 | 29311 | $\begin{array}{r}272 \\ 35 \\ \hline 88\end{array}$ |  | 17000 40000 | 1300 4500 |  |
| Canning |  | 1,376 05 | 1,001 | 11,285 24 | 8203 19253 | 5,571 3,720 08 | 3538 | 370 857 | 40000 50200 | 4500 | 4000 6000 |
| Canso | Guysborough | 1,352 34 | 2,364 | 26,527 52 | 19253 | 3,720 08 | 6843 | 857 | 50200 |  | 6000 |
| Chesley's Corners | Lunenburg . | 52448 | 303 | 4,900 9,97 | 3277 | 1,843 04 | 1371 |  | 14000 .26000 | 7200 4200 |  |
| Chester | 促 | 95799 | 610 | 9,977 39 | 6265 | 6,106 97 | 3269 | 4 65 | 26000 | 4200 | . . . . |
| Chester Basin. | " | 45193 | 76 | 1,31210 | 790 30 | 74015 216607 | 336 176 |  | 10800 | 400 |  |
| Cheticamp Chapel. | Inverness. | 1326 | 200 | 6,261 08 | 3073 | 2,166 07 | 1776 | $\cdots \cdot . .$. | 1900 |  | . . |
| Christmas Island. | Cape Breton | 15637 | 91 | 1,700 51 | 933 | 61130 | 497 |  | 4800 82000 | 1000 | . . . |
| Church Point. | Digby | 67274 | 53 | 77851 | 542 | 37914 | 211 |  | 22000 |  |  |
| COClarence ... | Annapolis . . | 75 50 | 100 | 1,394 49 | 1111 | 22655 | 385 3184 |  | 4000 20800 |  |  |
| 'Clarke's Harbour | Shelburne \& Queen's. | 57091 | 704 | 13,14276 | 7684 | 68087 | 3164 | .... .. .. | 20800 | 600 |  |
| Clementsport. | Annapolis ... ... | 48131 | 269 | 2,811 84 | 2057 | 1,623 88 | 8194 187 | . . . . . | 14000 8600 | 1000 | . . . . |
| Cleveland. . | Richmond .. | 24159 | 50 | 50975 3 | 367 | 41843 | 1887 |  | 8600 | 7200 |  |
| Clyde River | Shelburne \& Queen's. | 21877 | 161 | 3,386 27 | 1954 | 1,24!9 62 | 1075 |  | 8600 13000 | 2000 | .... .- |
| Cold Brook Station | King's. . . . . . . . . . . | 29276 | 5 | 24 75 | $\begin{array}{r}0 \\ 90 \\ \\ \hline\end{array}$ | 6496 381 |  |  | 13000 |  | . |
| Cross Roads (C.H.). | Guysborough. | 72289 | 126 | 4,128 27 | 27 81 | 38135 | 1084 |  | 26400 913 | 400 |  |
| Dartmouth. | Halifax. . . . | 3,607 67 | 8.34 | 9,304 08 | 8187 | $\begin{array}{r}7,676 \\ \hline 10\end{array}$ | 3123 | 602 | 91338 | 800 | . |
| Descouse | Richmond | 29494 | 146 | 3,881 20 | 2141 | 10,352 48 | 3065 |  | 12000 | 400 |  |
| Digby | Digby. | 3,081 78 | 1,863 | 20,706 87 | 159.11 | 15,489 42 | 6635 | 3395 | 76000 | 13000 | 12000 |
| Doctor's Cove. | Shelburne \& Queen's. | 16909 | 94 | 1,391 51 | 947 | 787 | 524 | . . . . . | 5200 | . . . . . | . . . . . |
| Dutch Village | Halifax . . . . . . . | 33496 | 2 | 225 | 6 20 |  |  |  | 7600 |  | . . . |
| East-Southanıpton | Cumberland | $\begin{array}{r}6786 \\ \hline 86\end{array}$ | 19 | 28728 194895 | 189 14 | 8209 174519 | 062 7 |  | 2400 .0000 | 600 |  |
| Economy. | Colchester | 36223 | 123 | 1.94895 | 1440 | 1,745 19 | 749 | 040 | 20000 | - ${ }^{\text {a }}$ | ... ... |
| Elmsdale.. . | Hants | 89451 | 227 | 2,968 24 | 2136 | 1,406 26 | 754 | . . . . | 20000 | 400 | - -. .... |
| English Town. | Victoria. | 22543 | 63 | 33384 | 343 | 1,377 33 | 294 |  | 8000 | 2400 |  |
| Eureka. | Picton. | 67997 | 335 | 3,403 58 | 2900 | 1,418 18 | 894 | .... ... | 23000 | .... . . |  |
| Five Islands. | Colchester | 28978 | 346 | 5,114 71 | 3577 | 1,734 23 | 1600 |  | 12400 | . . . . . |  |
| Folly Village. |  | 34176 | 126 | 1,529 67 | 1325 | 79874 | 440 |  | 13000 | . . . . . . | -••• |
| Freeport. . . | Digby. . | 30478 | 252 | 5,731 71 | 3549 | 1,206 81 | 1524 |  | 10000 |  |  |
| Frizzleton | Inverness | 13408 | 85 | 968830 | 703 | 2,262 79 | 448 | .... .... | 4800 | 400 | - . $\cdot$. |
| Gabarrsuse | Cape Breton | 15647 | 113 | 2,715 36 | 1454 | 65762 | 729 | ... . | 5200 | 1300 |  |
| Gaspereaux. | King's. | 82028 | 37 | 67098 | 384 | 23187 | 185 | ... . . . | 29000 | 800 |  |
| *Glenwood. | Yarmouth. | 11323 | 61 | 54037 | 494 | 129305 | 140 |  | 5150 | 250 |  |
| Gottingen St., Halifax. | Halifax. | 4,998 80 | 1,359 | 14,330 56 | 14046 | 593 60 | 3620 | - . | 24000 | . . . . . . |  |
| (Trand Etang... . . . | Inverness . . . . . . | 11524 | 113 | 1,597 40 | 938 | 72071 | 574 |  | 4400 |  | . . . . . . . |

## Post Office Department.



| Name of Office. | Electoral District. | Gross Postal Revenue. | Number of Money Orders issued. | Total Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. | Compensation paid to Postmasters on M. 0 . business. | Compensation paid to Post. masters on S.B. business. | Salary. | Forward Allowance | Allowance towards Rent Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts |  | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | * cts. |
| Mill Village | Shelburne \& Queen's. | 31760 | 233 | 3,131 13 | 1998 | 1,512 13 | 923 |  | 15400 | 3600 |  |
| Milton ..... |  | 61734 | 623 | 6,761 82 | 5216 | 1,528 9 | 1787 |  | 22000 |  |  |
| Morris Street (Halifax) | Halifax | 6,664 45 | 968 | 8,379 43 | 9946 | 177 90 | 2080 |  | 24000 |  |  |
| Mount Uniacke. .... | Hants. | 38653 | 82 | 1,070 54 | 832 | 13901 | 267 |  | 14000 | 4000 |  |
| Mulgrave | Guysborough | 79588 | 437 | 6,227 23 | 3873 | 1,352 82 | 1645 | 123 | 30500 | 1200 | 3000 |
| New Campbeliton | Victoria..... | 39566 | 39 | 69175 | 469 | 1,039 13 | 200 |  | 15200 | 600 |  |
| New Glasgow | Pictou | 8,070 48 | 2,995 | 35,472 17 | 27281 | 34,783 22 | 12098 | 8117 | 1,936 06 | 10000 |  |
| Newport. | Hants | 91706 | 421 | 5,723 41 | 3979 | 3,377 17 | 1862 | 170 | 30000 | 17000 |  |
| Newport Landing |  | 19671 <br> 453 <br> 189 | 151 | 2,118 <br> 5,347 <br> 18 | 1510 3409 | 1,08316 1,81 | 735 1510 |  | 7200 17600 | 600 |  |
| Now Rose :- | Cape Breton | 45329 17860 | 404 287 | 5,34735 4,47139 | 34 274 | 1,81899 5009 | 1131 |  | 7600 | 60 |  |
| Now Victoria. | Cape Breton Annapolis . | 226 04 | 145 | 1,060 07 | 880 | 18747 | 265 |  | 9600 | 200 |  |
| Noell. . . . | Hants... | 24809 | 413 | 7,905 66 | 4497 | 2,304 61 | 2196 |  | 88100 | 600 |  |
| *North Lochaber | Antigonish | 37484 | 26 | $62+43$ | 331 | 6185 | 155 |  | 14000 | 800 |  |
| Northport | Cumberland | 22903 | 360 | 4,162 88 | 3311 | 36655 | 1059 |  | 8000 |  |  |
| Norch Sydney | Cape Breton | 3,885 26 | 1,876 | 26,132 07 | 17889 | 18,997 68 | 8428 | 1224 | 1,109 50 | 15500 |  |
| Old Barns | Colchester. | 11317 | 23 | 27380 | 238 | 8106 | 070 |  | 4400 | 16 m) |  |
| Old Bridgeport Mines. | Cape Breton | 46498 | 336 | 5,052 04 | 3509 | 27150 | 1294 |  | 14000 |  |  |
| Oxford........... | Cuinberland | 2,050 50 | 1,362 | 14,946 2 ¢) | 10908 | 7,765 36 | 4201 | 260 | 53000 | 1300 | 8000 |
| Paradise L | Annapolis | 32037 | 162 | 2,408 44 | 1744 | 22154 | 612 |  | 124 c0 | 1000 |  |
| Parrnboro | Cumberland | 3,250 54 | 2,298 | 30,431 01 | 20938 | 8,915 51 | 8062 | 1414 | 78000 | 3000 | 12000 |
| Pietou | Pictou | 6,310 95 | 2,266 | 24,904 01 | 19526 | 36,374 04 | 8988 |  | 1,64851 | 10000 |  |
| Point Tupper | Richmond | 12775 | 125 | 1,470 40 | 965 | 39618 | 415 |  | 5000 | 1200 |  |
| Port George | Annapolis | 25289 | 83 | 1,554 95 | 1019 | 44561 | 461 |  | 6000 |  |  |
| Port Greville | Cumberland | 34422 | 51 | 95095 | 705 | 33421 | 238 |  | 14600 | 2400 |  |
| Port Hastings | Inverness | 718.53 | 245 | 3,182 77 | 1994 | 3,6349 95 | 1358 |  | 30000 | 8500 |  |
| Port Hawkesbury. | " | 93678 | 490 | 5,713 67 | 3896 | 9,198 42 | . 2025 | 401 | 34000 |  | 4000 |
| Port Hood |  | 1,061 87 | 475 | 5.27365 | 3599 1803 | 8,907 73 |  |  |  | 800 | 4000 |
| Port Howe. | Cumberland ....... | 11394 <br> 21988 <br> 18 | 221 | 2,617 1,20893 | 1803 846 | 753 $\mathbf{2 , 0 6 6} 43$ | 673 499 |  | 4000 7600 |  |  |
| Port la Tour. | Shelburne \& Queen's. | 21988 | 77 | 1,208 93 | 846 <br> 7 <br> 87 | 2,06643 1,09180 | 499 392 |  | 7600 4800 | 150 |  |
| Port Lorne... | Annapolis |  | 66 501 | 1,065 83 | 737 9202 | 1,09180 3,662 67 | 2511 |  | 16000 | 600 |  |
| Port Maitland | Yarmouth \& © Queen'. ${ }^{\text {S }}$ | -333 96 | 220 | 3,440 05 | 2298 | 2,482 99! | 1256 |  | 12800 |  |  |
| Port Morien . . . . . . . | Cape Breton ....... | 98164 | 1,009 | 23,60023 | 12582 | 1,774 64 | 40 21 | 851 | 315000 | 1000 | 40) 00 |
| Port Williams | King's | 45417 | 292 | 2,960 38 | 2611 | 2,010 63 | 883 |  | 16000 | 1300 |  |
| Port Williams Station. | " | 50) 67 | 124 | 1,427 95 | 1115 | $1+483$ | 356 | .... . . | 18400 | 8050 |  |

## Post Office Department.













Statement showing the Accounting Offices in operation, \&c., in Nova Scotia-Concluded.

| Name of (tflce. | Electural District. | Gross Postal Revenue. |  | $\begin{gathered} \text { Total } \\ \text { Monount of } \\ \text { Missued. } \\ \text { issers. } \end{gathered}$ |  | $\begin{gathered} \text { Total } \\ \text { Amount of } \\ \text { Money Orders } \\ \text { paid. } \end{gathered}$ |  |  | Salary. | Forward |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | cts. |  | cts. | * cts. | * cts. | * cts. | \$ cts. | \$ cts. | \$ cts. | cts. |
| Whycoconagh Wilmot | Inverness Annapolis | 76959 <br> 9690 <br> 98 | 304 | $\begin{array}{r} 4,93238 \\ 45516 \end{array}$ | $\begin{array}{r} 2859 \\ 515 \end{array}$ | 4,97824 71316 | $\begin{gathered} 200008 \\ 218 \end{gathered}$ |  | $\begin{aligned} & 2 x 000 \\ & 6800 \\ & 680 \end{aligned}$ | 9000 |  |
|  | Guystorrug | 6,773 30 | 2.515 | (1,89183 | + $\begin{array}{r}10 \\ 242 \\ 245 \\ 0.5\end{array}$ | - 28.1888 | $\begin{array}{r}480 \\ 8705 \\ \hline 80\end{array}$ |  | 1,560 ${ }^{30}$ |  |  |
| Wolfville. |  |  | ¢, |  | $\begin{array}{r}23910 \\ 269 \\ \hline 09\end{array}$ | ${ }_{5}^{24,92941}$ | 8674 12147 | 1377 14509 | ( $\begin{array}{r}960 \\ 2,685 \\ 2,69\end{array}$ | 36 42000 42000 | 14000 |
| Non- Accounting P ost |  | 77030 |  |  |  |  |  |  |  | 1439 |  |
| Tutal.. |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | , | 1,580,243 66 | 11,506 36 |  | 4,500 92 |  |  | 8,205 54 | 2,651 40 |
| W. J. Johnstone, |  |  |  |  |  |  | R. M. COULTE |  |  |  |  |
|  |  |  |  |  |  |  |  | Deputy | Postmast | er Gener |  |

## Post Office Department．

Statement showing the Accounting Offices in operation；the gross Postal Revenue；the Number and Amount of Money Orders issued and paid；the Amount of Commission thereon；and the Compensation，Salary and Allow－ ances paid to the Postmaster at each Office respectively，during the Year ended 30th June， $1 \times 98$.

| Com． pensation paid to Post－ masters on M．O． business． | Com－ pensation paid to Post－ niasters on <br> S．$B$ ． business． | Salary． | Forward Allowance | Allowanc towards Rent， <br> Fuel，and Light． |
| :---: | :---: | :---: | :---: | :---: |

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$*$ $8: 8$
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Statement showing the Accounting Offices in operation, \&c., in New Brunswick-Continued.

| Name of Office. | Electoral District. | Grons Postal Revenue. | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Money } \\ & \text { Order } \\ & \text { issued. } \end{aligned}$ | Total <br> Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. | Compensation paid to Postmasters on M. 0 . business. | Compensation piid to Postmasters ${ }^{n}$ $\mathrm{S} . \mathrm{B}$. business. | Salary. | Forward Allowance | Allowance towards Rent, <br> Fuel and Light, |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | \$ cts. | * cts. | \$ cts. | \$ cts. |  | \% cts. | \$ cts. |
| Collina | King's | 13278 | 53 | 1,283 51 | 672 | 27813 | 336 |  | 8400 |  |  |
| Dalhous | Restigouche | 1,442 74 | 961 | 15,223 38 | 4418 | 3,974 68 | 4037 |  | 45881 | () |  |
| Debec. | Carleton | 29408 | 167 | 2,270 33 | 1494 | 67657 | $6: 33$ |  | 12400 | 2000 300 |  |
| Doaktown | Northumberla | 56704 | 93 | 1,501 16 | 904 | 1,008 22 | 402 |  | 18400 62000 | 300 1600 |  |
| Dorchester. | Westmorelan | 2,260 45 | 998 | 9,609 58 | 7691 | 7,201 28 | 27 34 | 2322 | 182000 <br> 36800 <br> 100 | 1600 5300 | 8000 4000 |
| Edinundston | Victoria | 1,184 67 | 605 | 8,270 82 | 5846 | 2,257 08 | 2174 |  | 36800 | 5300 |  |
| Eal River Crossing | Restigouche | 21602 | 113 | 1,95\% 61 | 1143 | 118802 | 492 |  | 10000 |  |  |
| Elgin. | Albert. . . | 37269 | 402 | 5,581 06 | 3682 | 3,202 56 | 1143 | 379 | 16000 | 2000 |  |
| Fairville | St. John. | 81929 | 277 | 4,101 32 | 3081 | 1,7i4 53 | $11: 36$ | 124 | 27000 |  |  |
| Florenceville. | Carleton | 41270 | 410 | 4,730 49 | 3427 | 99975 | 1268 |  | 13000 | 833 |  |
| Florenceville East. |  | $510 \mathrm{5l}$ | 121 | 2,175 53 | 1287 | 9711 | 543 |  | 18000 | 800 |  |
| - Fredericton | York | 13,837 36 | 1,892 | 17,785 67 | 16111 | 50,319 66 |  |  |  |  |  |
| Oredericton Junction. | Sumbury \& Queen's. | 57887 | 23 | 32846 | 298 | 63376 | 128 |  | 16000 | 800 |  |
| Gagetown |  | 53022 | 405 | 6,517 91 | 4148 | 2,904 93 | 1729 |  | 18000 |  |  |
| Gibson.. | York | 87722 | 221 | 1,801 21 | 1430 | 395 | 45 |  | 16000 |  |  |
| t'Glassville | Carleton | 33118 | 54 | 93432 | 575 | 138 46 | 24.3 |  | 8000 |  |  |
| Grande Anse | Gloucester | 30067 | 31 | 28985 | 231 | 26786 | ${ }^{9} 73$ |  |  |  |  |
| Grand Falls | Victoria | 91991 | 452 | 6,664 36 | 4336 | 1,817 12 | ${ }_{17}^{17} 8$ | 499 | 2760 210 210 | 54 3500 |  |
| Grand Manan. | Charlotte. | 53743 | tif | 9,611 53 | 5876 | 1,975 59 | 25 961 |  | 210 8000 800 |  |  |
| Great Shemogue | Westmoreland. | 17078 | 61 | 1,188 91 | ${ }^{6} 27$ | 4365 4.419 | 298 8 8 191 |  | $\begin{array}{r}80 \\ 40 \\ \hline 00\end{array}$ |  |  |
| Hampstead. | Sunbury \& Queen's. | 9801 | 135 | 3,258 07 | 1724 | 4.413 3 | 861 197 |  | $\begin{array}{r}4000 \\ 17200 \\ \hline\end{array}$ |  |  |
| Hampton | King's | 51099 | 407 | 6,948 Of | 4547 | 3,270 29 | 1975 | 426 | 17200 380 000 |  |  |
| Harcourt | Kent. | 1,089 59 | 852 | 14,017 28 | 82 15 | 2,382 91 | 3419 |  | 380 (6) |  |  |
| Hartland. | Carleton | 1,177 42 | 480 | 5,539 28 | 4124 | 1,611 79 | 1457 | $\begin{array}{r}58 \\ \hline 8 \\ \hline 8\end{array}$ | 34000 | 3000 | 4000 |
| Harvey | Albert | 1906 | 357 | 5,948 17 | 38878 | 1,039 32 | 1648 603 | $120!$ | 24:) 00 |  |  |
| Harvey Station | York | 40826 | 138 | 1,97977 14229 | 1224 109 | 1,80217 3,855 38 | 603 $40: 8$ |  | 16000 <br> 330 <br> 100 | 1300 |  |
| Hillsborough. | Albert. | 94834 | 1,088 | 14,222 52 | 10973 | 3.85538 | 40 is | 2500 | 33000 | 1600 | 4000 |
| Hopewell Cape |  | 52722 | 417 | 6,944 93 | 4757 | 2,950 69 | 1931 | $\cdots$ | 160 64 64 00 | ... ... |  |
| Hoyt Station.. | Sunbury \& Queen's. | 14650 | 87 | 1,145 83 | 811 | 51799 | 320 |  | 6400 +4000 | -. . | 1200 $: 0$ |
| Indian Town | St. John .. | 1,562 72 | 445 | 6,656 55 | 8043 | 2,029 86 | 1745 | 1523 | 4000 |  | $\therefore 0$ ()) |
| Inkerman. | (rloucester | 11164 | 166 | 2,148 06 | 1318 | $\begin{array}{ll}64 & 85 \\ 894\end{array}$ | 537 |  | 4000 |  | . |
| Jacksonville | Carleton | ${ }^{99} 83$ | 143 | 1,627 47 | 1161 | 7948 | $\begin{array}{r}448 \\ 14 \\ \hline 12\end{array}$ | - . | 52 110 1000 |  |  |
| *.Jacquet River. | Restigouche | 34646 | 402 | 5,811 52 | 3489 188 | $\begin{array}{r}820 \\ 8790 \\ 80 \\ \hline 180\end{array}$ | 14 0 883 48 |  | 110 168 168 | 1900 |  |
| Killurn... | Victuria. | 53856 | 13 | 24951 1,823 | 138 1259 | 8720 19614 | 063 461 |  | 168 160 3600 | 1200 100 |  |
| Kingsclear | York | 8013 1,26069 | 9.91 | 1,82329 12,95842 | 1259 8652 | 7,667 ${ }^{196} 145$ | 3884 | () $21 ;$ | + 42300 | 190 | 4000 |
| Kingston, King's | King's. ......... | 11741 | 40 | 74058 | 547 | 26\% 61 | 191 | 004 | 4800 | 200 |  |

# Post Office Department. 






$\dagger$ Accounting from 1st .January, 1898.
Statement showing the Accounting Offices in operation, \&c., in New Brunswick-Concluded.


Post Office Department.
Statement showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1898.
 to the Postmaster at each Office respectively, during the Year ended 30th June, 1898.

| Name of Office. | Electoral District. | Gross Postal Revenue. |  | Total Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. |  | $\left\{\begin{array}{c} \text { Cum- } \\ \text { pensation } \\ \text { paid } \\ \text { to Post- } \\ \text { masterson } \\ \text { S. B. } \\ \text { business. } \end{array}\right.$ | Salary. | Forward Allowane |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | 5 cts . | \$ cts. | \$ cts. | * cts. | \$ cts. | \$ cts. |  |
| ${ }_{*}$ Alexander | Brandon. | 1,045 60 | 893 | 19,79360 | 10873 6700 |  | ${ }^{50} 593$ | 183 | 396 <br> 2960 <br> 100 | 700 100 | 5 |
| *Arden | Macdonald | 761188 | (620 | 11,952 53 | 3685 | ${ }_{1,529} 98$ | 1620 |  | 28833 |  |  |
| A Baldur. | Lisgar. | 985, 12 | 242 | 4,850 44 | 2847 | 2,865 02 | 12 Em |  | 33000 | ${ }_{6} 100$ | 7500 |
| ${ }^{\text {A }}$ Belmont |  | 81655 | 401 | 7,93613 | 4592 | 1.72756 | 2215 |  | 280100 | 1000 |  |
| Beulah. | Marquette | $\begin{array}{r}431 \\ 5888 \\ \hline 88\end{array}$ | 398 | 13,41614 58812 36 | 74 34 38 | 2,529 2,44 | 15498 |  | 162400 220 | 155) 00 |  |
| Binscarth |  | $\begin{array}{r}58880 \\ 1.630 \\ \hline\end{array}$ | 312 1,426 | $\begin{array}{r}5,812 \\ \text { 20,503 } \\ \hline 8\end{array}$ | 3628 137 135 | 6,047 05 | ${ }_{54}^{15} 90$ | 1412 | 4400 | 975 | 10000 |
| Birtle Boissevain | Brandon | ${ }_{2}^{1,967} 76$ | 1,766 | 28,565 23 | ${ }_{177}^{137} 7$ | 8,93222 | 7730 | 2585 | 76000 | 5250 | 15000 |
| Boissevain Bradwardine |  | 29701 | 231 | 5,80135 | 3032 | 1,791 84 | 1464 |  | 12400 | 1200 |  |
| Brandon. |  | 14,696 80 | 2,771 | 36,617 67 | 27906 | 68,056 90 | 110 :0 | 5347 | 3,027 16 | 10.50 |  |
| Carberry | Macdonald. | ${ }_{2,367}^{3,112} \mathbf{4}$ | 1,491 1,975 | 22,213 <br> 38 <br> 88 <br> 8 | 15127 20335 | $\begin{array}{r}7,70650 \\ 10,614 \\ \hline\end{array}$ | 88981 | 788 97 | ${ }^{8130} 00$ | 3600 | 15000 |
| $\xrightarrow{\text { Carman }}$ Cartwright | Lisgar | 2,367 820 | ${ }^{1} 906$ | 3, 5,63806 | -36 53 | 1.87893 | 1517 | 740 | 32000 | 075 |  |
| Clearwater | " | 52611 | 168 | 3,302 00 | 1813 | 1,117 66 | ${ }^{9} \mathrm{OH}$ |  | 177 3 3 |  |  |
| Crystal City. |  | 1,078 <br> 1,081 <br> 87 | ${ }_{197}^{385}$ | 6,203 3,652 83 | 3630 2528 | 1,839 <br> 1,409 <br> 19 | 17 9 9 86 | .... | 32000 370 000 | 2700 | 75000 |
| Cypress River | Marquett | 2,228 72 | 563 | 11,942 53 | 6846 | 14,243 01 | 4014 |  | 42000 | 7500 | 10000 |
| $\dagger$ Delean. | Brandon | 22318 | 48 | 35198 | 329 | 2815 | 088 |  | (90) 00 |  |  |
| Deloraine | Brandon | 2,398 15 | 1,339 | 19,021 18 | 12777 | 5,607 54 | 43924 | 14 3 462 68 | 620 210 200 000 | 3) 100 | 125 (0) |
| Dominion City | Provencher | 64430 | 744 315 | $\begin{array}{r}11,819 \\ 6,116 \\ \hline 18\end{array}$ | ${ }_{37}^{72} 08$ | 1,703 ${ }_{1}$ | 150 |  | 21800 | 2800 |  |
|  | Brandon |  | 770 | 11,135 02 | 7476 | 4,78688 | 32 ! 11 | 2171 | 52200 | 8500 | 10000 |
| Emerson | Provencher | 1,643 15 | 1,016 | 10,588 16 | 8543 | 5,702 40 | 2930 | 646 | 47500 | 6600 | 10000 |
| Fox Warr | Marquette. | 35041 | 196 | 2,987 18 | 1889 | ${ }^{599} 9$ | $7{ }^{74}$ |  |  |  |  |
| Franklin. | Macdonald |  | ${ }_{935}^{461}$ | 11,606 ${ }^{11,595}$ | ${ }_{85}{ }^{39}$ | 3,918896 | 3223 | 1048 | 48000 | 1700 | 10000 |
| Glenboro' | " | 1,414 42 | 786 | 11,797 05 | 7469 | 2,969 72 | 2918 |  | 42000 |  | 10000 |
| Glenlyon.. | Marquette. | 20752 | 79 | 1,749 01 | 960 | 2,499 03 | 572 |  | 6000 |  |  |

## Post Office Department.






Statement showing the Accounting Offices in operation, \&c, in Manitoba.-Concluded.

| Name of Office. | Electural District. | Gross Postal Revenue. | $\begin{aligned} & \text { Number } \\ & \text { Nont } \\ & \text { Money } \\ & \text { Order } \\ & \text { issulud } \end{aligned}$ | Total Money ont of inesters <br> insued. |  | $\begin{array}{\|c\|} \text { Total } \\ \text { Amonat of } \\ \text { Money Orders } \\ \text { paid. } \end{array}$ | Cont- rennation toid toid mastert- M. on on business. | $\|$Cont: <br> venstation <br> to <br> to Port. <br> masters on <br> s. <br> business. | Salary. | Forward Allowance. | $\begin{gathered} \text { Allowance } \\ \text { (oward\& } \\ \text { Rent, } \\ \text { Fuen and } \\ \text { Light. } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | * cts. |  | * cts. | 3 cts. | * cts. | 8 cts . | * cts. | cts. | * cts. | ct |
| Steinback. <br> Stockton Station | Provencher <br> Macdonald | ${ }_{344}^{3611} 12$ | ${ }_{102}^{283}$ | - $\begin{aligned} & 6,306 \\ & 1,392 \\ & 75\end{aligned}$ | 4675 856 856 | 206 18 | 15 <br> 4 <br> 4 <br> 4 <br> 14 <br> 4 |  | 144 150 150 00 | $\cdots$ |  |
| Stonewall. | Selkirk. ........... | - 1,34676 | 905 | ${ }^{12,2727186}$ | ${ }_{84}^{81} 21$ | ${ }_{4}^{4,955} 98$ | ${ }^{4} 48$ | 176 | $\begin{array}{r}420 \\ 4200 \\ \hline 20\end{array}$ | 5000 | 7500 |
| Strathelarir station | Marquaete . | $\begin{array}{r}72288 \\ 89 \\ \hline 8\end{array}$ | ${ }_{222}^{141}$ | 3,072 <br> 3,73 <br> 18 | $\begin{array}{r}17 \\ 25 \\ 25 \\ \hline 25\end{array}$ |  | ${ }_{9}^{8} 97$ |  | 22000 120 00 | 14600 |  |
| Thornhill. |  | ${ }^{366} 09$ | ${ }^{257}$ | ${ }_{4}^{4,221} 85$ | ${ }_{21} 25$ | 26439 | 1056 |  | 11780 | 1000 |  |
| ${ }_{\text {Trenemerne.. }}$ | Mactonald |  |  | ${ }_{4 ; 720}^{2,213}$ | $\begin{array}{r}14 \\ 3195 \\ \\ \hline 95\end{array}$ | 1850 2,140 19 |  |  | 140 400 400 00 | (675 |  |
| Virden. | Brandon. | ${ }_{3,363}{ }^{3} 18$ | 1,893 | ${ }_{29,106}^{266}$ | 18577 | 8,83445 | 7815 | 1404 | 86200 | 3300 | 20000 |
|  | Mactouald | 1,60831 56639 | 9188 |  |  | 4,960 ${ }^{\text {4, }} 92$ | 4659 <br> 75 |  | 43000 2200 | 600 900 |  |
|  | Ligingr.... | 1,082 10888765 | ${ }_{11,699}^{181}$ | 1,042 13 | $\begin{array}{r} 1586 \\ 1,28959 \\ 1896 \end{array}$ |  | 275 |  | 24000 |  |  |
| Non-Accounting Post |  | 27,816 66 |  |  |  |  |  |  | 10,8i7 60 | 38149 |  |
| tal |  | 258,732 36 | 70,015 | 1,074,554 44 | 7,306 3u | 994,677 92 | 2,525 41 | 41686 | 40,340 92 | 2,054 99 | 4,682 50 |
| *Accounting fr | mom 1st October, 1897. | $\ddagger$ Accounti |  |  |  |  |  |  |  |  |  |

Post Office Department.
NORTH-WEST TERRITORIES.
Statrment showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon; and the Compensa.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Name of Office. \& Electoral District. \& Gross Postal Revenue. \&  \& Total Amount of Money Orders issued. \& Total Commis. sion received from Public. \& Total Amount of Money Orders paid. \&  \&  \& Salary. \& Forward Allowance \&  <br>
\hline \& \& \$ cts. \& \& \$ cts. \& \% cts. \& \$ cts. \& \$ cts. \& * cts. \& \& cts. \& \$ cts. \& cts. <br>
\hline Alameda. \& Assinibuia Last \& ${ }^{627} 538$ \& ${ }_{166}^{206}$ \& ${ }_{2}^{6.841717} 4$ \& 3851
1739 \& 1,839 16 \& 1840
656 \& 3145 \& $$
\begin{aligned}
& 16000 \\
& 14000
\end{aligned}
$$ \& $$
\begin{aligned}
& 1000 \\
& 11000
\end{aligned}
$$ \& <br>
\hline Balgonie. \& Alberta West \& 36561
1,18564 \& ${ }_{969}^{166}$ \& $\begin{array}{r}6,256 \\ 13,378 \\ \hline 18\end{array}$ \& ${ }_{98} 84$ \& ${ }_{2,747}^{1,185}$ \& 3653 \& 482 \& 43600 \& \& 7500 <br>
\hline - Battlefo \& Saskatchewan. \& -815 39 \& 752 \& 10,391 49 \& ${ }^{67} 89$ \& 1,972 93 \& ${ }_{20}^{27} 0{ }^{\text {06 }}$ \& \& 36000 \& 1200 \& <br>
\hline $\rightarrow$ Brondview \& Assiniboia East \& ${ }^{923} 63$ \& ${ }_{6}^{661}$ \& 8,558 43 \& $\begin{array}{r}60 \\ 61 \\ 498 \\ \hline 98\end{array}$ \& $\begin{array}{r}2,96408 \\ 63900 \\ \hline 19\end{array}$ \& 2602
167
40 \& 2275 \& $\begin{array}{r}3,995 \\ 2 \\ 295 \\ \hline 15\end{array}$ \& 16000 \& <br>
\hline Calgary \& Alberta. \& 12,359 13 \& $\begin{array}{r}4,764 \\ \hline 930\end{array}$ \&  \& 198 142 \& 1,48963 \& 4074 \& 4341 \& 35000 \& \& 7500 <br>
\hline Canmore. \& Assinibois East \& 1,24433 \& ${ }_{364}$ \& 15,899 71 \& +4124 \& 2,185 40 \& 1807 \& \& 30000 \& 2250 \& <br>
\hline Cannington Manor \& Assiniboia East \& 57277 \& 541 \& 12,736 55 \& 8500 \& 1,624 91 \& 3397 \& \& 15000 \& 800 \& <br>
\hline Carnduff \& Assiniboia East. \& 63837 \& 397 \& 9,089 67 \& 4833 \& 1,304 28 \& 2349 \& \& 24000 \& \& <br>
\hline Duck Lake \& Saskatchewan. \& 64751 \& 89 \& 1,416 54 \& 1216 \& 1,732 66 \& 650 \& \& 1,055 00 \& 5000 \& 30000 <br>
\hline Edmonton \& Alherta. ${ }^{\text {a }}$ \& 5,315 08 \& 3,381 \& $\begin{array}{r}44,006 \\ 4,703 \\ \hline\end{array}$ \& $\begin{array}{r}329 \\ 29 \\ 12 \\ \hline\end{array}$ \& 18,8181 14 \& 1235 \& 1219 \& 25100 \& 6250 \& <br>
\hline Fstevan \& Assiniboia East \& 39271 \& ${ }_{292}^{241}$ \& 4,51012 \& 2773 \& 2,49998 \& 1357 \& \& 29200 \& \& <br>
\hline Fleming ....... \& Alberta. \& 65039 \& 733 \& 11,194 58 \& 7494 \& 2,177 85 \& 3056 \& \& 27000 \& 2700 \& <br>
\hline Gainsborough \& Assiniloia East \& 46399 \& ${ }^{207}$ \& 6,311 56 \& 3002
11869 \& $\begin{array}{r}30723 \\ \hline 6.41020 \\ \hline\end{array}$ \& 1587
4562 \& 914 \& 620 00 \& \& $12 \overline{0} 0$ <br>
\hline Grenfell. \& \& 2,035 76 \& 1,378 \& - 16,57471 \& 11869 \& ${ }_{2,075}^{62}$ \& 842 \& \& 17000 \& 1000 \& <br>
\hline High River \& Alberta. \& ${ }_{109} 81$ \& 76 \& 1,054 20 \& 909 \& , 35248 \& 280 \& \& 4000 \& \& <br>
\hline Indian Head. \& \& 2,692 82 \& 1,787 \& 37,580 83 \& 23202 \& ${ }_{6}^{6,041} 22$ \& 10503 \& \& 660
390

390 \& 30
600
00 \& $\begin{array}{r}150 \\ 7500 \\ \hline 00\end{array}$ <br>
\hline Innisfail \& Alberta. \& 1,17424
1,04641 \& 8888 \& ${ }_{9,067}^{7,692}$ \& ${ }_{6}^{63} 42$ \& ${ }_{6,188}^{4,78}$ \& 2594 \& 56 \& 34000 \& 1200 \& 7500 <br>
\hline Lacomb \& " \& 1,30278 \& 181 \& 4,38901 \& 2739 \& 1,74321 \& 1321 \& \& 10000 \& \& <br>

\hline Lethbri \& \& 3,399 95 \& 2,266 \& 29,317 03 \& 25732 \& 7,492 44 \& 7885 \& 329 \& | 76300 |
| :--- |
| 110 |
|  |
| 100 | \& 9000 \& 17500 <br>


\hline Lumsden. \& Assiniboia West \& ${ }^{383} 32$ \& 1.207 \& | 2,140 |
| ---: |
| 10 |
| 31 | \& 1657

213
213 \& \& 8363 \& 264 \& 93000 \& 8950 \& 12500 <br>
\hline Macleod \& Alberta. ${ }^{\text {a }}$ \& - \& 1,836 \& ${ }_{9,673} \mathbf{3 1}$ \& ${ }_{73}{ }_{34}$ \& 5,76294 \& 3062 \& 1227 \& 48000 \& 600 \& 7500 <br>
\hline Maple Creek \& Assiniboia West \& ${ }_{2,822}^{1,85}$ \& 2,323 \& 36,788 60 \& 26152 \& 6,19033 \& ${ }_{95}^{95} 83$ \& ${ }_{60}^{60} 81$ \& 58000 \& \& 12500 <br>
\hline Moose Jaw. \& " $\quad$ ".. \& 3,097 57 \& 2,348 \& 36,330 36 \& 23756 \& 7,150 38 \& 9391 \& 40 \& \& \& <br>
\hline
\end{tabular}



Post Office Department.
Starement showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money

| Name of Office. | Electoral District. | Gross Postal Revenue. | Number of Money Orders issued. | Total <br> Amount of Money Orders issued. | Total Commission received from Public. | Total Amount of Money Orders paid. | Compensation paid to Pustmasters on M. 0. business. | Com- pensation paid to Post- masters on S. B. business. chen | Salary. | Forward Allowance | Allowance towards Rent, Fuel and Light. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \$ cts. |  | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Abbotsford | New Westminster. | 30219 | 209 | 2,016 33 | $\begin{array}{ll}15 & 51 \\ 28 & 29\end{array}$ | 2,415 <br> 1,495 <br> 95 | 787 987 | 333 | 11060 36000 | 2000 | 7500 |
| Agassiz. | Yale and Cariboo... | 99557 | 410 | 5,438 70 | 3874 | 1,927 39 | 1383 |  | 20000 |  |  |
| A Alswiworth | Vancouver | 73435 | 841 | 10,082 85 | 8023 | 3,448 43 | 2809 |  | 24000 | 200 |  |
| $¢_{\text {Aldergrov }}$ | New Westminster | 8228 | 134 | 97182 | 898 | 58121 | 253 |  | 4400 |  |  |
| Artinstrong. | Yale and Cariboo. | 71433 | 783 | 10,806 14 | 7807 | 1,746 43 | 2777 | 3 87 | 520000 |  | 0 |
| Ashcroft Station |  | 2,353 27 | 1,205 | 22,239 36 | 16215 | 10,843 13 | 60 | 1043 | 24000 |  |  |
| Barkerville | New Wesminister | 64267 | 1,024 | 23,801 13 | 15136 | $4,72,77$ | 64 305 | 174. | 260 |  |  |
| Burigoyne Bay | Vancouver. | 6826 | 110 | 1,097 45 | 950 | 1,45061 | 2452 |  | 24000 |  |  |
| Chetnainus. | N wWestm | 73302 161023 | 784 | - 93,03108 | 8723 232 | 9,229 62 | $8{ }^{6} 23$ | 1252 | 50000 | 4400 | 10000 |
| Clinton | Yale and Cariboo.. | -856 22 | ${ }^{2} 547$ | 13,117 91 | 8062 | 2,075 82 | 3326 |  | 32000 | 5000 | 7500 |
| Cloverdal | New Westminster. | 26924 | 199 | 1,661 42 | 1557 | 56983 | 426 |  | 9600 | 2750 |  |
| Cotriox | Varicouver . | 41395 | 408 | 6,013 43 | 4136 | 2,702 76 | 1631 | 602 | 120 | 1000 |  |
| Corfield | " | 17050 | 178 | 2,202 44 | 2154 | 50826 | 564 2258 |  | 7200 |  |  |
| Courtenay . |  | 15714 | 5 | 8,851 <br> 1,440 <br> 9 | 62 <br> 13 <br> 10 | 979 342 342 | 2458 400 |  | 6400 | 400 |  |
| Coutlee. | Yale and Cariboo.. | 19025 | 148 | 1,440 29 | ${ }_{81}^{13} 40$ | - 1,55937 | 2644 | 1857 | 40000 |  | 8000 |
| Donald. |  | 92420 | 574 | 10,330 88 | 88248 | 1,694 39 | 2596 | 528 | 25000 | 300 |  |
| Duncan's Station. | Vancouver | 77300 | 776 | 8,944 38 | 82 278 | 2,496 85 | ${ }^{9} 91$ |  | 22000 | 2000 |  |
| Enderby. | Yale and Cariboo. | 60972 | 332 | 3,43108 | 21820 | 1,420 23 | 1190 |  | 45000 |  | 10009 |
| Esquimalt | Victoria ........... | 1,48589 58544 | $3+2$ 355 | $\begin{array}{r}\text { 3,189 } \\ 10,139 \\ \hline 77\end{array}$ | 4707 | 1,464 40 | ${ }_{25}{ }^{\text {a }} 37$ | 92 | 18000 |  |  |
| Field. | Yale and Cariboo... | 58544 | 1,561 | 39,442 73 | 26563 | 11,270 50 | 10013 |  | 32000 |  | 3750 |
| Fort Steele. | " ... | 2,23355 2,10716 | 1,636 | 11,208 29 | 8149 | 4,926 44 | 3006 |  | 47000 | 7200 | 10000 |
| Golden ..... | " 11 .... | 2,107 1,128 | 781 | 21,550 13 | 12095 | 5,945 39 | 5498 |  | 39000 | 8000 | 7500 |
| Grand Forks. | " 1 " $\quad \cdots$ | 1,609 59 | 1,580 | 27,745 68 | 23153 | 5,405 09 | 7272 |  | 36000 |  | 7500 |
| Greenwood. Hatzic | New Westninster... | $\begin{array}{r}1,689 \\ \mathbf{2 8 1} \\ \hline 1\end{array}$ | 1,082 142 | -78187 | 1025 | 51777 | 280 |  | 10000 | $\ldots$ | ... |
| Hopa. | Yale and Caribos... | 13690 | 138 | 1,524 03 | 1210 | 33675 | 382 1976 |  | +1200 |  |  |
| Illicillewaet | " .... | 40558 | 189 | 7,891 89 | 5759 | 31856 | 1976 |  |  |  |  |

Statement showing the Accounting Offices in operation, \&c., in British Columbia.-Concluded.


## Post Office Department.

|  |  |  |
| :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { E } \\ & \text { §o } \end{aligned}$ |
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|  |  | $\stackrel{\circ}{\circ}$ |

## Post Office Department.

## APPENDIX C

ANALYSIS OF THE

## MONEY <br> ORDER BUSINESS

## Post Office Department.

Aralysis of the Money Order Business of the Dominion of Canada for the Year ended 30th June, 1898.

R. M. COULTER,
Deputy Postmaster General.

## APPENDIX D

Losses sustained in collecting the postal revenue and in conducting the money ORIER AND SAVINGS BANK SYSTEMS.

## Post Office Department.

## Statement showing the losses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1898



## R. M. COULTER. <br> Deputy Postmaster General.

W. J. Johnstone,

Accountant.

## APPENDIX E

## TRANSACTIONS OF THE

## POST OFFICE SAVINGS BANK

Post Office Department.
Statruent (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended 30th June, 1898, and of the total amount due to Depositors on that date.

|  | \$ cts. | Repayments to depositors during the year. Balance due to depositors on the 30th June, 1898. | $\begin{array}{rr} \text { \& cts. } \\ 8,83,178 & 42 \\ 34,480,937 & 77 \end{array}$ |  |
| :---: | :---: | :---: | :---: | :---: |
| Balance due to depositors on 30th June, 1897 . . Deposits received during the year | $\begin{aligned} & \mathbf{3 2 , 3 8 0}, 829999 \\ & 9.189693 \\ & 09 \end{aligned}$ |  |  |  |
| Interest allowed to depositors during the year, in accordance with the Statute. | 982,725 62 |  |  |  |
| Amount of depositors' accounts transerred from closed apenciee of the Dominion Government Savings Bank during the year. | 786,868 48 |  |  |  |
|  | \$ 43,334,116 19 |  |  | 43,334,116 19 |

R. M. COULTER,
Deputy Postmaster General.
David Matheron,
Superintendent.

Post Office Department.

## APPENDIX F

# REPORT OF MISSING LETTERS 

CLASS A.-REGISTERED LETTERS

Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing


## Post Office Department.

$\infty \quad \infty \quad+\quad$

A.-Rbastrrid Letrers.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or

| No. | Name of Writer. | Where mailed. | When | Alleged Contents. | Address | or Lettre. <br> Place. | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 1897. | - cts. |  |  |  |  |  |
| 21 | Alexis Gelinas <br> Rev. J. B. Thibautot. | D'Auteuil, Que. <br> St. Pierre Baptiste, Que. | Sept. 6 | 16100 2200 | J. Bergeron. | $\left\{\begin{array}{c} \text { St. Grégoire, } \\ \text { Que. } \end{array}\right\}$ | Stated not to have been received by dressed the person ad- dressed. | The St. Grégoire post office was entered by burglars on the night of the 8th Sept. 1897, and these letters stolen. No clue to the perpetrators of the robbery. | 9 7 |
| 28 | H. A. Bigham... | Culloden, Ont .. | $17$ | 4800 | Merchants'Bank | Ingersoll, Ont . . | Only $\$ 17$ stated to have been received. | No evidence to account for the alleged discrepancy. | 7 3 |
| 24 | Geo. D. D'Entremont. | E. Side Pubnico Harbour. | , 11 | 2250 | S. B. Murray... | Yarmouth, N.S | Stated not to have been received by the person addressed. | Contents made good by postmaster of East Side of Pubnico Harbour, who, on the day that the letter was posted, left the office in charge of a person not duly sworn. | ${ }^{3}$ |
| 25 | A. Pritchard. | Dunrobin, Ont.. | " 11 | 2000 | Mrs. M. Hyland | Kingston, Ont. . |  | This letter was lost in the South March post office. Contents made good by postmaster. | 3 3 |
| 26 | Bank of B. N. America. | Winnipeg, Man. | " 17 | 6750 | Mrs. A. Johns. | Dinorwic, Ont. |  | Contents made good by postmaster of Dinorwic, into whose hands the letter in question passed but who was unable to show what disposition he had made of it. | 3 7 |
| 27 | Miss Jesbie McIeod. | Fordwich, Ont. . | $\begin{array}{ll} 10 & 20 \\ & 20 \end{array}$ |  | John Fleming | $\begin{aligned} & \text { Arrow River, } \\ & \text { Man. } \end{aligned}$ | Only $\$ 3.40$ stated to have been received. | No evidence to account for the alleged discrepancy. <br> The East Ans post office was entered | 7 9 |
| 28 | J. P. Tobin. | Brompton Falls, Que. | $\begin{aligned} & 11 \\ & \hline \end{aligned}$ | 364 | G. Martin.... | East Angus, Que | Stated to have been received without contents. | The East Angus post office was entered by burglars on the nignt of the 23 rd Sept., and this letter rifled of its bbery. money contents. No clue to the per- | ${ }^{9}$ |
| 29 | N. Thibeault.. | Montreal, Que.. |  |  | J. Thibeault. | Ottawa, Ont ... |  | No evidence to account for the alleged discrepancy. | 7 |
| 30 | M. Brown | Lander, Man . | 1129 | 1000 | Jos. Boyce. | Kelvin, Ont | Stated not to have been received by the person addressed. | This letter duly reached the Hawtrey thence despatched to the Kelvin post office, but to have failed to reach that office. The postmaster of Hawtrey | ${ }^{3}$ |

## Post Office Department.


A.-Reaistrrbd Lettrrs-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or


## Post Office Department.

| 56 | J. Harrow | \|Cardston, Alta. . | " 27 | 500 | " Family Herald and Weekly Star." | Montreal, Que. |  | No evidence to account for the alleged discrepancy. | 7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 57 | M. A. Arsenault. . | $\begin{aligned} & \text { Wellington Sta-I } \\ & \text { tion, P.E.I. } \end{aligned}$ | Dec. 10 | 500 | Imperial Silverware Co. | Windsor, Out. . . |  | Loss made good by prostmaster of Wellington Station, the letter in question having been unduly detained at that office and thus subjected to unnecessary risk. | 5 |
| 58 |  | $\begin{aligned} & \text { Amsterdam,Hod- } \\ & \text { land. } \end{aligned}$ | - 13 | 400 | W. J. Van Dam. | Winnipeg, Man | Stated not to have been received by the person addreised. | This letter was re-addressed from Winnipeg to Bonheur and was duly received at that office. The postmaster being unable to show how it had been disposed of made good the contents. | 3 |
| 59 | B. Damill. .... | Sombra, Ont.... |  | 1000 | Massey - Harris Co. | Toronto, Oat... | 11 | There being no evidence of the despatch of this letter from the Sombra post office, the postmistress of that office made good contents. | 3 11 |
| 60 61 | B. Lefrancois..... Miss F. M. Harvey | Ange Gardien, Q. De Ramsay..... |  | 400 205 | T. Eaton \& Coulio. | Montreal, Que.. | Stated to have been | Case still under inquiry... ${ }^{\text {No evidence to acco.int for the alleged }}$ | 11 |
|  |  |  | 1898. | \$ cts. |  |  | received without contents. |  |  |
| 62 | J. H. Daly | Rawdon, Que. | Jan. 3 | 400 | N. Allard | St. Alexis de Montcalm. | Stated not to have been received by the person addressed. | This latter duly reached the St. Alexis de Montcalm post office, lut the then postmaster of that office being unable to show how it was disposed of made good contents. | 3 |
| 63 | J. B. Turcotte | $\underset{\text { Matha. }}{\text { Stean de }}$ | " 7 | 2000 | J. B. Rolland \& Son. | Montreal, Que.. | Stated to have been received without contents. | Case still under inquiry.. ......... ... | 11 |
| 64 | Rev. W. T. Finne ran. | La Trappe, Que. |  | 300 | Chas. T. Chase . | Worcester, Mass. | Stated not to have been received by the person addressed. | Contents made good by postmaster of La Trappe, who was not able to establish that the letter was forwarded from his otfice. | 3 |
| 65 | J. Jennett | Barrie, Ont. | " 18 | 1065 | W. B. Tisdale . | Orillia, Ont. . .. | Only 65 cts. stated to have been received. | No evidence to account for the alleged discrepancy. Cover of letter not preserved. | 7 |
| 66 67 | Jas. DeGurse. . . . | Sombra, Ont .. St. Azilda ... | $\left\lvert\, \begin{array}{cc}\prime \prime & 19 \\ \text { Feb. } & \\ \end{array}\right.$ | 1000 800 | Jos. DeGurse... | Windsor, Ont. . | Stated not to have been received by the person addressed. | Contents made good by postmistress of Sombra. <br> See Cases Nos. 2, 5 and 46 above. <br> The mail in which these letters were contained was placed upon a catching post at Rayside Crossing, on the | 10 |
| 67 68 | Mrs. J. Moore. . . Postmaster . . . . | St. Azilda <br>  <br> $1 . .$. | Feb. $\begin{gathered}3 \\ \prime \prime\end{gathered}$ | 800 642 | Western Bank of Canada. <br> M. Richer | Oshawa, Ont. . . <br> St. André Avelin, Que. | $\} \quad "$ | C. P. Railway, but owing to some imperfection in the apparatus was thrown on the track and cut in two by the wheels of the train. The contents of the mail were scattered and these letters were never recovered. |  |



## Post Office Department.

## APPENDIX G

## REPOR' OF MISSING LETTERS

## CLAASS B.-UNREGISTERED IJETTERS

B. Unregistrred Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from,


Post Office Department.

B. Unreaistrred Lettras.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Continued.

| No | Name of Writer. | Where Mailed. | $\begin{aligned} & \text { When } \\ & \text { Mailed. } \end{aligned}$ | Alleged | Adiress of | of Lettrr. | Evidence of Loss or Abstraction | Result of Proceedings instituted in each case by the Department. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | \$ cts. |  |  |  |  |  |
| 45 | S. F. Taylor \& Son | Walkerton Sta tion, 0 . | $\text { July } 16$ | 2000 | G. O. Helem | Sarnia, 0 | Stated not to have been received by the perion addressed. | No trace owing to want of registration. |  |
| 46 | Mrs. E. Blackstock | Singhampton, o |  | 3100 | TheDaviesBrew- | Toronto, O.. | do | do do |  |
| 47 | Wm. H. Ryerse . | Port Ryerse, 0. | " 17 | 2900 | Thos. B. Green- ing \& Co. | Hamilton, O | do | do do |  |
| 48 | Dominion Regalia Co. | Toronto, 0 . . |  | 450 | W. H. Heyden. | Charlemont, O.. | do | do do | 1 |
| 49 50 |  | Fleetwood, $\mathbf{O}$ <br> YorkSt., | $\begin{array}{ll} \prime \prime & 17 \\ . " & 17 \end{array}$ | 300 450 | 1)r. C. E. Stacy. W. H. Heyden | Toronto, 0 Charlemont, 0 | $\begin{aligned} & \text { do } \\ & \text { do } \end{aligned}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |
| 5 | M. Beresford. | Pointe Clasare, 0 | $1 "$ <br> 19 | 500 500 | lin $\begin{aligned} & \text { Miss Beresford } \\ & \text { Mrs. F. Gilbert. }\end{aligned}$ | Montreal, Q | do | $\begin{array}{ll}\text { do } \\ \text { do } & \text { do } \\ \text { do }\end{array}$ |  |
| 53 | John Wray | Rockwood, |  | 100 | Mrs. John Wray | Berlin, Ont. | do | do do |  |
| 54 | Jennie Woodrow. | Wellington, 0 |  | 700 | Mrs. E. J. Fish. | Montreal, Q | do | do do |  |
|  | John Mac | Rockwood, 0. |  |  | Mrs. J. May ... |  | do | See Case No. 40, Class B. |  |
| 56 | H. A. Peck | Jeannette's Creek, 0 . | " 21 | 009 | Adans \& Sons.. | Toronto, 0 | do | Believed to have been stolen by a dishonest employee of the Toronto Post Office, who left the service not long after. The evidence in the case was, however, not of a nature to justify prosecution. See Case No. 197, prosecu | 4 |
|  | Mrs. Watchorne <br> Miss E. Forest | Ottawa, O. <br> St. Roch, 0 |  | $\begin{array}{r} 025 \\ 1200 \end{array}$ | Hermann \& Co.. |  | do | No trace owing to want of registration. |  |
| 59 | Chas. Anderson . | Patterson S.ett | ", | $\begin{array}{r} 1200 \\ 600 \end{array}$ | W.F.T.Harrison' | St. John, N. ${ }^{\text {M }}$.. | $\begin{array}{ll}\text { do } \\ \text { do } & . . \\ \\ \text { dor }\end{array}$ | do  <br> do do <br> do  |  |
|  |  | ment, $\mathrm{N} \cdot \mathrm{B}$. |  |  |  |  |  |  |  |
|  | Miss K.F.Prescott |  |  |  | $\xrightarrow{\text { Miss Maria Pres- }}$ cott. | Baie Verte. N.B | do | do do |  |
| 61 | JJennie A. Colpitts | Pollett Rive |  | 762 | Mrs.Mary Smith | Anherst, N.S. | do | do do |  |
| 62 | Miss Cora Hughes | Mount Forest, O | " 22 |  | Mrs.Geo. Hughes | Toronto. 0 | Stated $t$, have been received without contents. | No evidence to account for the alleged discrepancy. | 1 |

Post Office Department.

| 300 | Moss Kennedy , | Kingston, O | Stated not to have been received by the person addressed. | No trace owing to want of registration. |
| :---: | :---: | :---: | :---: | :---: |
| 500 | .J. McCombe | Iberville, Q . . . | do | do <br> do |
| 1200 | Capt.Thos. Frenette. | Quebec, Q .... |  | do do $\quad \cdots$ |
| 700 | E. S. Farr . . . . | Montreal. Q | do | do do |
| 1000 | $\begin{aligned} & \text { Mrs. A.s. Wood- } \\ & \text { burn. } \end{aligned}$ | Brock ville, O.. | do | do do |
| 500 | Mrs. Owen McKay. | Beachburg, | do | do |
| 200 | Miss Maunder.. | Belleville, | Stated to have been received without contents. | No evidence to account fc.r the alleged discrepancy. |
| 500 | D. C. Lochead. . | Ottawa, O | Stated not to have been received by the person addressed. | No trace owing to want of registration. |
| 200 | Mrs. R. H. Wright | Brock ville, O... | du | $\begin{array}{ll}\text { do } \\ \text { do } & \text { do } \\ \text { do }\end{array}$ |
| 500 500 | Dr. J. Elder.... | Westmount, Q . <br> Montreal Q | $\begin{aligned} & \text { do } \\ & \text { do } \end{aligned}$ |  |
| 500 0 | Mrs. S Gilbert. Adams \& Sons Co | Montreal, Q.... <br> Toronto, 0 | $\begin{aligned} & \text { do } \\ & \text { do } \end{aligned}$ | Se Case No. 5f, Class R. |
| 03 0 0 | do |  | do |  |
| 100 | Postmaster Gen- | Ottawa, 0 | do | No trace owing to want of registration. |
|  |  |  |  |  |
| 010 10 | The "Star"... | Mo | do do | do do |
|  | Co. |  |  |  |
| 500 | Rev. Robert | oron | do | do do |
| 1000 | Warden. <br> Mrs. C. G. Jones | Wes | do | do do |
| 175 | D. Forsythe \& Co | Berlin, 0. | do | See Case No. 40, Class B. |
| 100 | Postmaster Gen- | Ot | do | No trace owing to want of registration. \|) |
| 2100 | Miss | Mont | do | do do |
|  | clair. |  |  |  |
| 125 | $\begin{aligned} & \text { T. N. Hibben } \& \mid \\ & \text { Co. } \end{aligned}$ | Vi |  | do do |
| 1000 | Mrs.A.W.Birnie | Notre Dame du Portage, Q. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. |
| 200 | Mrs.W m.Coughlin. | Guelph, O | Stated not to have been received by the person addressed. | No trace owing to want of registration. |
| 500 | A. | Toronto, O | do | do . do .. |
| 500 |  | Berlin, O. . . |  | do do |






Post Office Department.

|  |  |  | - |  |  |  |  | 80 80 8080 | 웅융 | 웅 웅요 |  |  |  | 우우% \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | \% |  |  |  | $\bigcirc$ | -8\% | 8 |  |  | $\%$ | 웅융우웅우웅 |  |
| $\begin{aligned} & 0 \\ & 0 \\ & \text { S } \\ & 0 \\ & 0 \\ & 0 \\ & H \end{aligned}$ | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  |  |  | 0 8 8 | $\begin{aligned} & 8 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ |  |  |  |  |  |  |  |  |
|  | Miss Louisa |  |  |  |  |  |  |  |  |  |  | ${ }^{8}$ |  |  |
| $\stackrel{\square}{\sim}$ | $\stackrel{10}{1}$ | 108 | 8 | 8 | 8 | 19 | 88 | 5 | 88 | 888 | 88. | 8 | 12088880 | 8888 |
| $\cdots$ | $\sim$ |  |  |  |  |  |  |  |  |  |  | $\infty$ |  | $\cdots 0000$ |



B. Unregistered Letters.-Report of all cases occurring within the Year ended 30th June, 18?8, of abstraction from,

| No. | Name of Writer. | Where Mailed. | When Mailed. | Alleged Contents. | Aidmress or Letters.  <br> Name. Place. | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 1897. | \$ cts. |  |  |  |  |
| 139 | Mrs. Elizabeth Swinton. | Port Elgin, O... | Sept. 6 | 1000 | A. J. Armstrong Cobourg, 0 | Stated not to have been received by the person addressed. | No trace owing to want of registration. |  |
| 140 | Miss H. Faston | Cornwall, O. . . . | " 9 | 300 | Miss E. Easton. . Montreal, Q.... |  | do do |  |
| 141 | A. Drolet. | St.John Suburbs, Q. | " 9 | 100 | Mrs.J. I. Laveny Pointe au Pic, Q. | do | do do |  |
| 142 | Miss (i. Corner | Toronto, O. . . . . | 1. 11 | 140 | Mrs. F. Potter. Berlin, O. . . . | do .. | do do |  |
| 143 | A. Malcolm. . | Toronto, O...... | 1-12 | 500 | Mrs. A. Malcolm Woodham, O... | do .. | do do |  |
| 144 | Paul Wendt. | St.Catharines, O. | - 12 | 600 | ```Mrs. Emma Berlin, O.....``` | do | do do |  |
| $\infty_{145}$ | Mrs. C. B. Harvie. | Mattawa | " 12 | 163 | The T. Eaton Co. Toronto, O. | do | do do |  |
| 146 | A. Bryant . . . . . | Elgin, O....... | " 13 | 500 | H. G, Bryant ... Kingston, O ... | do | do do |  |
| 147 | Geo. Way. . . . . . | St. John, N.B... | " 13 | 400 | The World Medi- London, O...... cal Electric Co. | do | do do |  |
| 148 | Jones, McKenzie \& Leonard. | Toronto, O. | " 14 | 0 00 | Clerk, County Perth, O......... Court. | do | do |  |
| 149 | C. F. De Ceu.. | NapanceStation, 0. | " 15 | 500 | Miss Clara De,Tavistock, O.... | do | do do .. |  |
| 150 | Miss Aubin | Montreal, Q.... | " 17 | 300 | L. K. Aubin . . . Montreal, Q.... | do . | do do .. |  |
| 151 | R. Trickey.. | Napanee, 0 . | " 18 | 500 | Mrs. J. Trickey. Brockville, O... | do .. | do do .. | ) 0 |
| 152 | Miss Morris . . . | Berlin, 0 . | " 18 | 100 | Canada News- Montreal, Q... | do .. | See case No. 40, Class B . . . . . . . . . | 9 |
| 153 | R. J. Butler | Toronto, O | " 19 | 100 | Mrs. K.J.Butler Ottawa, O.... | do .. | No trace owing to want of registration. | ! |
| 154 | Mary L.St.Dennis. | Mattawa, O . | " 19 | 245 | The T. Eaton Co. 'Ioronto, O . . . | do | do do .. |  |
| 155 | W. McGiltin..... | Montreal, Q ... | " 20 | 100 | Miss F. McGiltin Ottawa, O .... | do | do do |  |
| 156 | John McCallum. . | W yoming, O.. | " 20 | 400 | Mrs. McCallum. Toronto, O . . | do .. | do do |  |
| 157 | B. W. Secord . | Ridgeville, O... | " 20 | 100 | Ethel Secord.... Brantford, O. . | do | do do |  |
| 158 | Miss Gladstone... | Montreal, Q.... | " 22 | 400 | $\begin{aligned} & \text { Miss McClana- Howick, Q .... } \\ & \text { ghan. } \end{aligned}$ | do | do do .. |  |
| 159 | J. D. Ccrdlie. . . . | Cedars, Q . . . . . | " 22 | 100 | J. Brenjonette. PointSt. Charles, | do | do do |  |
| 160 | J. W. Roberts. | Napanee, O.... | " 22 | 500 | $\underset{\text { herts. }}{\text { Mrs. F. W. Ro- Waterloo, Q... }}$ | do | do do |  |
| 161 | Mrs. B. Ménard . . | Montreal, Q.... | " 22 | 100 | Mde Vve Boni-Quebec, Q ... face Ménard. | do .. | do do .. | $1)$ |

Post Office Department．


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| ¢ | 永苐 | 遃 | － | 온 |  | 웅주 | － |  |



## Post Office Department






B. Unregistered Letters. - Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, letters containing Money, sent through the Post Office in Canada-Continued.

| No. | Name of Writer. | Where Mailed. | When | Alleged Contents. | Adiness of Lettrr. |  | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Name. | Place. |  |  |  |
|  |  |  | 1897. | \% cts. |  |  |  |  |  |
| 241 | Kverett King | Sydney Mines, N.S. | Nov. | 500 | Mrs. John ${ }^{\text {King. }}$ | Walkerton, O.. | Stated not to have been received by the person addressed. | No trace owing to want of registration. |  |
| 242 | E. Crockett | Thornton. |  | 200 | Rev, A. C.Crews | Torontu, 0 |  | $\xrightarrow[\text { do }]{\text { do }}$ No evidence to account for the alleged |  |
| 243 | Mary Roberts | Cobourg |  | 400 | J. H. Roberts. . |  | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. |  |
| $-^{244}$ | J. B. Kavanagh. . | Montreal, Q | 10 | 220 | L. Duhamel | Hull, | Stated not to have been received by the | No trace owing to want of registration. |  |
|  |  |  |  |  |  |  | person addressed. |  |  |
| 245 | J. Larucque | Wallaceburg, 0 <br> Nicolet, Q | $\begin{aligned} & \quad 12 \\ & " \\ & \hline 12 \end{aligned}$ | 10 200 200 800 | Mrs. J. Larocque | Montreal, $\mathrm{Q} \ldots$. do | do do do | $\begin{array}{ll}\text { do } \\ \text { do } & \text { do } \\ \text { do } & \text { do } \\ \text { do }\end{array}$ |  |
| 247 | Mrs. J. Dore | Montreal, Q. | " 13 | 800 | Revd. Sister Superieure. | St. Benoit, |  |  |  |
| 248 | Mrs. E. J. Wea- | London, O . | 13 | 200 | John Smith | Strathroy | do | do do |  |
|  | therhead. <br> F. Huard | Winnipeg, Man. 1 |  | 2500 | Mrs. Huard .... | Montreal, Q... | do | do do |  |
| 250 | R. Donneli | Montreal, | " 17 | 1100 | Mrs. A. Donnell | Little Glace Bay, | do |  |  |
| 251 | R. Donnell | Montrea |  | 1000 | Angus Donnell. | ${ }^{\text {do }}$ | do | do do |  |
| 252 | Postmaster $\ldots .$. | Paris, $\mathbf{O}$ | 1.19 <br> 1 <br> 1 | 10 200 200 | Montreal Bank. |  | $\xrightarrow{\text { do }}$ do | $\begin{array}{ll}\text { do } \\ \text { do } & \text { do } \\ \text { do }\end{array}$ |  |
| 253 | James McPherson. | Halifax, N.S |  | 250 | Miss Maud Mc- Pherson. |  |  |  |  |
| 254 | Nlizabeth H. Munroe. | Fitzroy Harbour, 0. | " 20 | 9 (0) | The T. Eaton Co. [Ltd.] | Toronto, |  |  |  |
| 255 | Mrs. Wm. Mc- | Goderich, 0 | " 20 | 300 | Miss S. Chalners | London, 0 | do | do do |  |
| 256 |  | Winnip | " 21 | 500 | Mrs. Huard .... | Montreal. $\mathrm{Q} \ldots$ | do | do do |  |
| 257 | M. Donaldson | Ottawa, .... $\ddot{\mathrm{Q}}$ |  | 1000 100 | F. B. Taylor. | Ottawa Toronto, $^{0}$ O..... | do | $\begin{array}{ll} \text { do } & \text { do } \\ \text { do } & \text { do } \end{array}$ |  |
| 258 | J. Acres |  |  | 015 | Adams \& Sons Co | do ${ }_{\text {doron }}$ | do | See Case No. 56, Class B.......... |  |
| 260 | Mrs. M. T. Durhan | Marshvil | " $\begin{array}{r}24 \\ \hline 1\end{array}$ | ${ }^{25} 50$ | A. Griftiths... ${ }_{\text {Goulding }}$ | Welland, O.... | do | $\underset{\text { No trace owing to mant of registration. }}{\text { do }}$ do |  |
| 261 | Thos.R.PinkardCo | Exeter, 0. | " 24; |  | G. Goulding \& | Toronto, $0 . .$. |  |  |  |

Post Office Department.

B.

| No. | Name of Writer. | Where Mailed. | When Mailed. | Alleged Contents. | Address <br> Name. | of Lettrer. <br> Place. | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
| 292 | J. P. McCuddy | Handed to mail courier on Grand Forks and Penticton Route, B.C. | ec. 15 | 3706 | $\begin{aligned} & \text { Kelly, Doyle \& } \\ & \text { Co. } \end{aligned}$ | Vancouver, B.C. | Stated not to have been received by the person addressed. | This letter disappeared while in charge of the mail courier on the Grand Forks and Penticton route, to whom it had been handed for registration. The contents were made good by the contractor for the service in question. | 8 |
| 293 | Edwd. T. Hockley | Macleod, N. W.T | " 15 | 200 | G. Harcourt \& | Toronto, 0. | do | No trace owing to want of registration. |  |
| $m^{291}$ | M. Thomson | Montreal, Q ... | " 16 | 800 | Mrs.J.M. Thom- son. | Glen Donald, O. | do | do. do |  |
| ${ }^{+1} 295$ | R. L. Joynt .... | North Augusta, 0. | " 16 | 500 | W. Bovaird. | Roebuck, Ó. | do | do do |  |
| 246 | C. McNiff . . . . | Vancouver, B.C. | " 17 | 600 | Mrs. A. Beaston | Victoria, B.C... | do | do do |  |
| 297 | Fmory \& Bonstie. | Port Burwell, O . | " 17 | 1940 | Western Bank. | Tilsonburg, O. . | do | do do |  |
| 298 | A. Armstrong .... | Richmond Station, Q. | " 17 | 200 | Mrs. J. Waller. . | Montreal, Q.... | do | do do |  |
| 299 | Rev. O. Gorman. . | Postal car at Hobbewa, Alta. | " 17 | 500 | The T. Eaton Co. | Toronto, O. . . . | do .. | do do |  |
| 300 | F. Bourgoing. | Tadousac, Q ... | " 18 | 1000 | I. Bourgoing... | Montreal, Q.... | do | do do |  |
| 301 | D. Ring : | Ottawa, O | " 19 | 200 | 1. McLean..... | do | do | do do |  |
| 302 | John Leslie. . . | do . . | " 19 | 700 | Mrs.R.A. Lackie | Toronto, O.... | do | do do |  |
| 303 | W. W. Chase... | Postal car at Lawrencetown, N.S. | " 20 | 6000 | Hall \& Fairwesther. | St. John, N. B. | do | do do | \} 1 |
| 301 | Mary A. McColl. . | West Lorne, O. |  | 100 | Hospital for the | Toronto, O. . . . | do | do do |  |
| 305 | Miss M. K. Akerby | Fredericton, N. $\mathrm{B}^{\text {a }}$ | " 21 | 600 | A. W.K. Akerby | Montreal, Q.... | do | do do |  |
| 306 | D. F. Smith . . . | Valleyfield, Q... | " 21 | 1000 | $\begin{aligned} & \text { Mrs. J. Mc } \\ & \text { Keenan. } \end{aligned}$ | Ottawa, ${ }^{\text {O }}$ | do | do do |  |
| 307 | W. Beauchamp... | Cowansville, Q. | " 21 | 1000 | Mrs. W. Beauchamp. | Montreal, Q.... | do .. | do do |  |
| 308 | Miss de Ste. Ours. | St. Ours, Q.... | " 21 | 800 | Miss Justrgs . . . | do | do .. | do do |  |
| 309 | Mrs. Jas. Walker. | Ethel, O.... . . . | " 21 | 100 | Harold G. Walk- er. | Waterloo, O... | do .. | do do |  |
| 310 |  |  | " 22 | 500 |  |  |  | do do |  |

## Post Office Department.




| 311 | Agnes Smith |  |
| :---: | :---: | :---: |
| 312 | A. E. Lehman | Ne |
| 313 | Frank Hardy | Little Britain, 0. |
| 314 | C. Gamble | London, 0 |
| 315 | Mrs. B. Gaghaw | James Street Branch, Hamilton, $\mathbf{O}$. |
| 316 | W. Cuillierier |  |
| 317 | Clara Linte. | Hamil |
| 318 | D. Bilton. | $\left\lvert\, \begin{aligned} & \text { Richmond Sta- } \\ & \text { tion, } 0 . \end{aligned}\right.$ |
| 319 | Hen | Rossland, B.C.. |
| 320 | , | Montre |
| 321 | Mise J. F. Pilkey | Claremon |
| 322 | B. Wood | Grafton, |
| 323 | J. J. Tackson | Harg |
| 324 | Miss Belanger | Montreal, |
| 325 | J. M. Baird | To |
| 326 | Mrs. L. Drapeau. | Ottaw |
| ${ }^{\text {er }} 327$ | C. Bagley | Vanco |
| 328 | H. J. Gouder |  |
| 329 | Mrs. (ieo. J. Mary | Callend |
| 330 | Miss F. Main | Woodwards, |
| 331 | John Wright | Centralia, |
| 332 | Mrs. Dr. McNish. | Cornwall, |
| 333 | Mrs. Brown ... | Ottawa |
| 334 | Mrs. J. McGarvev. |  |
| 335 | Mattie May Pinl lips. | Codring |
| 336 | Lizzie Darling | Brinsley, |
| 337 | Alice J. Stewart. | Wales, 0 |
| 338 | C. Robinson | Chambly ton. Q. |
| 339 | Arnold Bros | Acton, |
| 340 | Francesco Desson- ers. | St. Cuthbert Station, Q. |
| 341 | Della Sydie | Penville, |
| 342 | John Wright. | Centralia, 0 |
| 343 | Ida Bosman. | Bluevale |
| 344 | R. G. Duff. | $\begin{aligned} & \text { Campbellton, } \\ & \text { N.B. } \end{aligned}$ |
| 345 | Edwin Gale. | Gl-ncoe, |

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| $\stackrel{8}{4}$ |  |

## Post Office Department.






|  | O. J | Ri | - 15 |
| :---: | :---: | :---: | :---: |
| 370 | Mrs. | Mo | - 15 |
|  | D. Fin |  |  |
| ${ }_{373}$ |  |  | - $\begin{array}{r}17 \\ 17 \\ \hline\end{array}$ |
| 374 | E. Davey | Upper Negaac, | - 17 |
| 375 | Al | Wale | - 17 |
| 376 | Annie Wilban | Monc |  |
| 377 | Lottie M. Under. hill. | Black ville, N.B | - 18 |
| 378 | O. Dufresne \& Fils | Win | " 18 |
| 379 | Maggie Taylor |  |  |
| 380 | Miss A. M. Bantinheimer. | Br |  |
| 381 | Mrs. S.H. Bertram |  |  |
| 382 | Miss Blanche Rich- | Wa |  |
| 383 | D. Jor | P |  |
| 384 | M | Kilb |  |
| ${ }_{386}^{385}$ | Betta Brad | Shawville, |  |
|  |  |  |  |
| 7387 | Walter A. | Red |  |
| 388 | Jos. Palmer | Alliston |  |
| 相 | Mrs. A. Wads | Toronto |  |
| 390 | ${ }^{\text {J }}$. Marcean. | Beaupon |  |
| 391 | Religeuse du Couvent J. M. | Lauzo | " 24 |
| 393 | Rev. J. F. Pitcher. | Iroquois, |  |
| 393 | Jos. Mufford | New Westmin- ster, B.C. |  |
| 394 | Fanny Squ | Brigh | " 28 |
| ${ }_{39}^{395}$ | Edith | North Pelhan, O | 10 |
| ${ }_{397}^{396}$ | R. C. Mcl | Bedfor | 29 |
| 398 | goddard |  | 1 |
| 399 |  | Erinsville |  |
| 400 |  | Pembrok | eb. |
| 401 | Flossie Main..... |  |  |
| 402 |  | Exet | - |
|  |  |  |  |

B. Unreaistered Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Continued.


## Post Office Department.


B. Unreaistered Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Continued.

|  u! ${ }^{\text {88PD }}$ | - |
| :---: | :---: |
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|  | $\begin{aligned} & \vdots \\ & 0 \end{aligned} \text { o }$ |
| 戓突 |  |
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## Post Office Department.






B. Unreaistrred Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Continued.


## Post Office Department.






B. Unreaistered Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Continued.


## Post Office Department.




B. Unreaistered Letters.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from,


# Post Office Department 


B. Unreaistrred Lettrrs.-Report of all cases occurring within the Year ended 30th June, 1898, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada-Concluded.


Post Office Department.
RECAPITULATION.


[^13]
## APPENDIX H

## TRANSACTIONS OF THE

## DEAD LETTER BRANCH

## Table No. 1.-Showing the Number of Letters of all



## Post Office Department.

Yeir ended the 30th June, 1898, and of tbeir contents, valuable or otherwise, Letters have been disposed of.
kinds received, with the disposition made of them.


Statement of Letters received at the Dead Letter Branch, Canada,
Table No. 1.-Showing the number of Letters of all kinds


## Post Office Department.

during the Year ended 30th June, 1898, \&c.-Continued.
received with the disposition made of them.-Continued.


Statbmant of Letters received at the Dead Letter Branch, Canada,

Tabir No. 1.-Showing the Number of Letters of all kinds


|  | S U M |
| :---: | :---: |
| Letters on hand on 30th June, 1897, including those in hands of postmasters.. | 6,004 |
| Dead letters received. . . . . . . . . . . . .... . ... ............. | 899,461 |
| Special letters received..... ........ | 95,068 |
|  | 940,533 |

John Walah,<br>Chief Superintendent.

## Post Office Department.

## during the Year ended 30th June, 1898, \&c.-Concluderl.

received, with the disposition made of them.-Comeluded.


MARY.
Dead letters disposed of.
Special letters disposed of
Special letters disposed of .... 1898, including those in hands of postmasters. 4,137

R. M. COULTER,<br>Deputy Pastmaster General.

Table No．2．－Showing the number of Letters received containing Money or other inclosures of value；the amount and nature of their contents；the number of such Letters delivered during the Year，and the number remaining undelivered．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 3，170 | Money（including \＄8．19）inclosed in letters under other heads． | 12，849 28 | 2，988 | 177 | 5 |
| 25 | Bills of exchange．．．．．．．．．．．．．．．．．．．．．． | 7，937 95 | 20 | 5 |  |
| 548 | Cheques ．．．．．．．．．．．．．．．．．．．．．．．．．．． | 46，179 99 | 536 | 11 | 1 |
| 1 | Debentures ．．．．．．．．．．．．．．．．．．．．．．．．．．．． | 60000 | 1 |  |  |
| 214 | Drafts ．． | 31，697 21 | 210 | 4 |  |
| 1，139 | Money orders． | 14,35329 | 1，108 | 28 | 3 |
| 94 | Orders．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．． | 11，965 39 | 78 | 14 | 2 |
| 246 | Promissory notes．．．．．．．．．．．．．．．．．．．．．．． | 33，613 08 | 240 | 6 |  |
| 510 | Receipts ．．．．．．．．．．．．．．．．．．．．．．．．．．．．．． | 34，396 61 | 486 | 20 | 4 |
| 19 | Stock certificates ．．．．．．．．．．．．．．．．．． | 38，803 00 | 19 | ．．．．．．．． | ．．．．．．．．． |
| 539 | Registered letters sent to Dead Letter Office， London，England． |  | 539 |  |  |
| 628 | Registered letters sent to Dead Letter Office， Washington，U．S．A． | ．．．． | 628 |  |  |
| 115 | Registered letters sent to Dead Letter Offices， of other countries．． |  | 115 |  |  |
| 30 | Deeds ．．．．．．．．．．．．．．．．．．．．．．．．．．．．． |  | 30 |  |  |
| 22 | Documents of value．． | ．．．．．． | 19 | 3 |  |
| 1 | Certificates，admission．．．．．．．．．．．．．．．．．． |  | 1 |  | － |
| 1 | ＂agent＇s staff．．．．．．．．．．．． |  | 1 |  | ， |
| 2 | ＂Ancient Order of Odd Fellows． |  | 2 |  | － |
| 8 | ＂appointment ．．．．．．．．．．．． |  | 8 |  | － |
| 1 | ＂as delegate．．．．．．． |  | 1 |  |  |
| 6 | assay．．．．．．．．．．．．．．．．．．．． |  | 6 | ．．．．．．．．． | ． |
| 1 | athletic association |  | 1 |  |  |
| 18 | baptism． |  | 17 | 1 | － |
| 6 | ＂beneficiary ．．．．．．．．．．．．．．．． |  | 6 | ．．．．．．．． | ．．．．．．．．． |
| 2 | birth ．．．．．．．．．．．．．．．．．．．．． |  | 2 | ．．．．．．．．．．．．．． | ．．．．．．．．．．． |
| 5 | boiler． | －．．．．．．．． | 5 |  | ． |
| 1 | ＂building． |  | 1 | ．．．．．． | ．．．．．．．．． |
| 9 | ＂character．． | ．．．．．． | 9 | －．．．．． | ．．．．${ }^{\text {a }}$ |
| 1 | ＂＇Choosen Friends． | - . . . . . | 1 | ． | ．．．．．．．．． |
| 2 | ＂collegiate entrance ．．．．．．．．．． | $\ldots \ldots .$ | 2 |  | ．．．．．．．．．． |
| 2 | ＂college physicians and surgeons． | －• ．．$\cdot$ ． | 2 |  | － |
| 1 | commercial traveller ．．．．．．．． | ． | 1 |  |  |
| 1 | ．contagious disease．．．．．．．．．．． |  | 1 |  |  |
| 28 | ＂church membership ．．．．．．．．． | －．．．．． | 28 |  | － |
| 1 | Customs ．．wh．．．．．．．Assori－ | ．．．．．．．．．．． | 1 | ．．．．．．．．． | ．．．．．．．．． |
| 5 | ＂Canadian Wheelmen＇s Associ－ tion |  | 1 | 4 | ． |
| 2 | ＂death．．．．．．．．．．．．．．．．．．．． |  | 2 | ．．．．．．．．．．．． | ．．．．．．．．．． |
| 4 | ＂discharge．．．．．．．．．．．．．．．． |  | 4 |  | － |
| 1 | ＂dispensation，military service．． |  | 1 |  |  |
| 1 | ＂employment．．．．．．．．．．．．．．．．． | ．．．．．．．．．． | 1 |  | ．．．．．．．．．．． |
| 2 | endowment ．．．．． |  | 2 | ， | ．．．．．．．．．．． |
| 3 | ＂entrance examination | . . . . . . . . . | 3 |  | ．．．．．．．． |
| 1 | fishery． | ．．．．．．．．．． | 1 |  |  |
| 4 | ＂free miners ．．．．．．．．．．．．．．．．．． | ．．．．．．．．． | 4 | ， | －．．．．．．．．． |
| 1 | ＂huarantee． |  | 1 | $1 . . . \cdots{ }^{1}$ | 1 |
| 1 | ＂＂high school． |  | 1 | 1 ．．．．．．．． |  |
| 3 | ＂indemnity．．．．． |  | 2 | $2 \cdots \cdots 1$ |  |
| 1 | ＂identification． |  | 1 |  |  |
| 4 | ＂illness． |  | 4 | 4 ．． | ． |
| 1 | ＂improvement ．．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | ＂inspection．．．．．．．．．．．．．．．．．．． | ．．．．．．．．．． | 1 | ， | ．．．．．．．．．．．．． |

## Post Office Department．

Table No．2．－Showing the Number of Letters received containing Money or other inclosures of Value，\＆c．－Continued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Certificates，insurance．． | \＄cts． |  |  |  |
| $\stackrel{4}{2}$ | Certifes，Independent Order of Foresters |  | ${ }_{2}$ |  |  |
| 11 | Independent Order of Odd Fel－ lows．． |  | 2 |  |  |
| 1 | labour．．．．．．．．．．．．．．．．．．．．．．．．．．．． |  | 11 |  |  |
| 1 | land．．． |  | 1 |  |  |
| 1 |  |  | 1 |  |  |
| 1 | League American Wheelmen ．． |  | 1 |  |  |
| 16 | marriage ．．．．．．．．．．．．．．．．．． |  | 16 |  |  |
| 6 | masonic ．．．．．． |  | 6 |  |  |
| 1 2 | master of ship |  | 1 |  |  |
| 22 | medical．．．．． |  | $\stackrel{2}{2}$ |  |  |
| 19 | membership ．．． | ． | 19 |  |  |
| 1 | Methodist Church |  | 1 |  |  |
| 1 | military ． |  | 1 |  |  |
| 7 | miners．． | ．．$\cdot$ | 4 | 3 |  |
| 1 | mining．${ }_{\text {model }}$ school |  | 1 |  |  |
| 5 | ＂，naturalization． |  | 1 |  | ．．．．． |
| 1 | nursery examinations． |  | 1 |  |  |
| 1 | ＂otfice |  | 1 |  |  |
| 1 1 1 | pedigree． |  | 3 |  |  |
| 1 | ＂pensonal effects |  | 1 |  |  |
| 4 | pre－momion． |  | 4 |  | ．．． |
| 6 | railway．．． |  | 6 |  |  |
| 1 | railway，reduced fare． |  | 1 |  |  |
| 1 | railway trackmen ．．．．．．．．．．．． |  | 1 |  |  |
| 1 | Relief Association，Oddfellows． |  | 1 |  |  |
| 4 | school examination |  | 4 |  | ．．．． |
| 7 2 | ＂ 1 sheriff．．．．．．． |  | 7 |  | ． |
| 3 | ＂＇solicitor．．．．．．．．． |  | 2 |  |  |
| 1 | ＂statement |  | 1 |  |  |
| 13 | ＂stock． |  | 13 |  |  |
| 4 | stocks，mining |  | 4 |  |  |
| 2 | temperance．．．． |  | 2 |  |  |
| 1 | time，railway．．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | title．． |  | 1 |  |  |
| 4 | transfer ．．．． |  | 4 |  |  |
| 1 | ＂trotting register．．．．．．．．．．．．．．． |  | 1 | ．．．． | $\cdots$ |
| 1 22 | ＂，United Brotherhood，Railway．． |  | 1 |  |  |
| 22 1 | ＂${ }_{\text {＂}}$ various ${ }^{\text {veterinary．．．．．．．．．．．．．．．．．．．．．．．．．．}}$ |  | 21 | ．．．．．．． | 1 |
| 1 | ＂，veterinary $\quad$ visiting，İO．O．F．．． |  | 1 |  |  |
| 1 | ＂）wheelmen＇s league． | ．．． | 1 |  |  |
| 5 | ＂weights and measures． |  | 5 |  |  |
| 1 | ＂withdrawal，I．O．O．F．．．．．．． |  | 1 |  | ．．．．．．．． |
| 1 | ＂Wolfe County ．．．．．．．．．．．．． | ．．．．．．．． | 1 |  |  |
| 1 | ＂Woodmen of the World．．． | ．．．．．．． | 1 |  |  |
| 4 | ＂＂work |  | 4 |  |  |
| 5 | Account cards ．．．．．． |  | 5 |  |  |
| 1 | Account，statement of． Acknowledgments |  | 1 |  |  |
| 2 | Acknowledgments Advice money order．．． |  | 1 | 1 |  |
| 14 | Affidavits ．．．．．．．．． |  | 14 |  |  |
| 31 | Apreements． |  | 30 | 1 |  |
| 4 | Albums ．．． |  | 4 |  |  |
| 2 | Allegiance，oath of ．．．．．．． |  | 2 |  |  |
| 1 | Antimacassar．．．．．．．．．．．．． |  | 1 |  |  |
|  | 9 |  |  |  |  |

Table No．2．－Showing the namber of Letters received containing Money or other inclosares of value，\＆c．－Continued，

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Application for medal．．．．． Apprenticeship，articles of． |  | 1 |  |  |
| 1 | Apron，child．．．．．．．．． |  | 1 |  |  |
| 3 | A pron，lady |  | 3 |  |  |
| 6 | Artists colours． |  | 6 |  |  |
| 1 | Asmessment card |  | 1 |  |  |
| 2 | Assignments． |  | 2 |  |  |
| 1 | Attomizer ．．． |  | ， |  |  |
| 4 | Badges． |  | 2 | 2 |  |
| 1 | Badges，gold plated． | ．．． | 1 |  |  |
| 9 | Baggage cheeks．．．． |  | 9 | ．．．．．．．． |  |
| 5 | Bannerettes ．．．． |  | 5 |  |  |
| 1 | Bark（of tree） | ．．．．．．．． | 1 |  |  |
| 1 | Bead work．．． |  | 1 |  |  |
| 4 | Belts．． |  | 4 |  | ．．．． |
| 1 | Bib．．．．．． |  | 1 |  |  |
| 1 | Bicycle crank |  | 1 |  | ．．．．．．．．．． |
| 1 | Bill of costs． |  | 1 |  |  |
| 3 | Bills of lading |  | 2 |  |  |
| 21 | Bills of sale．． | ．．．．．． | 19 | 2 | ．．．．．．．．．． |
| 2 | Bill stamps | ．．．．．．．． |  |  |  |
| 2 | Birch bark． | ． | 2 |  |  |
| 1 | Bird skin．． |  | 1 |  |  |
| 3 | Bird＇s wings ．．．．．．．． |  | 8 |  | ．．．．．． |
| 1 | Birth，registration of | ．．．．．${ }^{\text {a }}$ | 1 | ．．．．．．．．． |  |
| 8 | Blocks，electro． |  | 8 |  |  |
| 1 | Blotting pad | ．．．．．．．．． | 1 |  | ．．．．．．．．．．．． |
| 1 | ${ }^{\text {Blowase．．．．．}}$ Bo． | ． | 1 | ．．．．．．．．．．． | ．．．．．．．．．． |
| 1 | Boa，fur． <br> Bonnets，child |  | 1 | …．．．．．．．．． | ．$\cdots$ ．．．．．$\cdot$ ．．． |
| 38 | Books．．．．．．．．．． |  | 38 |  | $\ldots$ |
| 2 | Books，account |  | 2 |  |  |
| 1 | Book，coupons． | ．．．．．．．． | 1 |  |  |
| 1 | Book，memo ． |  | 1 |  | ．．．．．．．．．． |
| 1 | Book，receipt |  | 1 |  |  |
| 1 | Bonk，subbeription |  | 1 |  |  |
| 6 | Boots，child． |  | 6 |  |  |
| 5 | Boots，lady ． Boots，men．． |  | 4 | 1 |  |
| 7 | Bottles men． |  | 7 |  |  |
| 1 | Box，celluloid |  | 1 | ．．．．．．．．．． |  |
| 2 | Boxes，tin．． |  | 8 |  |  |
| 1 | Bracelet，hair． |  | 1 | ．．．．．．．． |  |
| 1 | Bracelet，gold plated． |  | 1 |  | ．．．．．．．．．．． |
| 4 | Braces．．． |  | 4 | ．．．．．．．．．．． |  |
| 5 | Brief Brooches． | ．．．．．．．．． | 5 | ．．．．．．．．．．．． | ．... ．．．．．．．． |
| 1 | Brooch，enamel．．．． |  | 1 |  |  |
| 10 | Brooches，gilt．．． |  | 10 |  |  |
| 1 | Brooch，hair ．．．．．．．．．．．．．． |  | 1 | ．．．．． | ．．．．．．．． |
| 2 | Brouches，mother of pearl |  | 2 |  |  |
| 1 | Bug，epecimen ．．．． | ． | 1 |  |  |
| 2 | Bulbe． |  | 2 |  | ．．．．．．． |
| 1 | Burner，oil engine．． |  | 1 |  |  |
| 1 | Butterflies．．．．．．．． ． |  | 1 |  |  |
| 1 | Buttons ．．．．． |  | 1 |  |  |
| 25 | Cakes |  | 25 |  |  |
| 7 | Calendars． |  | 7 |  |  |
| 4 | Candy ．．．．．．．．．．．． | ．．．．．．． |  |  |  |

Post Office Department．
Table No．2．－Showing the Number of Letters received containing Money or other inclosures of Value，\＆c．－Continued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Cap |  | 1 |  | ．．．．．．． |
| 1 | Cap，child |  | 1 |  |  |
| 1 | Cap，fancy． |  | 1 |  |  |
| 1 | Cap，fur |  | 1 |  |  |
| 2 | Caps，night． |  | 2 |  |  |
| 1 | Cap，wool ．． |  | 1 |  |  |
| 1 | Cape，silk |  |  |  |  |
| 1 | Cape，fur． |  | 1 |  |  |
| 12 | Cards ．．． |  | 12 |  |  |
| 3 | Card cases． |  | 3 |  |  |
| 1 | Case，leather． |  | 1 |  |  |
|  | Case，needle |  | 1 |  |  |
| $1$ | Case，pillow ．．．．．．．．．．． |  |  | 1 | ．．．．．．．．．．．． |
| 2 | Cases，writing．． |  | 2 |  |  |
| 2 | Catalogues．．．． |  | 2 | ．．．．．．．． |  |
| 3 | Centre pieces |  | 3 | ．．．．．．． | ．．．．．． |
| 1 | Chain ．．．．．．．．．．．． |  | 1 |  |  |
| 14 | Chain，ladies gilt |  |  | ． 1 |  |
| 14 | Checks，baggage．．．． Chucks，time |  | 14 | ．．．．．．．．．． | ．.......... |
|  | Checks，time． Chest protector |  | 1 |  |  |
| 1 | Chest protector Cigars |  | 1 | 1 | ．．．．．．．．．．． |
| 1 | Cigar bands |  | 1 |  |  |
| 1 | Cigar holder． |  | 1 | …．．．．．．．．． |  |
| 3 | Cigarettes ． | ．．．．．．．．．．． | 3 |  |  |
| 1 | Cloak，over． |  | 1 | ．．．．．．． | ．．．．．．．．．． |
| $\stackrel{4}{4}$ | Cloth，．．．． |  | 4 |  | ． |
| 26 | Clothing，child．．． Clothing，ladies． |  | 26 |  |  |
| 15 | Clothing，ladies． Clothing，men．．． |  | 6 15 | $i$ | ．．．．．．．．．．．． |
| 15 | Clothing，men． Collars |  | 15 10 |  | $\cdots$ |
| 1 | Collars，lace． |  | 1 |  |  |
| 1 | Collars，storm |  | ， |  |  |
| 1 | Compass．． |  | 1 |  |  |
| 9 | Contracts． | ．．．．． | 9 | ．．．．．．．．．． |  |
| 1 | Corset ． |  |  |  |  |
| 3 | Cottons．． |  | 3 |  |  |
| 1 | Coupons．．．． |  | 1 |  | ．．．．．．．．．． |
| 1 | Court papers．．．． |  |  |  | ．．．．．．．．． |
| 1 | Cravats． Crasy patch work． |  | 1 |  | ．．．．．．．．．．．．． |
| 1 | Crasy patch work． Credence，letter of． |  | 1 | …．．$\ldots .$. |  |
| 1 | Crochet work．．．．．． |  | 1 |  |  |
| 1 | Cuff buttons，gilt |  |  |  |  |
| 3 | Cups ．．．－．．．．． |  | 3 |  |  |
| 1 | Curtain fringe．．．． |  | 1 | …．．． |  |
| 1 | Cushion，chair．．．．．．．．． |  |  |  |  |
| 1 | Customs refiund．．．．．．．． |  | 1 |  |  |
| 1 | Cyrograph．．．．．．．．．． |  | 1 |  |  |
| 4 | Declarations．．．．．．． |  | 4 |  |  |
| 5 | Deeds，warranty． |  | 5 |  | ．．．．．．．．． |
| 6 | Diplomas．．in V $^{\text {M }}$ M Police |  | 6 |  | ．．．．．．．．．． |
| 1 | Discharge，N．W．M．Police． Disinfectant． |  |  |  |  |
| 11 |  |  | 9 | $\cdots \cdots \mathrm{i}$ | $1$ |
| 4 | Dolls ．．．．．．． |  |  | 4 ．... |  |
| 4 | Donkey，cotton． |  | 1 |  |  |
|  | Drape，silk．．． |  | 1 |  |  |
| 2 | Drawings．．．．．． |  |  |  |  |

Table No．2．－Showing the Number of Letters received containing Money or other inclosures of Value，\＆c．－Continued．

|  | Nature of Contents． | 荌劳解星宅边管 4 <br>  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Drawing，crayon． |  | 1 |  |  |
| 1 | Dress，child．．．．．． |  | 1 |  |  |
| 6 | ＂goods． |  | 6 |  |  |
| 1 | Drugs．．．．．． |  | 1 |  |  |
|  | Due book，A．A．T．S．C．． |  | 1 |  | ．．．．．．．．．． |
| 5 | Ear drum．．．．．．．．． |  | 5 |  |  |
| 2 | Eggs．． |  | 2 |  |  |
| 1 | Entomological specimen． |  | 1 |  |  |
| 3 | Hyes，glass．．．．．．．． |  | 3 |  |  |
| 12 | Fancy work． |  | － 12 |  |  |
| 2 | Feathers ．． |  | 2 |  | ．．．．．．．．．． |
| 1 | File．．．．． | ． | 1 |  | ．．．．．．．．．．．． |
| 2 | Fish hooks． |  | 2 |  |  |
| 1 | Flannel． | ．$\cdot$－ | 1 |  | ．．．．．．．．．．． |
| 8 | Flowers．． |  | 8 |  |  |
|  | ＂artificial |  | 2 |  |  |
| 1 | Fork，tuning |  | 1 |  |  |
| 4 | Fountain pens． Fur |  | 4 |  | ．．．．．．．．． |
| 2 | Fur ＂cayottes |  | 2 |  |  |
| 2 3 | ＂1）cayottes |  | 2 3 |  |  |
| 1 | ＂mink． |  |  |  |  |
| 1 | ＂muskrat． |  | 1 |  |  |
| 1 | ＂wolfe． |  | 1 |  |  |
| 5 | Garters |  | 5 |  |  |
| 1 | ＂silver mounts． |  | 1 |  |  |
| 1 | Glass，magnifying．．．．． |  |  |  |  |
| 2 | ＂opera．${ }^{\text {a }}$ ．${ }^{\text {a }}$ ．．．．．． |  | 2 | ，．．．．．．．． | ．．．．．．．．．．． |
| 1 | ＂vial，silver mounts． <br> Gloces |  | 1 |  |  |
| 2 | ＂deerskin． |  | 2 |  |  |
| 8 | ＂kid． |  | 8 |  | ．．．．．．．．． |
| 2 | ＂leather |  | 2 |  |  |
| 6 6 | ＂1，wooleris． |  |  |  | ．．．．．．．．．．．．． |
| 6 23 | Gold，bracelet． |  | 5 |  | ．．．． |
| 23 2 | ＂brooches |  | 19 | 4 |  |
| 2 1 | ＂buttons | ．．．．．． | 1 |  | ．．．．．． |
| 1 | ＂buckle．． |  | 1 | ．．．．．．．．．． | ．．．．．．．．．． |
| 2 | ＂charus．． |  | 2 | ．．．．．．．．． | ．．．．．．．．． |
| 4 | ＂chains．．．． |  |  | ．．．．．．．．．． |  |
| 6 1 | ＂，cuff buttons． | ，．．．．．． | 6 | ． | ．．．．．．．． |
| 1 |  |  | 1 | ．．．．．．．．．． | ．．．． |
| 1 | ＂ear drum． |  | 1 | $\ldots$ |  |
| 1 | ＂ear－ring． |  | 1 |  |  |
| 4 | 1，eye glasses． |  | 4 |  |  |
| 1 | ＂flake． |  | 1 |  |  |
| 1 <br> 3 | ＂jewel，society． |  | 1 |  |  |
| 3 <br> 1 | ＂lockets．．．．．． |  |  |  | ． |
| 1 | ＂，manicure set．．． |  | 1 |  |  |
| 8 | ＂nuggetts |  | 8 |  |  |
| 3 | ＂ores．．．． |  | 3 |  |  |
| 7 | ＂pens．．． |  | 4 |  |  |
| 2 | ＂pendants．．． |  | 1 | 1 | ．． |
| 1 | ＂pencil caso． |  |  | ．．．．．．．．．．． |  |
| $\stackrel{2}{2}$ | ＂pen－holders． |  | 2 |  |  |
| 23 3 | ＂${ }_{\text {＂}}$ pins．．．．．． |  | 21 3 | －．．．．．．．${ }^{\text {a }}$ |  |
| 107 | ，rings．． |  | 93 | 14 |  |

Post Office Department．
Table No．2．－Showing the number of Letters received containing Money or other inclosures of value，\＆c．－Continued．

|  | Nature of Contents． | ＂す <br>  <br>  <br> 官 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Gold，seals | \＄cts． |  |  |  |
| 13 | ＂spectacles． |  | 11 | 2 |  |
| 3 | ＂spoons，souvenir |  | 3 |  |  |
| 1 | ＂＂sugar |  | 1 |  |  |
| 2 | ＂studs．．．．． |  | 2 |  |  |
| 1 | ＂tooth．． |  | 1. |  |  |
| 19 | ＂watches．．．． |  | 19 |  |  |
| 2 5 | ＂watch cases．． |  | 2 |  | － |
| 5 | ＂watch－chains． <br> Gown，Japanese |  | 4 | 1 | ． |
| 1 | Gown，Japanes ．．．．． |  | 1 |  |  |
| 3 | Grafts．． |  | 3 |  |  |
| 2 | Grease ．． |  | 2 |  |  |
| 2 | Gauge registers |  | 2 |  |  |
| 2 | Gum．．．．．．． |  | 2 |  |  |
| 1 | Hair lotion ．．．．． |  | 1 |  |  |
| 1 | ＂${ }_{\text {＂}}^{\text {ornaments．}}$ pins．． |  | 1 |  |  |
| 1 | ＂receiver． |  | 1 |  | ．．．． |
| 3 | ＂switch |  | 3 |  |  |
| 24 |  |  | 24 |  |  |
| 48 3 | $\begin{array}{ll}\text {＂} & \text { silk．} \\ \text {＂}\end{array}$ | ．．．．．．．${ }^{\text {a }}$ | 47 | i |  |
| $\begin{array}{r}3 \\ 2 \\ \hline\end{array}$ | ＂$"$ case． |  | 3 2 |  |  |
| 2 | Hats，straw． | ．．．． | 1 | 1 |  |
| 7 | Herbs．． | ．．．．．．． | 7 |  |  |
| 1 | Honey．． |  | 1 |  |  |
| 1 | Hood．．． | ．．．．．．．．．． | 1 |  |  |
| 2 | Hosiery ．．．．．．．．．．． | ．．．．．．．．．．． | －$\quad 2$ |  |  |
|  | Incumbrance，notice of． |  | －$\quad 1$ |  |  |
| 167 | Insurance policies．．． |  | 165 |  | 2 |
| 1 | Invoice．．．．．．．．．．．． |  |  | 1 |  |
| 1 | Ivory ornament．． |  | 1 |  |  |
| 2 |  |  | 2 |  |  |
| 1 | ＂fur． |  | 1 |  |  |
| 1 | $\text { " }{ }^{\prime \prime} \text { patrol..... }$ |  | 3 |  | ．．．．．．．．．．．．．． |
| 2 | Jewels．．． |  | 2 |  | ． |
| 1 | Jewel，garnet． |  | 1 |  |  |
| 1 | ＂opal |  | 1 |  |  |
| 1 | Jewel case ．． |  | 1 |  |  |
| 1 | Juror＇s return． | ．$\cdot$ ．．．．．．． | 1 |  |  |
| 1 | Kettle－holder ．．． |  | 1 |  |  |
| 5 | Kers．．．．．．．．．．．． |  | 5 | ．．．．．．．．．．． |  |
| $\underline{1}$ | Knives............. |  | 6 |  |  |
| 16 | Laces．．．．． |  | 14 | 2 |  |
| 1 | ＂stay ．．． |  | 1 | ．．．．．．．．．． |  |
| 1 3 | Land grant．．．．．．． |  | 1 | ．．．．．．．．．． |  |
| 3 1 | ＂patent．．．．．． |  | 3 1 | ．．．．．．．．．．．． |  |
| 1 |  |  | 1 |  |  |
| 47 | Legal papers． |  | 46 | 1 | ．．． |
| 6 | Leases．．．．．．．． |  | 6 |  |  |
| 2 | Leaves，autumn ．．．． |  | 1 |  |  |
| 5 | Lense for spectacles．． |  | 5 |  |  |
| 1 | License ．．．．．．．． |  | 1 |  |  |
| 1 | ＂cullers |  | 1 |  |  |
| 3 | ＂fish．．． |  | 3 |  |  |

Table No 2．－Showing the number of Letters received containing Money or other inclosures of Value，\＆c．－Continued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | License，hotel． |  | 1 |  |  |
| 1 | ＂pedlar． |  | 1 |  |  |
| 1 | ＂timber． |  | 1 |  |  |
| 1 | ．＂truck |  | 1 |  | $\cdots \cdots$ |
| 3 | Linen |  | 3 |  | $\cdots \quad . . . . . .$ |
| 2 | Lobster，can ．．．．． |  | 9 |  | ．．．．．．．．．． |
| 1 | Locket，gilt |  | 1 | . . |  |
| 2 | Lottery tickets． |  | 5 | ．．．．．．${ }^{\text {a }}$ |  |
| 5 | Manifests，customs．．．． Manicure set． |  | 5 | ．．．．．．． |  |
| 2 | Manicure set． <br> Mantle border． |  | 2 |  | ．．．．． |
| 1 | Maps．．．．． |  | 1 |  |  |
| 1 | Marker，butter．． |  | 1 |  |  |
| 2 | Marriage contracts． |  | 2 |  |  |
| 1 | Match－box ．．．．． |  | 1 |  |  |
| 17 | Mats．．．．． |  | 17 |  |  |
|  | M ${ }^{\prime \prime} \operatorname{lamp}$ ． |  | 1 | $\cdots$ | ．．．．．．．．．． |
| 1 | ＂electric． |  | 1 |  |  |
| 1 | ＂jubilee．． |  | 1 |  |  |
| 1 | ＂World＇s Fair |  | 1 |  |  |
| 52 | Medicine $\cdot \square \quad \because$. |  | 52 |  |  |
| 3 | Membership tickets | ．．． | 3 |  |  |
| 2 | Metal ．． |  | 2 |  |  |
| 1 | Mica ．．．．．． |  | 1 |  |  |
| 1 | Milk，condensed | ．．．．． | 1 |  |  |
| 23 | Mineral claims．． |  | 22 | 1 |  |
| 4 | Minerals，samples of |  | 4 | ．．．．．．． |  |
| 3 | Mitts．．．．．． |  | 3 | ．．．．．．．．．． |  |
| 3 | Models．．．． |  | 3 | ．．．． |  |
| 22 | Moccasins ． | ． | 22 |  |  |
| 11 | Mortgages ．．．．．．． |  | 11 |  |  |
| 1 | ＂assignment |  | 1 |  |  |
| 1 | ＂${ }^{\prime \prime}$ discharge |  | 1 |  |  |
| 1 | Mcuth organ ．．．．． |  | 1 |  |  |
| 1 | Muffler．．．．．．． | ．．．．．．． | 1 |  |  |
| 20 | Music．．．．．．． |  | 20 |  |  |
| 2 | Napkin ring．．．．． |  | 2 |  |  |
| 1 |  | ．．．．．．． | 1 | ．．．． |  |
| 28 | Neckties ．．．．．．．．．．．．．．． |  | 28 |  |  |
| 2 | Needles |  | 2 | ．．．．．．．．．．． |  |
| 1 | Oil．．．．．．．．．．．．．． |  | 1 |  |  |
| 12 | Onion Orders． |  | 11 | 1 |  |
| 3 | ＂for railway tickers．． |  | 3 |  |  |
| 10 | Ores．．．．．．．．．．．．． |  | 10 | ．．．．．．．．．． |  |
| 1 | Paint holder |  | 1 | ．．．．．．． |  |
| 16 | Paper ．．．．． |  | 16 |  |  |
| 16 7 |  |  | 16 7 |  |  |
| 37 | ＂bank ．．．． |  | 36 | 1 |  |
| 7 | ＂Building Society |  | 7 | ．．．．．．．．．．． |  |
| 1 | ＂Carpenter．．．． |  | 1 | ．．．．．．．．．．． | ．．．．．． |
| 11 | ＂${ }^{\prime \prime}$ insurance．．． |  | 11 |  |  |
| 2 | ＂O．P．B．\＆L |  | 2 |  |  |
| 17 | ＂Savings Banks | ．．．．．．．．．． | 17 |  |  |

## Post Office Department

Table No．2－Showing the number of Letters reeeived containing Money or other inclosures of value，\＆c．－Continued．

|  | Nature of Contents． | ＂＇0 <br>  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Pass－bcoks，Sun Savings． |  | 1 |  |  |
| 1 | ＂Y．M．C．A．． |  | 1 |  |  |
| 1 | ＂Y．P．S．．． |  | 1 |  |  |
| 10 | Passes，railway．．． |  | 10 |  |  |
| 3 | ＂steamboat |  | 3 |  |  |
| 2 | Passport． |  | 1 | 1 | ．．．．．．．．．．． |
| 2 | Patchwork |  | 2 |  |  |
| 1 | Patent． |  | 1 |  | ．．．．．．．．．． |
| 2 | Patterns，dress |  | 2 |  |  |
| 1 | Pedal，bicycle． |  | 1 |  |  |
| 3 | Pedigree，cattle |  | 3 |  |  |
|  | Pen． | ．．．．．． | 4 | ．．．． | ．．．．．．．．． |
| 3 | Penholders |  | 3 |  | ． |
| 2 | Perfume |  | 2 |  | $\ldots .$. |
| 3 | Permits．．．．．．．．． |  |  |  | ． |
| 2 | Petition．．．．．．．． |  | 2 |  |  |
| 62 | Photos． |  | 57 | 5 |  |
| 5 | Photo films． |  | 5 |  |  |
| 7 | ＂frame |  |  |  |  |
| 1 | Pick，blade ．．．．． |  |  |  |  |
| 1 | Picture ．．．．． |  |  |  |  |
| 2 | Pillow shams | ．．． | 2 |  |  |
| 1 | Pin |  |  |  |  |
| 8 | ＂gilt． |  | 7 | 1 | ．．．．．．．．．． |
| 4 | ＂metal |  |  |  |  |
| 1 | I\％pearl．．． | ．．．．．．． | 1 |  |  |
| 6 | Pincushions． |  | 6 |  |  |
| 2 | Pin－tray． |  | 2 |  |  |
| 9 | Pipes ．． | ． | 7 |  |  |
| 4 | Plans．．． |  |  | 1 | ．．．．．．．．．． |
| 3 | Plans． <br> Plate，metal |  | 3 | ， | ．．．．．．．．．．． |
| 1 | Plate，metal <br> Plum pudding |  | 1 | ． | ．．．．．．． |
| 1 | Poison ．．．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | Popping corn．．．．．．． |  | 1 |  |  |
| 29 | Postage stamps used |  | 28 |  |  |
| 1 | Potatoes ．．．． |  |  |  |  |
| 5 | Pouches，tobacco． |  | 5 | ．．．．．．．．． |  |
| 17 | Powder．．．．．．．．．．．．．．．．． |  | 3 |  |  |
| 17 | Powers of attorney． |  | 15 | 2 |  |
| 6 1 | Prayer beads．．．． |  | 6 |  |  |
| 1 | Proxy |  | 1 |  |  |
| 1 | Purse（gold m．ount）．${ }^{\text {a }}$ Indian bead works |  | 1 |  |  |
| 9 | ＂$"$ leather ．．．．．．．．．．． |  | 9 |  |  |
| 1 | Raisin stoner． |  | 1 |  |  |
| 1 | Receipt，deposit | ． | 1 |  |  |
| 3 | ＂express goods．．．．．．．． |  | 3 | ．．．．． |  |
| 1 | ＂jail． |  | 1 | …．．．．．．．． |  |
| 2 | ＂goods．．．．． |  | 1 | ．．．．．．．．．．． | ．．．．．．．．． |
| 1 | ＂homestead．．．．． |  | 12 |  |  |
| 33 | ＂registered letters． |  | 30 |  |  |
| 6 | \％various．．．．．．．．． |  | 6 |  |  |
| 61 | Recommendations． |  | 50 | 11 |  |
| 1 | Regulations，I．O．O．F．．．． |  | 1 |  |  |
| 1 | Release．．． |  | 1 | …．．．．．．． |  |
| 1 | Report，I．O．O．F． |  | 1 | ．．．．．．． |  |
| 1 | Returns，conviction． |  | 1 |  |  |

Table No．2．－Showing the number of Letters received containing Money or other inclosures of value，\＆c．－Continued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Returns，magistrate．．．．．． |  | 1 |  |  |
| 1 | ＂，U．S．gold fields ．．． |  | 1 |  |  |
| 3 | Ribbons ．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | Ring，cameo |  | 1 |  |  |
| 14 | ＂gilt |  | 11. | 3 |  |
| 1 | ，metal |  |  | 1 |  |
| 1 | Ritual ．．．．．． | ． | 1 |  | ． |
| 2 | Roots．．．． |  | 2 |  |  |
| 2 | Rubbers．．．． |  | 2 |  |  |
| 1 | Rubber stamps． |  | 1 |  |  |
| 2 | Rugs．．． |  | 2 |  |  |
| 1 | Sachet． |  | 1 |  |  |
| 1 | Satin．．．． |  | 1 |  |  |
| 1 | Salary warrant |  | 1 |  |  |
| 1 | Sale，notice of |  | ， |  |  |
| 1 | Salmon，tin．． |  | 1 |  |  |
| 15 | Samples．．． |  | 15 |  |  |
| 1 | Saltcellar |  | 1 |  |  |
| 1 | Saw－mill，statement |  | 1 |  |  |
| 1 | Scarf，bureau ．．．．． |  | 1 |  |  |
| 1 | Scent．．．．．． |  | 1 |  |  |
| 1 | Screw－driver． |  | 1 |  |  |
| 11 | Seeds． |  | 10 | 1 | － |
| 3 | Shawls．：． |  | 3 |  |  |
| 4 | Sh＂silk |  | 4 |  |  |
| 4 | Shirts ．． |  | 4 |  |  |
| 1 | Ship accounts． | ．．．．．$\cdot$ | 1 |  |  |
| 13 | Shoes．．．．．．．． |  | 13 |  |  |
| 3 | ＂baby |  | 3 |  | ．．．．．．．．． |
| 1 | Shoe bag |  | 1 |  |  |
| 1 | Shoe horn |  | 1 |  |  |
| 3 | Shopping bags Shuttle for sewing machine． | $\cdots$ | 2 | 1 |  |
| 2 | $\begin{aligned} & \text { Shutt } \\ & \text { Silk. } \end{aligned}$ |  | 2 |  |  |
| 2 | ＂thread． |  | 2 |  |  |
| 1 | Silver badge．． |  | 1 |  |  |
| 1 | ＂blotter． |  | 1 |  |  |
| 2 | ＂book marks． |  | 2 |  |  |
| 3 | ＂bracelets．． | ．．．． | 1 | 2 |  |
| 6 | ＂brooches |  | 6 |  | ．．．．．．．．．．． |
| 1 | ＂brush．．．．．．．．．． |  | 1 |  | ．．．．．．．．．．．． |
| 1 | ＂，button for belt．．． |  | 1 | ．．．．．．． | ．．．．．．．．．．．．．．． |
| 2 | ＂button hooks．． |  | 2 | ．．．．．．．．．． | ．．．．．．．． |
| 1 | ＂1 card receiver | ．．．．．．．．． | 1 |  |  |
| 2 | ＂case，emery．． |  | 1 | 1 |  |
| 1 | ＂cigarette holder． |  | 1 |  |  |
| 3 | ＂claspa．． |  | 3 |  |  |
| 1 | ＂comb．．． |  | 1 |  |  |
| 2 | ＂corkscrews |  | 1 | 1 |  |
| 5 | ＂cuff buttons |  | 3 | 1 | 1 |
| 2 | ＂cups．．． |  | 2 |  |  |
| 1 | ＂dagger．． |  | 1 |  |  |
| 1 | ＂file forks ．．．．．．．．．．． |  |  | 1 | ．．．．．．．．．．．． |
| 2 | ＂${ }^{\text {＂}}$ forks glove buttoners． |  | 1 | 1 | $\cdots$ |
| 1 | ＂glove mender．． |  | 1 |  |  |
| 1 | ＂hanger for coat． |  | 1 |  |  |
| 5 | ＂hat pins．． | －$\cdot$ ．．．．．．．． | 3 | 2 |  |

Post Office Department．
Table No．2．－Showing the number of Letters received containing Money or other inclosures of Value，\＆c．－Continued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 1 | Silver holder for thread． |  | 1 |  |  |
| 1. | ＂jewel case．．． |  | 1 |  | ．．．．．．．．． |
| 2 | －knives ．．．．． |  | 2 |  | ．．．．．．．．．．． |
| 1 | ＂manicure set． |  | 1 |  | ．．．．．．．．．．．． |
| 1 | ＂）match box． |  | 1 |  | ．．．．．．．． |
| 1 | ＂medal．．．．．．．．．．．．．${ }_{\text {＂}}$ mouth piece for bugle． |  | 1 |  |  |
| 1 3 | ＂mouts．piece for mug．．．．． |  | 2 | 1 |  |
| 1 | ＂．nail cleaner |  |  |  |  |
| 9 | ＂paper knives． |  | 8 |  |  |
| 3 | ＂pencil cases． |  | 1 | 2 | ．．．．．．．．．．．． |
| 1 | ＂pen extractor | ．．$\quad .$. | 1 |  |  |
| 4 2 | ＂penholders．． |  | 4 |  |  |
| 2 6 | ＂，perfume bott |  | 2 |  |  |
| 1 | ＂${ }^{\prime \prime}$ pin tray |  | 6 |  |  |
| 1 | ＂purse，ladies． |  | 1 |  |  |
| 3 | ＂rings．． |  | 2 | 1 |  |
| 1 | ＂ring key．． | ．．． |  |  | ．．．．．．．． |
| 4 | ＂rings，napkin |  | 4 |  | ．．．．．．．． |
| 2 <br> 1 | ＂salt bottles． |  | 2 |  |  |
| $\stackrel{1}{3}$ | ＂salt cellar |  | 1 |  |  |
| 1 | ＂shoe horn． |  | 1 | 2 |  |
| 1 | ＂smoker＇s set | －．．．．． | 1 |  |  |
| 2 | ＂spectacles |  | 2 |  |  |
| 10 | ＂spoons |  | 9 |  |  |
| 1 2 | ＂＂berry |  | 1 |  |  |
| 2 1 | ＂＂coffte． | ．．．．． | 1 |  |  |
| 14 | ＂${ }^{\text {c salt }}$ |  |  | 1 | ．．．．．．．．．．． |
| 44 | ＂souvenir spoons． |  | 37 | 7 | ．．．．．．．． |
| 6 | ＂spoons，tea．．．． |  | 4 | 2 | ．．．．．．．．．．．．． |
| 1 | ＂stamp box．． |  | 1 | －• i |  |
| 2 | ＂studs．． | －． | 1 | 1 |  |
| 2 | ＂tags．．．．．．．．． | ． | 2 | ．．．．．．．．．． |  |
| 1 | ＂tape measure |  | 1 |  |  |
| 2 | ＂thimbles |  | 1 | 1 |  |
| 1 | ＂ 1 tong whistle． |  | 1 | 1 |  |
| 22 | ＂${ }_{\text {＂}}$ toy whistle． |  | 20 | $\begin{aligned} & 1 \\ & 2 \end{aligned}$ |  |
| 1 | Sketch book ．．．．．．．．．． |  | 1 |  |  |
| 17 | Slippers．．．．．．．．．．．．．． |  | 17 |  |  |
| 13 | Socks．．．．．．．．．．． |  | 13 |  |  |
| 6 | Spectacles |  | 6 |  |  |
| 4 | Spoons，souvenir |  | 4 |  |  |
| 2 | Spo＂ge bags． |  | 2 |  |  |
| 1 | Spurs ．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | Statement of claim．．．．．．．． |  | 1 | $\ldots$ |  |
| 1 | Strings for violin．．．．． |  | 1 |  |  |
| 1 | Stereoscope glasses． |  | 1 |  |  |
| 16 | Stock book． |  | 15 |  | ．$\cdot$ ．．．．．．．．．． |
| 16 | Stockings．．．．．．．．．．．．．．．．．．． |  | 15 | 1 |  |
| 1 | Stone．．．．．．．．．．．．．．．．．．．．．．．．． |  | 1 |  |  |
| 1 | Stud |  | 1 |  |  |
| 1 | Subscription list |  | 1 |  | ．．．．．．．．．．． |
| 14 | Sugar，maple ． |  | 14 | ．．．．．．．．． | ．．．． |
| 1 | Surgical instrument． |  | 1 | ．．．．．．．．．．．． |  |
| 1 | Survey of ship．．．．． |  | 1 |  | ．．． |
| 1 | Switch tumbler．． |  | 1 |  |  |
| 1 | Syphon．．．．．．．． |  | 1 |  |  |

Table No．2．－Showing the Number of Letters received containing Money or other inclosures of value，\＆c．－Contrnued．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \＄cts． |  |  |  |
| 2 | Syringes |  | 2 |  |  |
| 1 | Syrup．．． |  | 1 | ．．．．．．．．．． |  |
| 1 | Table Japanese．． |  | 1 |  |  |
| 5 | ＂covers |  | 5 |  | －．．． |
| 1 | Tea cosy．．．． |  | 1 |  |  |
| 4 | Teeth．．． |  | 3 |  | ．．．．．．．．．． |
| 1 | Telegraph frank．． |  | 1 |  |  |
| 1 | Testimonial ．．． |  | 1 |  |  |
| 1 | Ticket |  | 1 |  |  |
| 1 | ＂commutation． | ．．．．${ }^{\text {a }}$ | 1 |  |  |
|  | ＂accident insurance．． |  |  |  | ．．．．．．．．．．． |
| 3 | ＂lottery．．．．．．．．．．．．．． |  | 3 |  | ．．．．．． |
| 1 | ＂meal．．．．．．．．．． |  | 1 |  | ．．．．．．．．．．．．． |
| 7 29 | ＂paunnbroker＇s．．． |  | $\begin{array}{r}3 \\ 22 \\ \hline\end{array}$ |  | ｜．．．．．．．．．．． |
| 29 3 | ＂）railway ．${ }^{\text {＂}}$（ |  |  |  |  |
| 5 | ＂ 1 steambrat．．．．．． |  | 4 | 1 |  |
| 2 | Tidies |  | 2 | ．．．．．．．．．． | ．．．．．．． |
| 2 | Tintypes |  | 2 |  |  |
| 5 | Tobacco |  | 4 | 1 |  |
| 1 | T＇oilet set，in case．． |  | 1 |  |  |
| 1 | Towel | ．．．．．．．．． | 1 | ． | ．．．．．．．．． |
| 5 | Toys．．．．．． | ．．．．．．． | 5 |  | ．．．．．．．． |
| 3 | Transfers ．${ }^{\text {a }}$ |  | 3 |  |  |
| 4 | I ray cloths <br> Underclothing | $\cdots$ | 4 |  |  |
| 1 | Veil case ．．． |  | 1 |  |  |
| 8 | Voters＇lists |  | 8 |  |  |
| 2 | Wall pockets |  | 2 |  | ．．．．．．． |
| 1 | Warrant．．．． |  | 1 |  |  |
| 1 | Watch |  | 1 | ．．．．．．．．．．．． | ．．．．．．．．．．． |
| 2 6 | ＂gilt．．． | …… | $\stackrel{2}{5}$ | $\cdots \cdots$ | …．．．．．． |
| 7 | ＂metal． |  | 6 | 1 |  |
| 3 | ＂cases． |  | 3 | ．．．．．．．．．． |  |
| 8 | ＂chains |  | 3 | 5 |  |
| 3 | ＂＂silk |  | 3 | ．．．．．．．．． |  |
| 2 | ＂＂horsehair |  | 2 |  |  |
| 3 | ＂pockets． |  | 3 |  |  |
| 1 | ＂${ }^{\prime \prime}$ rim．．． |  | 1 |  |  |
| 1 | ＂wheel． |  | 1 | $\cdots i_{i}$ |  |
| 1 | Wheelman＇s card． |  | 1 |  |  |
| 1 | Whisk－holder． |  | 1 |  |  |
| 10 | Wills．．．．．．． |  | 10 |  |  |
| 1 | Will，copy of ．．．．． |  | 1 |  |  |
| 2 | Withdrawal cards |  | 2 |  |  |
|  | Woollen goods．．．． | ．．．．．．．．．．．．． | 1 |  |  |

Post Office Department．
Table No．2．－Showing the Number of Letters reccived containing Money or other inclosures of Value，\＆c．－Concluded．

|  | Nature of Contents． |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 2 \\ & 1 \\ & 1 \end{aligned}$ | Work bags <br> Writing paper <br> Yarn | $\$$ cts． | 2 1 1 |  |  |
| $\begin{array}{r} 10,159 \\ 9,096 \end{array}$ | Add to these ordinary recorded letters not enumerated alove，which have been re－ turned，forwarded or otherwise disposed of，as shown in Table No． 1 ． | 232，395 80 | 9,711 9,011 | 429 77 | 19 |
|  | Grand total of letters containing value dis－ posed of <br> Grand total of letters remaining unclaimed in Dead Letter Branch． <br> Grand totals of letters in hands of post－ masters．．．．． |  | 18,722 506 27 | 506 | 27 |
| 19，255 |  |  | 19，255 | ．．．．．．． |  |

528 letters remained in hands of postmasters on 30 th June，1897．All of these have since been accounted for．

Jonn Walsh，<br>Chief Superintendent．

R．M．CODLTER， Deputy Postmaster General．

APPENDIX I

## TRANSACTIONS OF THE

## POSTAL STORES BRANCH

# Geniral Summary of Payments made for Printing, Stationery, Mail Bags, \&ce., Stampiny Material, scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, \&c., supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898. 



## Post Office Department.

Statement showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Forms, Envelopes, Books, Labels, \&c., Sheєts of Writing Paper, and Miscellaneous Articles, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

|  | Forms. | Envelopes | Books and Pamphlets | Cards and Labels. | Writing Paper (sheets). | Miscellaneous. | Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | $\$$ cts. 316 |
| Balance in stock. 30th June, 189... Received from Queen's Printer | 16,407,028 | $\begin{aligned} & 1,153,235 \\ & 3,344,925 \end{aligned}$ | $\begin{aligned} & 66,763 \\ & 94,018 \end{aligned}$ | $\begin{array}{r} 47+, 168 \\ 10,44+, 320 \end{array}$ | $\begin{aligned} & 140,010 \\ & 220,248 \end{aligned}$ | 91,514 | $\begin{aligned} & 15,316 \\ & 61,372 \\ & 62 \end{aligned}$ |
| Total | 22,606,367 | 4,498,160 | 160,781 | 10,918,488 | 360,258 | 31,514 | 76,668 71 |
| Issued to the Inside Service. | 1,058,934 | 813,840 | 11,045 | 59,603 | 123,121 | 44,870 | 13,432 64 |
| " Outside Service | 14,945,574 | 2,135,300 | 102,245 | 9,068,014 | 87,650 | 46,644 | 39,621 55 |
| Total issue | 16,004,508 | 2,949,140 | 113,340 | 9,127,617 | 210,771 | 91,514 | 53,054 19 |
| Obsolete articles destroyed | 8,881 | 1,15¢ | 240 | 600 |  |  |  |
| Balance in stock, 30th .June, 1898.. | 6,592,978 | 1,547,870 | 47,201 | 1,790,271 | 149,487 |  | 23,614 52 |

Sidney Smith, Controller of Postal Stores.

## R. M. COULTER,

Deputy Postmaster General.

Statement showing the number of Forms, Envelopes, Books, Labels, Sheets of Writing Paper, and Miscellaneous Articles specially printed, and issued from Stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

|  | Forms. | Envelopes |  | Cards and Labels. | Writing <br> Paper (sheets) | Miscellaneous. | Value. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 907,824 | 812,940 |  |  |  |  |  |
| " | 151,110 | 812,900 | 3,175 | 13,953 | 118,897 | 44,870 | 6,973 6,459 04 |
| Total | 1,058,934 | 813,840 | 11,045 | 59,603 | 123,121 | 44,870 | 13,432 64 |
| Outside Service, from stock. ...... | $14,718,843$ | 2,132,050 | 102,161 | 2,719,619 | 86,882 | 46,601 | 34,997 31 |
| " special printing.. | 226,731 | 3,250 | 134 | 6,348,395 | 768 | 43 | 4,624 24 |
| Total. | 14,945,574 | 2,135,300 | 102,295 | 9,068,014 | 87,650 | 46,644 | 39,621 55 |
| Total issue from stock to Inside and Outside service | 15,626,667 | 2,944,990 | 110,031 | 2,765,269 | 205,779 | 46,601 | 41,970 91 |
| Total special printing for Inside and Outside service . | 377,841 | 4,150 | 3,309 | 6,362,348 | 4,992 | 44,913 | 11,083 28 |
| Grand total. | 16,004,508 | 2,949,140 | 113,340 | 9,127,617 | 210,771 | 91,514 | 53,054 19 |

Sidney Smith,
Controller of Postal Stores.
R. M. COULTER,

Deputy Postmaster General.

|  <br>  | ¢ | ㅝㅓㅇ | $\stackrel{\sim}{\sim}$ | 范 | $\infty$ |
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1898. 



## Post Office Department.

Statement showing the balance in stock, 30th June, 1897; the balance carried forward, 30th June, 1898; and the Quantity and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

Statrment showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Mail Bags, Mail Locks, \&c., obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.


Post Office Department.
Statement showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Mail Bags, Mail Locks, doc., obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

Concluded.
Sidney Smith,
Stitemint showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Stamping Material, Scales and Wtights, \&c., obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

| 1 |
| :--- | :--- |

Post Office Department．
Statbment showing the balance in stock，30th June，1897，the balance carried forward， 30 th June， 1898 ，and the quantity and cost of Stamping Material，Scales and Weights，\＆cc．，obtained and issued to the Postal Service generally，through the Postal Stores Branch，from 1st July，1897，to 30th June， 1898.

| Concluded． | Type． |  |  |  | $\underset{\text { (16 }}{\text { Le }}$ |  | $\xrightarrow{\text { Scale }}$ | cel lb．） |  |  |  | Mail Marking Machines． |  |  |  | Value． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { 关 } \\ & \stackrel{\rightharpoonup}{a} \\ & \end{aligned}$ |  |  | $\begin{aligned} & \dot{3} \\ & \stackrel{0}{z} \end{aligned}$ |  |  |  | $\begin{aligned} & \text { 言 } \\ & \text { 号 } \end{aligned}$ |  |  |  |  |  |  |  |
| Balance in stock，30th June， 1897. | 2，396 | 1，372 |  | 83 | 50 | $\ldots$ | 4 |  |  |  | 604 |  |  |  | 8 | 1，160 91 |
| Received－－Purchased or repaired．．．．．．．．．．．．．．．．．．．． | 8，095 | 1，482 | 51 | 1，108 | 175 | 149 | 150 | 19 | 1 | 5 | 251 | 16 | 36 | 144 | 45 | 12，361 18 |
| Returned from circulation and added to stock for reissue | 228 | 120 |  | 51 | 9 |  | 2 |  |  |  | 1，050 |  |  |  |  | 31669 |
| Total | 10，719 | 2，974 | 51 | 1，242 | 234 | 149 | 156 | 19 | 1 | 5 | 1，905 | 16 | 36 | 144 | 53 | 13，838 78 |
| Issued to the Inside Service | 25 | 61 | 45 | 6 | 7 |  | 6 |  |  |  |  | ．． |  |  | 9 | 32983 |
| ＂Outside Service． | 9，534 | 2，084 | 6 | 1，074 | 227 | 140 | 138 | 10 | 1 | 5 | 1，316 | 16 | 36 | 144 | 36 | 11，931 43 |
| Total issue ． | 9，559 | 2，145 | 51 | 1，080 | 234 | 140 | 144 | 10 | 1 | 5 | 1，316 | 16 | 36 | 144 | 45 | 12，261 36 |
| Balance in stock，30th June，1898．．．．．．．． | 1，160 | 829 |  | 162 |  | 9 | 12 | 9 |  |  | 589 | $\ldots$ |  |  | 8 | 1，577 42 |

R．M．COULTER，
Deputy Postmaster General．
Statrment showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Street Letter Boxe» and Miscellaneous Articles, obtained and issued to the Postal Service generally, through the Postal Btores Branch, from 1st July, 1897, to 30th June, 1898.

Post Office Department.
Statement showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

Controller of Postal Stores
Statembnt showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, \&c., obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.


[^14]Post Office Department.
tatement showing the balance in stock, 30th June, 1897, the balance carried forward, 30th June, 1898, and the quantity and cost of Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, \&c., obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1897, to 30th June, 1898.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Conclutd. \&  \&  \&  \&  \&  \&  \&  \&  \&  \& \[
\stackrel{\text { 券 }}{\substack{3}}
\] \&  \& Valce. \\
\hline \begin{tabular}{l}
Balance in stock, 30th June, 1897. \\
Purchased \\
Returned from circulation and added to stock for reissue..
\end{tabular} \& 2
2
2 \& -

2

1 \& \begin{tabular}{c}
65 <br>
$\cdots$ <br>
\hline

 \& 

74 <br>
5

\end{tabular} \& \[

$$
\begin{array}{r}
27 \\
861 \\
13
\end{array}
$$
\] \& 12 \& 9

135

8 \&  \& | 49 |
| :--- |
| 5 | \& 5 \& 30 \& \[

$$
\begin{gathered}
8 \text { cts. } \\
1,627 \\
14,129 \\
\hline 04
\end{gathered}
$$
\] <br>

\hline Total. \& 4 \& 3 \& 74 \& 79 \& 901 \& 13 \& 152 \& ${ }^{66}$ \& 54 \& 53 \& 30 \& 15,756 89 <br>
\hline Issued. \& 2 \& 2 \& ${ }^{65}$ \& ${ }^{68}$ \& 891 \& 12 \& 151 \& 30 \& 36 \& 24 \& 30 \& 14,643 00 <br>
\hline Ba'ance in stock, 30th June, 1898. \& 2 \& 1 \& 9 \& 11 \& 10 \& 1 \& 1 \& 36 \& 18 \& 29 \& .... \& 1,113 89 <br>
\hline
\end{tabular}

[^15]
## Post Ottice Department.

## APPENDIX J

## RAILWAY MAIL SERVICE

# Post Office Department. 

Post Office Department, Office of the Connroller, Railway Mail Service, Ottana, November, 1898.

Sir,-I have the honour to hand you herewith the second annual report of the railway mail service branch of the Post Office Department for the fiscal year ended June 30, 1898.

As regards the operations of the service during the last fiscal year, I respectfully invite your attention to the statements and tables hereto appended, which I think clearly show that the service, through the earnest efforts and hearty co-operation of officers and men, is attaining a high standard of efficiency, and has afforded to the pullic improved facilities and increamed accommodation, as opportunity offered or experience suggested, the service at many places being increased without additional cost to the department.

A uniform system as to the manner in which mails are being made up and handled is gradually being introduced throughout the Dominion, and although the amount of mail matter to be handled has largely increased during the year, there has not been a corresponding increase in the cost of handling, so far as this branch is concerned.

Statements showing the salaries of railway mail clerks and transfer agents, also the mileage paid railway mail clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98:-


| Year. | Mileage. | Increase. | Decrease. |
| :---: | :---: | :---: | :---: |
| 1894-95... | $\begin{array}{r} \$ \text { cts. } \\ 104,63958 \end{array}$ | \$ cts. | \$ cts. |
| 1890̆-96.. | 109,779 61 | 5,140 03 |  |
| 1896-97.... | 111,107 61 | 1,328 02 | ............. |
| 1897-98.. | 107,156 46 |  | 3,951 17 |

Number of railway mail clerks and transfer agents in the employ of the Post Office Department on the-

$$
\text { 1st July, 1880 ... . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . } 190
$$

" 1885 ..... 290
" 1890 ..... 372
" 1895 ..... 421
" 1896 ..... 414
" 1897 ..... 385
" 1898 ..... 374

Comparative Statement showing number of Railway Mail Clerks and Transfer Agents in the employ of this Branch, with Classification, on the 30th June, 1896, 1897 and 1898 :-

|  |  |
| :--- | :--- | :--- |

*In 1896 superintendents were known as chief railway mail clerks.
In addition to the above there is a staff consisting of three second class clerks, eight third class clerks and two temporary clerks, making a total of fifteen, belonging to the outside service of the department, assisting the superintendents in their uffices.

## CASE EXAMINATIONS.

Under an Act which went into effect in July, 1897, instead of the Civil Service examination, which was up to that date necessary for promotion, railway mail clerks are now subject to a practical examination known as "Case examination."

The following statement shows the number and extent of such examinations held during the fiscal year 1897-98:-

| Year. | Cards handled. | Correctly handled. | Per cent correctly distributed. | $\underset{\text { beld. }}{\text { Examinations }}$ | Average cards handled per each examination. |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1898. | 353,563 | 289,156 | $81 \cdot 78$ | 298 | 1,186 |

The present form of examination is found to work in a very satisfactory manner and is preferable to the former promotion examinations. It is of a purely practical nature, and therefore, a satisfactory test of the clerks' fitness for the duties they are called upon to perform.

In connection therewith, I am pleased to say that the railway mail clerks, with few exceptions, as shown by the recent examinations have earnestly endeavoured to perfect themselves in their work.

The effect of the present system is to increase the efficiency of the service, as is shown by the few complaints which are now received in reference to mis-sent mail matter compared with the number of such complaints received prior to the introduction of Case examinations.

## Post Office Department

No record of reports of mis－sending having been kept prior to the organization of the railway mail service branch，a comparative statement cannot be given．The following table shows the extent of the reports made in reference to mis－sent mail matter for the fiscal year ended 30th June， 1898 ：－

| Months． | Number of |  | Mis－sent |  |  |  | Mis－directed |  |  |  |  | Errors <br> Checked against other Employees． |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { 宏苞 } \\ & \text { 品品 } \end{aligned}$ | 䯙 | $\begin{aligned} & \text { 爵 } \\ & \text { W } \\ & \text { む } \\ & \text { M } \end{aligned}$ |  | 皆 |  |  | $\begin{gathered} \dot{m} \\ \text { mion } \\ \text { min } \end{gathered}$ |  |  |  |  |
| July， 1897. | 95 | 175 | 26 | 7 | 1 | 11 |  | 2 |  | 3 | 53 | 319 |
| Aug．，1897． | 125 | 261 | 25 | 1 | 3 | 6 | i | 4 |  | 3 | 50 | 890 |
| Sept．，1897． | 163 | 299 | 19 | 1 | 1 | 2 |  | 2 |  | 1 | 40 | 2，007 |
| Oct．， 1897. | 183 | 436 | 21 | 4 |  | 8 |  |  |  | 1 | 51 | 2，124 |
| Nov． 1897. | 103 | 308 | 13 |  |  | 6 |  | 1 |  | 2 | 47 | 1，724 |
| Dec．， 1897. | 159 | 290 | 9 | 3 |  | 15 | 2 | 1 |  | 1 | 73 | 1，407 |
| Jan． 1898. | 179 | 380 | 21 |  |  | 9 |  |  | 3 |  | 46 | 1，257 |
| Feb．， 1898. | 91 | 165 | 12 |  | 1 | 7 |  |  |  | 1 | 27 | 1，301 |
| Mar．， 1898. | 139 | 229 | 4 | 4 | 1 | 4 |  |  |  | 1 | 41 | 1，280 |
| April， 1898. | 125 | 317 | 11 | 1 |  | 11 | 3 | 4 | 1 | 2 | 47 | 1，522 |
| May， 1898. | 106 | 205 | 18 | 3 | 3 | $\stackrel{3}{2}$ | 1 |  |  | 1 | 45 | 1，110 |
| June， 1898. | 133 | 210 | 8 |  | 2 | 2 | 2 | 1 |  | 2 | 35 | 1，149 |
| Total． | 1，601 | 3，275 | 187 | 25 | 12 | 84 | 9 | 15 | 4 | 15 | 555 | 16，090 |

4,181 of these errors are chargeable to the Railway Mail Service and 16,090 to postmasters and other employees．

A clerk is now given credit as to his standing in the service fonall reports made by him，and any neglect in the reporting of mis－sent mail received by him is an offence against the regulations，and he is dealt with accordingly．The above table can，there－ fore，be looked upon as being as accurate as possible．

Case examinations have also the effect of stimulating the clerks，and exciting amongst them a spirit of friendly rivalry to obtain the highest credit in the general resuit for the Dominion．

## RAILWAY MAIL SERVICE．

During the year ended 30th June，1898，mail service was established on 550.65 miles additional lines as follows：－

Statement of Distance Travelled with Mails on each Railway in Canada in June， 1898.

| Name of Railway． | $\|$Actual <br> Chath of <br> Railway <br> in <br> Miles． |  | Servicr by Postal Cars． <br> Distance in Miles． |  |  |  |  |  |  | Skrvicr by Baggage Cars． <br> Distangr in Miles． |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Dailyinclud <br> Sunday $\qquad$ | $\begin{gathered} \text { Six } \\ \text { times } \\ \text { per } \\ \text { week. } \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { Five } \\ \text { times } \\ \text { per } \\ \text { week. } \end{gathered}\right.$ | $\left.\begin{gathered} \text { Four } \\ \text { times } \\ \text { per } \\ \text { week. } \end{gathered} \right\rvert\,$ | Tri- |  | $\begin{aligned} & \text { 8 } \\ & \text { 8 } \\ & 8 \end{aligned}$ | $\left\lvert\, \begin{gathered} \text { Daily, } \\ \text { includ'g } \\ \text { Sunday. } \end{gathered}\right.$ | $\underset{\text { Six }}{\text { Simes }}$ per week． | $\left\lvert\, \begin{gathered} \text { Five } \\ \text { times } \\ \text { per } \\ \text { week. } \end{gathered}\right.$ | $\begin{aligned} & \text { Your } \\ & \text { times } \\ & \text { per } \\ & \text { week. } \end{aligned}$ | 官密 | 耎豈 | 宰 |
| Alberta | $66 \cdot 5$ |  |  |  |  |  |  |  |  |  | 132. |  |  |  |  |  |
| Atlantic and Lake Superior | ${ }_{60}^{98}{ }^{98}$. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bay of Quinte．．．．．．．．．．．．．．． | ${ }_{33}^{60}{ }^{\circ}$ | 2 |  | ${ }_{67}{ }^{208}$ | $\ldots$ |  |  |  |  | 16 | ${ }_{77} 3 \cdot 5$ |  |  |  |  |  |
| Boston and Maine．．．．．．i．．．．．．．． | ${ }_{45}^{33 \cdot} \cdot 15$ | 1 |  | ${ }_{90} 6$. |  |  |  |  |  |  |  |  |  |  |  |  |
| Brockville，Westportand Sit．Ste．Marie | 1467 | 2 |  | 156.8 |  |  |  |  |  |  | 431.5 |  |  |  |  |  |
| Canada Atlantic ${ }_{\text {Canada Coals and Railway Co．．．．．．．}}$ | 12. |  |  |  |  |  |  |  |  |  | 24. |  |  |  |  |  |
| Canada Eastern．． | 120 |  |  |  |  |  |  |  |  |  | ${ }_{4}^{318}{ }^{\text {cha }}$ ． |  |  |  |  |  |
| Canadian Pacific． | 6，785 7 | 62 | 3，871 5 | 8，101 3 |  | ．．． | 1，258．2 | $122 \cdot 6$ | $122 \cdot 6$ | 906.4 | ${ }_{\text {4，597 }}{ }_{13}{ }^{4}$ | 4043 |  | $167 \cdot 6$ | 790 | 283.2 |
|  | ${ }_{74}^{65}$. |  |  |  |  |  |  |  |  |  | 148. |  |  |  |  |  |
| ${ }_{\sim}^{\text {Central }}$ Central（N．B．） | 45 |  |  |  |  |  |  |  |  |  | 90 | ．．．． |  |  |  |  |
| Central Ontario | 104. | 2 |  | 268. |  |  |  |  |  |  |  |  |  |  |  |  |
| Central Vermont． | ${ }^{88} 8$ | 2 |  | $238 \cdot 24$ | $\cdots$ |  |  | ． |  | ${ }_{6}^{104.2}$ | ${ }_{22 \cdot 6}^{202}$ |  |  |  |  | 52 |
| Columbia and Western．．．．．．．．． | ${ }_{32}{ }^{2} \cdot 6$ |  |  |  |  |  |  |  |  |  | ${ }_{84}^{22} \cdot 6$ |  |  |  |  |  |
| Cumberland Railway and Coal Co．．．． | ${ }_{217}^{32}$ | 2 |  | 434. |  |  |  |  |  |  | 198． |  |  |  |  |  |
|  | ${ }_{27}^{27}$ | 2 |  | 434 |  |  |  |  |  |  | 54. |  |  |  |  |  |
| Erie and Huron－．．．．．．．．．．．． | 66. | 1 |  | 131 ： |  |  |  |  |  |  | 134. |  |  |  |  |  |
| Esquimalt and Nanaimo ．．．．．．．．．． | ${ }^{78}{ }^{\text {a }}$ | ${ }_{71}^{2}$ | 666 |  |  |  |  |  |  | 1，686 91 |  |  |  |  |  | 11431 |
| Grand Trunk ．．．．．．．．．．．．．．．．．．．．．．．． | ${ }_{1,226 \cdot 9}^{2,905}$ | 24 | 666 | 4，451 4.94 |  |  |  |  | 45：12 | 1，000 | 1，080 64 |  | ii4 51 |  | 114.51 |  |
| Irondale，Bancroft and Ottawa | $30^{3}$ |  |  |  |  | ．．． |  |  |  | 57 | $60^{\circ}$ |  |  |  |  |  |
| Kaslo and Slocan | ${ }_{27}^{28.5}$ |  |  |  |  |  |  |  |  | 57 |  |  |  |  |  |  |
| Kent Northern ．．．．．．． |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Kingston and Pembroke．．．． | ${ }_{107} 103$ | 2 |  | 168.1 |  |  |  |  |  |  | $93 \cdot 92$ |  |  |  |  |  |
| Maine Central | 53. |  |  |  |  |  |  |  |  |  | $106 \cdot 2$ |  |  |  |  |  |
| Manitoba and North－western．． | ${ }^{2356}$ ．${ }^{\text {a }}$ | ${ }_{3}^{1}$ |  |  |  |  | 157 | $52 \cdot 8$ | 288．8 |  |  |  |  | $111 \cdot 2$ |  | $181 \cdot 2$ |
| Michigan Central ．．．．．．．．．．．． | ${ }^{356}{ }^{3.6}$ | 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Montfort Colonization．．．．．．．．．．．．． | ${ }_{60}^{13}$ |  |  |  |  |  |  |  |  |  | 120 |  |  |  |  |  |
| New Brunswick and P．E．Island | 36. |  |  |  |  |  |  |  |  |  | 72. |  |  |  |  |  |
| New Weetminster and Southern．．．．． | 24.3 |  |  |  |  | ．．．． |  |  |  |  |  |  |  | 48 |  |  |
| Now York Central and Hudson River | ${ }_{210}{ }^{54}$ | － |  |  |  |  | 371 |  |  |  | $50 \text {. }$ |  |  | $\because 81 \cdot 2$ |  |  |

Post Office Department.


From the foregoing statement, it will be seen that during the fiscal year 1897-98, the following services by postal and baggage car were performed :-

POSTAL CAR.

| Miles. | Frequency. |
| :---: | :---: |
| 4,537.5 | Daily, including Snndays. |
| 24,393.4 | Daily, excluding Sundays. |
| 1,787.0 | Tri-weekly. |
| 416.0 | . Semi-weekly. |
| 684.52 | Weekly. |
| 31,81842 |  |

Or when reduced to a daily (ex-Sunday) basis 29,540 miles.

## BAGGAGE CAR.

| Miles. | Frequency. |
| :---: | :---: |
| 2,542.51 | . Daily, including Sunday. |
| 17,210-11 | . Daily, excluding Sunday. |
| $322 \cdot 3$ | Five times a week. |
| 114.51 | . Four times a week. |
| 708.6 | Tri-weekly. |
| 909.51 | .Semi-weekly. |
| 826.91 | . Weekly. |

$22,334 \cdot 45$ miles.
Or when reduced to a daily (ex-Sunday) basis 20,855 miles.

## Comparativa Statement of Railway Mail Service in Juine, 1898, and in June, 1897.

| Date. | Miles of Railway in operation on which Mails are carried. | Daily Service by Postal Gars. |  | Daily Service by Baggage Cars | Total <br> Distance Travelled. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | No. of Postal Cars on Railways. | Distance travelled in Miles. |  | Daily. | Yearly. |
| In June, 1898 <br> In June, 1897 | 15,324.05 | *200 | 29,540 | 20,855 | 50,395 | 15.773,635 |
|  | 14,779 90 | 180 | 29,000 | 19,302 | 48,302 | 15,118,526 |
|  | $544 \cdot 15$ | 20 | 540 | 1,553 | 2,093 | 655,109 |

*This represents the actual number of postal cars in use, as previous to the present fiscal year the approximate number was given.

The additional number of miles of railway over which mails have been carried since lest
Less - The following decrease since June, 1897
Canada Atlantic Railway-Lacolle Junc. and Rouse's Point, N.Y. .... 6.0
Canadian Pacific Railway-Sandon and Naknsp

Actual increase
$544 \cdot 15$
Norr.-The decrease of $\frac{1}{2}$ mile between Sandon and Nakusp is owing to the actual distance being $40 \cdot 5$ instead of 41 miles as given last year.

## Post Office Department.

During the year 1897-98 the operations of the Railway Mail Service have resulted in a marked increase over 1896-97 in the number of miles of additional railway lines utilized for mail purposes, which, naturally, has had the effect of providing a much more etifient mail service than hitherto. Services were established over new lines as the needs of the community required improved $m$ ans of communication.
550.65 miles of new railway were utilized and of this increased mileage altention need only be directed to the following :-

A baggage car service daily, each way, between Metapedia and New Carlisle by the Atlantic and Lake Superior Railway, 98 miles, giving the offices en route direct daily connection with the Intercolonial Railway south and west. In conjunction with this service a daily service by stage was operated between New Carlisle and Paspebiac, thus providing a satisfactory service along the Bay of Chaleurs.

A daily service by baggage car was also established between Norton Station and Chipman on the line of the Central Railway of New Brunswick, a distance of 45 miles, affording greatly improved mail facilities to the terminal points and the intermediate offices on the route.

Owing to the arrangement entered into whereby the Drummond County Railway was made part of the Intercolonial system, the Department was enabled to extend the postal service over the Intercolonial Railway to Montreal and also continue the postal car service, as formerly operated by the Drummond County Railway between St. Hyacinthe and Nicolet. A daily postal car service over the new line between Lévis and St. Leonard Junction, and a service by baggage car between Lévis and Montreal represents the increased service resulting from the additional mileage put into operation, the track of the Grand Trunk Railway between Lévis and Chaudière Junction and between Ste. Rosalie and Montreal being used in conjunction with the above ; the actual number of miles of new railway being only $70 \cdot 9$, namely, between St. Leonard Junction and Chaudière Junction.

An extension of the daily postal car service on the line of the Lake Erie and Detroit River Railway, from Leamington to Ridgetown, 46.05 miles, and of the daily baggage car service on the Ottawa, Arnprior and Parry Sound Railway from Whitney to Scotia Junction- 67.2 miles, the latter service completing direct postal conuection by railway between Ottawa and Parry Sound gave to the respective districts a much desired means of mail communication.

The weekly service by baggage car between Dauphin and Winnipegosis- $39 \cdot 1$ miles, and the semi-weekly service by postal car between Portage la Prairie and Dauphin120.3 miles-(The Northern Pacitic Railway being used between Portage la Prairje and Gladstone) providel the Lake Dauphin District with mail facilities greatly required in that rapidly growing portion of the Dominion.

By the extension of the daily baggage car service on the Slocan Branch of the Canadian Pacific Railway, from Slocan Junction to Slocan City, a distance of 32 miles, and the establishment of a daily baggage car service between Robson and Rossland, B.C., on the line of the Columbia and Western Railway, 32.6 miles, the mail facilities hitherto existing in those districts were improved to a degree commensurate with their importance.

I have the honour to be, sir,
Your obedient servant,
B. M. ARMSTRONG,

Controller
R. M. Coulter,

Deputy Postmaster Gieneral.


[^0]:    Not printed.

[^1]:    Department of Marine and Fisheries, Ottawa, 1899.

[^2]:    For full particularis of matorials dredged at the different places by the various dredges，seo detailed statements and Engineer＇s Report for 1898.

[^3]:    

[^4]:    NEIL FRASER, I. YORSTON,
    H. McKENZIE,

    JOHN R. DAVIES,
    JOSEPH C. GRAHAM, Pilot Conmissioners, Port of Pictou, N.S.

[^5]:    I do hereby certify that the above is a true and correct statement of all surveys held here in 1898.
    D. W. HENESEY, Port Warden.

    Port Warden's Office, Port Hawkesbury, 31st Dec., 1898.

[^6]:    * Eight months' business only, from 1nt November, 1884.

[^7]:    * Nine months' business only, from 1st October, 1883. † Nine months' business only, from 1st October, 1889.

[^8]:    * Three months' business only, from 1st April, 1892. † Six months' business only, from 1st January,

    1893. $\ddagger$ Six months' business only, from 1st January, 1894
[^9]:    *Including all British Possessions and Foreign Countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange
    of Money Orders.

    + Including Roumania, Servia and Bulgaria.

[^10]:    (*This amount was made up as follows : $-\$ 3,585,330.75$ in ordinary stamps, and $\$ 655,413.12$ in Jubilee stamps.)

[^11]:    * $\$ 17.50$ of this paid by Departinent to G. Peloquin for special services at Warwick.
    W. J. Johnstone, Accountant.
    R. M. COULTER,

    Deputy Postmaster General.

[^12]:    W. J. Johnstone,

    Accountant.

[^13]:    R. M. COULTER,

    Deputy Postmaster General.

[^14]:    *Oost included under head "purchased."

[^15]:    Deputy Postmaster Ficneral.

