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SESSIONAL PAPERS.

VOLUME 4.

THIRD SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1876.



VOLUME IX.

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

890305

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 ——— SUPPLEMENTARY :—For the year ending 30th June, 1876.
 ——— For the year ending 30th June, 1877.
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- No. 2... TRADE AND NAVIGATION :—Tables of the Trade and Navigation of the Dominion of Canada, for the year ended 30th June, 1875.

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- No. 3... INLAND REVENUE :—Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1875, with Supplement.
 No. 4... POSTMASTER GENERAL :—Report of, for the year ended 30th June, 1875.

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- No. 5... MARINE AND FISHERIES :—Eighth Annual Report of the Department of, for the fiscal year ended 30th June, 1875, with Supplements.

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- No. 13... **ELECTION COURTS**:—General Rules and Tariffs of the Supreme Court for the Province of Quebec.
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- No. 14... **PENITENTIARIES**:—Report of the Minister of Justice on, for the year ended 31st December, 1875.
- No. 15... **BANKS**:—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vic., cap. 5, Sec. 12.—*[Not printed.]*
- No. 16... **BAPTISMS, MARRIAGES AND BURIALS**:—General Statement of, for certain districts in the Province of Quebec, for the year 1875.—*[Not printed.]*
- No. 17... **SUPERANNUATION**:—Statement of allowances and gratuities under the Act 33 Vic., cap. 4, also under Act 38 Vic., cap. 9.
- No. 18... **TREATY No. 4**:—Statement showing the expenditure of the amount of \$34,000, appropriated for Treaty No. 4, by Order in Council of the 27th September, 1875.
- No. 19... **MOUNTED POLICE, NORTH-WEST**:—Return of expenditure under credit for \$50,000, authorized by Order in Council of the 27th December, 1875.
- No. 20... **MANITOBA SETTLERS**:—Statement of expenditure of 5th October, 1875, for \$60,000, for Settlers relief in Manitoba.
- No. 21... **DOMINION POLICE**:—Account under the Act 31 Vic., cap. 73, Sec. 6, showing the average number of the Dominion Police employed during each month in the year, 1875, &c.—*[Not printed.]*
- No. 22... **BRITISH SHIPPING, &c.**:—Return to Address, Correspondence between the Government of Canada and Her Majesty's Government in relation to Legislation which may be under consideration of the Imperial Parliament in relation to British Shipping, and affecting Shipping registered in Canada; also in relation to the exemption of Canadian Shipping from the operation of the Imperial Bill; also in relation to the Legislation passed by the Canadian Parliament for the inspection and classification of Canadian Vessels, &c.
- No. 23... **EMIGRATION OFFICE, LONDON**:—Return to Address, giving the annual amount paid, at the time of the late Mr. Dixon's death, for salaries, permanent and temporary, at the Dominion Emigration Office, London, England, &c.; also, amount now paid for the same services and expenses, giving the names of all officers and persons now employed, &c.—*[Not printed.]*
- No. 24... **FISHING STATIONS, LAKE SIMCOE**:—Return to Address, Of all leases or licenses for Fishing Stations in the Lake Simcoe District; and of all fines and forfeitures inflicted in the years 1874 and 1875, by the Inspector of the said District, with the names of persons convicted, and character of offence, &c.—*[Not printed.]*
- No. 25... **SHEA, HON. AMBROSE**:—Return to Address, Correspondence between the Government, and the Honourable Ambrose Shea, respecting a claim in connection with a supply of labor for the construction of the Intercolonial Railway.—*[Not printed.]*
- No. 26... **UNFORESEEN EXPENSES**:—Statement of payments charged to unforeseen expenses under Orders in Council, by authority of the Act 38 Vict., cap. 3, Schedule B, from the 1st July, 1875 to the 10th February, 1876.—*[Not printed.]*
- No. 27... **BEACON LIGHTS TADOUSAC**:—Return to Address of moneys voted, all correspondence, reports and tenders received by the Government, with regard to the Beacon Lights proposed to be erected at Tadousac, County of Saguenay.—*[Not printed.]*
- No. 28... **PRIVATE BILLS**:—Return to Address for details of all fees or amounts received from Members of the Senate or of the House of Commons, or others, in consequence of the introduction of Private Bills, since the 1st January, 1874.—*[Not printed.]*
- No. 29... **JUDICIAL COMMITTEE, PRIVY COUNCIL**:—Return to Address, Showing number of appeals yearly to the Judicial Committee of the Privy Council, from the Superior Courts of the several Provinces of this Dominion during the past five years.—*[Not printed.]*
- No. 30... **LOAN, LONDON**:—Return to Order, Statement showing the debt, etc., of Canada, issued in London, on the 19th October, 1875, by the Hon. the Finance Minister, on the occasion of placing the last loan in the English market.
- LOAN, 1874**:—Return to Address, For a copy of the prospectus and terms of the loan of 1874; the number and names of the parties or firms to whom the loan was allotted, with the sums to each respectively.—*[Not printed.]*

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- No. 31... **BANK OF UPPER CANADA**:—Statement of the Estate of the Bank of Upper Canada.
- No. 32... **CONSOLIDATED FUND**:—Statement of Revenue and Expenditure on account of the Consolidated Fund; from 1st July, 1875, to 10th February, 1876.—[*Not printed.*]
- No. 33... **STATUTES**:—Official Return of the distribution of the Statutes of the Dominion of Canada, being 38 Victoria, Second Session of the Third Parliament, 1875, Volumes I and II., English and French versions.—[*Not printed.*]
- No. 34... **GEOLOGY AND RESOURCES, &c.**:—Report of the Geology and Resources of the region in the vicinity of the 49th Parallel, from the Lake of the Woods to the Rocky Mountains; with lists of plants and animals collected, and Notes on the Fossils, by George Mercer Dawson, Assoc. F.G.S., Geologist and Botanist to the British North American Boundary Commission; and addressed to Major D. R. Cameron, R.A., H.M., Boundary Commissioner.—[*Not printed.*]
- No. 35... **MEDICAL OFFICERS' BOAT, QUEBEC**:—Statement showing the monthly wages paid by the Government to each of the men composing the crew of the Medical Officers' boat at the Port of Quebec, in 1874 and 1875; also, cost of the service of the said years, &c.—[*Not printed.*]
- No. 36... **MANITOBA, FINANCIAL POSITION OF**:—Message transmitting certain papers having reference to the Financial position of the Province of Manitoba.
- No. 37... **DECK LOAD LAW**:—Return to Address, Correspondence by the Government of Canada in relation to violations of the Deck Load Law; and violations of the Port Wardens Act, with any instructions for the enforcement of the Laws referred to.
 —All Correspondence, etc., in relation to a violation of "An Act respecting Deck Loads," by the barque *N. Churchill*, etc., etc.
 —A Copy of Correspondence in relation to enquiry respecting the barque *N. Churchill*.—[*Not printed.*]
- No. 38... **IMPORTATIONS FROM UNITED STATES**:—Statement showing the total value of all articles imported from the United States into each Province of the Dominion, during 1871-'72 and '73, paying 15, 10 and 5 per cent. duty respectively; and also, a similar statement for 1873 and '75 of articles paying 17½, 10 and 5 per cent., &c.
- No. 39... **FINANCIAL AGENTS, &c.**:—Statement of the balances in the hands of the Financial Agents, and the various Banks in Canada and England, on the 15th June, 1875, and on February 10th and February 29th, 1876; also, statement of the entire Expenditure for all purposes, during the month of July, 1875, and total Expenditure 1874-75.
- No. 40... **LICENSING ENGINEERS**:—Return to Address, Correspondence with the Quebec Board of Trade; Mr. Risley, the Chairman of the Board of Steamboat Inspection, and the Government, in reference to the passage of an Act for the Licensing of Engineers elsewhere than on Steamboats.—[*Not printed.*]
- No. 41... **CANADIAN PACIFIC RAILWAY**:—Correspondence, Reports and other papers regarding the construction of the Pacific Railway.
 —Copies of contracts and other papers relating to the construction of the Canadian Pacific Railway.—[*Not printed.*]
- No. 42... **FISH OILS, &c.**:—Return to Address, Correspondence respecting the non-admission of Fish Oils, and Fish of all kinds, the produce of the Province of British Columbia, into the United States, free of duty, under the Treaty of Washington, of 8th May, 1871.
- No. 43... **COALS FROM UNITED STATES**:—Return to Address, Number of tons of coal imported into Canada during the past year from the United States; and, Correspondence regarding the renewal of the duty imposed on coal exported from Canada to the United States. [*Not printed.*]
- No. 44... **HUDON, DAMASE, Esq.**:—Return to Address, 1st. Order in Council or other document fixing the salary of Damase Hudon, Esq., Deputy Collector of Customs at Chicoutimi; and 2nd. A Statement shewing the several amounts collected by the said Damase Hudon, Esq., in his said capacity, from the 1st May, 1875, to the 1st November, 1875, and the amounts paid in by him in consequence. [*Not printed.*]
- No. 45... **BRITISH NORTH AMERICA ACT**:—Return to Address, Correspondence, &c., with Imperial Government relating to the passage, through the Imperial Parliament, of an Act cap. 38, Vic. 38 and 39, intituled: "An Act to remove certain doubts with respect to the Parliament of Canada, under section 18 of the British North America Act, 1867."

- No. 46... **GREAT WESTERN RAILWAY Co.** :—Return to Address, in re duties refunded to Great Western Railway Company.
- No. 47... **MANUFACTURED GOODS FROM UNITED STATES** :—Return to Address, Shewing the general nature and the value of all manufactured goods imported into Canada from the United States, in the years 1873, 1874 and 1875.
- No. 48... **SACKVILLE, N.B., POSTMASTER OF** :—Return to Address, Reports, &c., with the result of the Post Office Inspector's investigation into the conduct of the Postmaster of Sackville, with copies of any certificates of character, or recommendations in favor of such Postmaster. [*Not printed.*]
- No. 49... **EXTRADITION TREATY** :—Message, with certain Correspondence having reference to the inadequacy of the existing Extradition Treaty between Great Britain and the United States.
- No. 50... **NIAGARA RIVER** :—Return to Address, Correspondence between the Government of Canada, through the British Minister at Washington, and the United States Government, relating to the obstruction of the navigation of Niagara River by the erection of an Inlet Pier, in mid channel of said river, for the Buffalo City Water Works. [*Not printed.*]
- No. 51... **RAILWAY STATISTICS** :—Return in pursuance of the Railway Statistics Act by the Brockville and Ottawa Railway Company; Cobourg, Peterboro' and Marmora Railway Company; Canada Southern Railway Company; Midland Railway Company; Northern Railway Company, for half year ending 30th June, 1875; and Northern Extension Railway Company, of their authorised share and loan capital, and the sums received in respect of their ordinary capital and preferential capital, and debenture stock or funded debt, on the 31st December, 1874, specifying the rate per cent. of the dividends for the year 1874, on each of the said capitals, shewing also the loans outstanding on the 31st December, 18—.
- RAILWAYS, DOMINION** :—Return to Order, Of the Capital, Traffic and working expenditure of the Railways of the Dominion, in accordance with the requirements and provisions of the Law in that behalf.
- No. 52... **INLAND REVENUE STATISTICS** :—Return and Supplementary Return to Address, Statistics of the Inland Revenue of Canada, for the months of July, August, September, October, November and December, 1875.
- No. 53... **CHARLEVOIX ELECTION** :—Instructions issued to Mr. Talbot, of the Post Office Department, in relation to his visits to the Electoral District of Charlevoix, during the Dominion Election, in the month of January last. [*Not printed.*]
- No. 54... **MCDougALL, MR., POSTMASTER** :—Correspondence relating to the dismissal of Mr. McDougall, Postmaster at Christmas Island, Cape Breton. [*Not printed.*]
- No. 55... **THOUSAND ISLES** :—Return of the names of occupiers or holders of land on the islands of the St. Lawrence, between Brockville and Gananoque, called the "Thousand Isles;" the number in each holding; and the value and appraisement of each holding. [*Not printed.*]
- No. 56... **SIX NATION INDIANS** :—Of Correspondence between the Council of the Six Nation Indians and the Indian Department, with reference to the payment of accrued interest moneys which belong to them, and which have been placed in their general fund, &c. [*Not printed.*]
- No. 57... **SUPREME COURT, JUDGMENTS** :—Return to Address, Giving number of suits instituted before the Supreme Court, and number of Judgments rendered by the said Court. [*Not printed.*]
- No. 58... **SUPREME COURT, RULES AND ORDERS** :—Rules and Orders, framed by the Judges of the Supreme and Exchequer Courts, for regulating the procedure of those Courts, and for carrying out the other objects, as contained in section 79 of "The Supreme and Exchequer Court Act." [*Not printed.*]
- No. 59... **POSTAGE ON NEWSPAPERS, &c.** :—Return to Address, Shewing number of newspapers and other periodicals in each county and city of the Dominion, which have paid postage on papers sent from the office of publication, with the total revenue received therefrom, during the three months ending 31st December, 1875.
- No. 60... **GRAVING DOCK, QUEBEC** :—Return to Address, Reports by Engineers from the Quebec Harbour Commission, documents, correspondence and Orders in Council, relating to the selection of the site for the construction of a Graving Dock at the Port of Quebec.
- No. 61... **STEAM TENDER FOR FATHER POINT** :—Circulars sent to ship-building firms for the construction of a steam tender to transport mails from Father Point to the ocean steamers; and a statement of the names of all parties or firms to whom such circulars were sent with the tenders received; the date of the acceptance of Messrs. Cantin's tender, and a copy of the contract entered into with them. [*Not printed.*]

- No. 62... **DAWSON ROUTE** :—Return to Address, Reports and communications between the Government or any of its officers or other persons, since June, 1875, relating to the state and condition of the Dawson Route from Thunder Bay to Fort Garry, &c.
- No. 63... **INTERCOLONIAL RAILWAY** :—Correspondence between private individuals or corporations and the Government of Canada, in relation to the offices, workshops and works of the Inter-colonial Railway at Rimouski.
- No. 64... **BAILLARGÉ, FREDERIC, Esq.** :—Return to Address, Reports of Frederic Baillargé, Esq., Assistant Engineer to the head of the Public Works Department, on his surveys in the Parish of St. Fidèle and St. Siméon, in 1875, &c. [*Not printed.*]
- No. 65... **STEEL RAILS** :—Return to Address, Statement shewing the use which has been made of any portions of the steel rails purchased by the Government, and of the quantity remaining unused at the end of 1875, and where these rails are at present.
- Return to Address, Official Reports, by the Chief Engineer of the Pacific Railway with reference to the quantity of Steel Rails actually required during the present year; also of all official correspondence between the Minister of Public Works and Mr. Carvell with reference to his removal from office.
- Correspondence and advertisements, inviting tenders for the supply of steel rails for the Canadian Pacific Railway, &c. — [*Not printed.*]
- No. 66... **PRINCE EDWARD ISLAND RAILWAYS** :—Return to Address, Report made during the past summer by Mr. F. Shanly, upon the Prince Edward Island Railway.
- No. 67... **MILITIAMEN, 1812-15** :—Return to Address, Shewing the names, age and residence of the veterans of 1812-15, who have applied for, and who have received a gratuity from the Federal Government of Canada; the number of those Militiamen having Commissions as officers; and how many such applications have been made by persons living out of Canada. [*Not printed.*]
- No. 68... **MITCHELL, HENRY, Esq.** :—Return of all the moneys received by Mr. Henry Mitchell, Harbour Master of the Port of Glace Bay, in Cape Breton, when such Returns were made, and moneys received by the Government, with the amount of salary, and whether the same is payable out of fees, or by fixed salary. [*Not printed.*]
- No. 69... **ST. LAWRENCE CANALS** :—Return to Order, Statement shewing amount which the Government have agreed to pay or have already paid under each contract for the execution of any portion of the works required for the enlargement of the St. Lawrence canals, including the Welland and Iachine Canals, since the report of the last Commission appointed to examine the question.
- No. 70... **NORTH-WEST TERRITORIES, LAWS AND ORDINANCES** :—Copies of all Orders in Council; and of all Laws and Ordinances of the Lieutenant-Governor and Council of the North-West Territories, made under the provisions of the Act 34 Vict., cap. 16, section 1.
- HUDSON BAY COMPANY** :—Return to Address, Correspondence between the Canadian Government and the Hudson Bay Company, relating to the acquisition or purchase by the Dominion from the Company of their lands in Manitoba and the North-West Territories. [*No. printed.*]
- IMPORTS AND EXPORTS, &c.** :—Statement shewing Imports during the Fiscal Year 1874-1875 into the North-West Territories through Ports on the Hudson Bay and James Bay, together with Exports from the same; names of and remuneration paid to persons employed at the said Ports, together with instructions furnished them and reports made by them to the Customs Department. [*Not printed.*]
- Return to Address, Copies of all Acts passed by the Council of the North-West Territories, and all correspondence. [*Not printed.*]
- No. 71... **GEORGIAN BAY BRANCH RAILWAY** :—Return to Address, Correspondence between the Dominion and Ontario Governments, regarding the granting of land or any of it aid by the Ontario Government to the Georgian Bay Branch Railway.
- Correspondence between the Contractors of the Georgian Bay Branch Railway and the Government since the date of the contract.
- No. 72... **TORONTO HARBOUR** :—Return to Order, Instructions issued by the Public Works Department regarding the survey of Toronto Harbour; also all reports made by the Government, showing the present state of the Harbour, or suggesting additional works to preserve it from destruction. [*Not printed.*]

- No. 73... **LORANGER, L. J., Esq.** :—Return to Order, Correspondence between the Department of Marine and Fisheries and L. J. Loranger, Esquire, Fishery Overseer, or any other person, in relation to Licenses granted or refused to parties wishing to fish in the Lakes comprised within the limits of the Counties of Terrebonne, Montcalm, Joliette and Berthier. [*Not printed.*]
- No. 74... **TRURO AND PICTOU RAILWAY** :—Return to Address, Correspondence with the Local Government of Nova Scotia, respecting the contemplated transfer of the Branch Line of Railway, between Truro and Pictou.
- No. 75... **FISHERIES, MARITIME PROVINCES** :—Return to Address, For all Orders in Council, Correspondence to or from Officials or private Individuals or public bodies in connection with the attempt of the Government to compel the occupants of Fisheries in the Maritime Provinces to an enforced attornment to the Government and an arbitrary deprivation of their rights, &c. [*Not printed.*]
- No. 76... **SYMMES, HENRY R., Esq.** :—Return to Address, Report of Henry R. Symmes, Esquire, in reference to his surveys in the Parish of St. Irénée in the Electoral District of Charlevoix in 1874 or 1875; also copy of the instructions issued to him on that subject, and of all petitions and correspondence in relation thereto. [*Not printed.*]
- No. 77... **FISHING WEIRS AND TRAPS, N.B. & N.S.** :—Return to Order, Statement of all licenses issued for Fishing weirs or traps, in the Provinces of New Brunswick and Nova Scotia for the years 1874 and 1875; also a statement of the tax collected each year from the same source.
- No. 78... **LOCOMOTIVES, DUTIES ON** :—Return to Order, Statement of all duties levied on Locomotives or parts thereof since 1st July, 1867, with the names of the importers, and also a statement showing what remissions or refunds of duties have been made on Locomotives or parts thereof up to the date of the Returns already before Parliament.
- No. 79... **CABLE COMPANIES** :—Return to Address, Correspondence between the Government and the "Direct Cable Company" the "Anglo-American Company" and all other Atlantic Cable Companies, since the 1st October, 1873, and also all correspondence relative to extending the Companies lines into the Dominion.
- No. 80... **EASTERN RAILWAY EXTENSION, N.S.** :—Return to Address, Correspondence between the Dominion Government and the Government of Nova Scotia, and all Orders in Council relative to Eastern Railway extension in that Province. [*Not printed.*]
- No. 81... **VICTORIA AND SAN FRANCISCO MAILS** :—Return to Order, Tenders received in 1875 for the conveyance of the Mails between Victoria and San Francisco, with correspondence respecting the said tenders and Mail service generally. [*Not printed.*]
- No. 82... **PACIFIC RAILWAY** :—Return to Order, Statement showing the amount which the Government of Canada have agreed to pay or have already paid under each contract passed between the Government and any individual or Company for the execution of any portion of the work on the Pacific Railway or the Line of Telegraph.
- Return to Address, Showing approximate expenditure on account of Pacific Railway and Telegraph Line, in divisions east of Georgian Bay, between Thunder Bay and Fort Garry, &c.
- Return to Address, Tenders received for the construction of a Line of Telegraph in connection with the Pacific Railway, showing the names of the parties tendering, and copy of the contract with F. Barnard, Esquire, in relation thereto.
- No. 83... **GYPSUM OR PLASTER OF PARIS** :—Return to Order, Of all Gypsum or Plaster of Paris imported from the United States into Canada, giving the Ports or places whence imported, as also the Ports in Canada where entered, &c. [*Not printed.*]
- No. 84... **TEA, REMISSION OF DUTIES ON, &c.** :—Return to Address, Showing all remissions or refunds of duties on Tea at the Ports of Montreal and Halifax during the past year; specifying the dates of such remission or refunds; the parties to whom made; with all correspondence, &c., thereon; also the names of parties from whom Bonds were taken for the duties on such Tea in cases where the same were finally remitted. [*Not printed.*]
- No. 85... **BONDS OR SECURITIES** :—Statement giving in detail the Bonds or Securities registered in the Department of the Secretary of State of Canada. [*Not printed.*]
- No. 86... **HOOP AND TRAP NETS, ONT.** :—Return to Order, For a Return of all Licenses to fish with hoop and trap nets issued during 1875, for the Province of Ontario; all Petitions, &c., in favor of or opposing the use of such nets; and Reports, &c., shewing the effect of the system of fishing with hoop and trap nets on the quantity of fish in the waters where such nets are used. [*Not printed.*]

- No. 87... GUYON ISLAND, LIGHT HOUSE:—Return to Order, For Tenders, plans, specifications, &c., for building a Light-house at Guyon Island; and all correspondence relating to the same; also a copy of the contract for building the same. [*Not printed.*]
- No. 88... MONTREAL CUSTOM HOUSE:—Return of the names and ages of all employees of the Montreal Custom House who have been superannuated within the last two years, with causes of such superannuation; names of all persons who have been taken into the Public Service during the same period in connection with the Montreal Custom House, whether as permanent employees or as supernumeraries, and the salary paid to each, and for what period, and shewing whether they are still employed.
- A Return to Order, Of all expenses connected with the collection of Customs at Montreal during the Fiscal Years 1873, '74 and '75 respectively; and also a statement of the revenue collected at that Port for the same years respectively. [*Not printed.*]
- No. 89... WALLACE ACCOUNTS:—Return to Address, For a Statement of the condition of the Wallace Accounts; said Accounts being part of the Canadian Pacific Railway Survey expenditure.
- No. 90... MERCHANT SERVICE:—Return to Address, Correspondence between the Dominion Government and the Imperial Government, also between the Local Governments of the Maritime Provinces, and the Dominion Government, relating to Certificates of Service, granted by the Dominion to Captains in the Merchant Service, before 1871. [*Not printed.*]
- No. 91... BRITISH COLUMBIA, TRANSPORTING FREIGHT, &c.:—Return to Address, Shewing the respective sums paid in 1875-76 for the transporting freight and passengers, in British Columbia, belonging to the Canadian Pacific Railway Survey—the said Return shewing the rate per pound, &c., also the fare for each passenger, &c. [*Not printed.*]
- No. 92... "PACIFIC" STEAMSHIP:—Return to an Order of the House, Correspondence or Reports not in the possession of the Government, respecting the loss of the Steamship *Pacific*. [*Not printed.*]
- No. 93... ST. LAWRENCE SURVEYS:—Return to Order, Engineer's Report of Surveys of the St. Lawrence; and estimates for improvements, so as to give fourteen feet of water. [*Not printed.*]
- No. 94... EXAMINING WAREHOUSE, MONTREAL:—Return to an Order, Advertisements asking for tenders for the erection of an Examining Warehouse in Montreal; of all tenders submitted; of all correspondence with any party tendering, &c., and copy of the contract entered into for the erection of the said Examining Warehouse.
- No. 95... ST. PETER'S CANAL:—Return to Order, Report and Plan made by Mr. Perley in the summer of 1873, for the enlargement of St. Peter's Canal; with all subsequent Reports, Orders in Council, advertisements, tenders and contracts appertaining to that work. [*Not printed.*]
- No. 96... MALBAIE WHARVES:—Return to Address, Accounts and pay-lists presented to and paid by the Government for the construction or repair in 1875, of the wharves at Malbaie, Les Eboulements and Bay St. Paul, &c.; the Reports of Henry R. Symmes, Esq., and also, the Reports of Frederic Baillarge, Esq., Assistant Chief Engineer of the Department of Public Works, on the subject of the said works in the years 1871, 1875 and 1876. [*Not printed.*]
- No. 97... CULLERS' OFFICE:—Return to Order, of the names of persons who have ceased to belong to the Cullers' Office since 1st January, 1875, through death, superannuation, or otherwise, with allowance in each case of superannuation, &c.; of the names of those who have been added to the staff in either a temporary or permanent capacity during the same time. [*Not printed.*]
- No. 98... MIRAMICHI RIVER:—Return to Order of Instructions given to the officer in charge of the steam dredge employed clearing the bar at the entrance of Miramichi River, with all Reports from the officer in charge or parties under him, as to the amount of work done in that locality, &c. [*Not printed.*]
- No. 99... NEW WESTMINSTER, B.C.:—Return to Address, Correspondence between the Dominion and British Columbia Governments, with reference to the appointment of a County Court Judge for New Westminster, British Columbia. [*Not printed.*]
- No. 100... LAKE ERIE HARBOUR:—Return to Address, Reports of Engineers, plans and correspondence, in possession of the Government, relating to the construction of a harbour at some point on Lake Erie, between Rond Eau Point and the Village of Clearville, in the County of Kent. [*Not printed.*]

- No. 101.. FISHING LEASES:—Return to Order, Statement shewing the names of the rivers for which fishing leases have been renewed or granted, since the 1st December, 1873. [*Not printed.*]
- No. 102.. ST. CHARLES, BRANCH RAILWAY:—Return to Order, Report of Engineers, or other parties, relating to the construction of a branch railway from St. Charles, County of Bellechasse, to St. Joseph de Lévis. [*Not printed.*]
- No. 103.. STEAM DREDGE, CANADIAN:—Return to Address, Statement shewing the work performed by the Government steam dredge *Canadian*, during the past year, with total cost of said work, the harbours dredged, &c. [*Not printed.*]
- No. 104.. GROUNDS, PUBLIC BUILDINGS:—Return to Address, Statement shewing the total amounts expended on the grounds and fences in front of the Parliamentary Buildings, from the 1st day of January, 1870, to the 1st day of January 1876, with the estimated cost of completing the same; also, statement showing the total expenditure on the new Library, &c., during the same period; also, statement shewing the total expenditure on the addition to the Western Departmental Building, with an estimate of the amount required to complete the same.
- No. 105.. CARON, CLOVIS:—Return to Order, Correspondence and instructions given to Clovis Caron, Fishery Overseer, having connection with the fishing rights of Eugène Dumas, Joseph Levesque and Zéphirin Duval, in the Parish of St. Jean Port Joli, County of L'Islet; also, copies of the enquête held by one Grondin, or a person called Damase Guay, formerly Fishery Overseer. [*Not printed.*]
- No. 106.. GROSSE ISLE:—Return to Order, Documents relating to the construction, by Messrs. Piton & Co., of certain buildings at Grosse Isle. [*Not printed.*]
- No. 107.. ROCHESTER, GEORGE:—Return to Order, Evidence taken before the Dominion Arbitrators on the claim of George Rochester against the Government. [*Not printed.*]
- No. 108.. ISLE AUX COUDRES:—Return to Order, Contract between the Government and Mr. Charles E. Forgues, of Malbaie, for the construction of a Light-house upon Isle aux Coudres; also of the correspondence which took place upon the subject, &c. [*Not printed.*]
- No. 109.. BURLINGTON BAY AND DUNDAS MARSH:—Return to Order, Of all Licenses issued by the Inspector of Fisheries for fishing in Burlington Bay and the Dundas Marsh during the years 1872, '73, '74, '75; and the names of the parties to whom such Licenses were granted. [*Not printed.*]
- No. 110.. ALASKA AND BRITISH COLUMBIA:—Return to Address, Correspondence between the Dominion Government and the Government of the United States, regarding the settlement of the Boundary Line, between Alaska and British Columbia.
- No. 111.. CANALS, UNITED STATES:—Return to Address, Correspondence or papers with the Colonial Office, or with the Government of the United States, in regard to the action of that Government in denying the free navigation of the United States Canals, in accordance with the Washington Treaty.
- No. 112.. SUGAR REFINING INTERESTS:—Return to Order, Correspondence, Petitions and Memorials relating to the Sugar refining interests, since 1872. [*Not printed.*]
- No. 113.. INSURANCE STATEMENTS:—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, Sec. 14.
—Statement of the Receipts and Payments of the Mutual Life Association of Canada, for the year ended 31st December, 1875. [*Not printed.*]
- No. 114.. RIOUX NICOLAS, SEIGNIORY OF:—Return to Order, Correspondence between the Government and the Censitaires of the Seigniori Nicolas Rioux, in the County of Rimouski, in the matter of the tax which they pay to the Seigniors, instead of Statute days' labour (les journées de Corvée.) [*Not printed.*]
- No. 115.. VINE GROWERS' ASSOCIATION:—Return to Order, Correspondence between the Government and the Vine Growers' Association of Canada, in relation to any infraction by said Company of the Revenue Laws of the Dominion since 1870; also a Return of the quantity of wine and brandy manufactured by said Association since that period, and the amount of excise or any other duties paid thereon. [*Not printed.*]
- No. 116.. PROVINCIAL STATUTES:—Return to Address, Correspondence with the Colonial Secretary, on the subject of the exercise of the power of disallowance of the Provincial Statutes.

- No. 117.. GOVERNMENT STEAMER, "SIR JAMES DOUGLAS":—Return to Order, Correspondence between the Honourable Minister of Marine and Fisheries and the Agent of that Department in Victoria, or any other parties, in reference to a complaint made from the Canadian Pacific Railway Office, Victoria, showing the inconvenience occasioned by the Government Steamer *Sir James Douglas* being allowed to carry passengers when engaged in Government service transporting survey parties. [*Not printed.*]
- No. 118.. VACCINATION, INDIANS:—Return to Order, Of instructions given to François Xavier De Sales Laterrière, Esquire, Physician, of Malbaie, to go and vaccinate the Indians on the North Shore of the St. Lawrence, in the County of Saguenay, during the year 1875, &c. [*Not printed.*]
- No. 119.. WELLAND CANAL:—Return to Order, Correspondence between the Department of Public Works and the Superintendent of the Welland Canal as to damages to lands along the Grand River by raising the water in the upper level of the said Canal; also of instructions to valuers, &c. [*Not printed.*]
- No. 120.. RAT PORTAGE AND CROSS LAKE:—Return to Address, Tenders for the construction of the Railway between Rat Portage and Cross Lake. [*Not printed.*]
- No. 121.. LACHINE CANAL:—Return to Address, Tenders for No. 3 Contract on Lachine Canal, and all correspondence connected therewith; also a copy of the contract entered into for that work, and the amount of money paid thereon for that service. [*Not printed.*]
- No. 122.. SOREL COLLEGE:—Return to Order, Correspondence of whatsoever nature, between the Government and the Reverend M. Dupré Priest, Curé of Sorel, President of the Board of the Directors of the Classical and Commercial College, Sorel, Robert Sewell S. Hayden, Esquire, Provincial Land Surveyor, and any other person, respecting offer to purchase a piece of land belonging to the Government, situated in the town of Sorel, by the Corporation of the said College of Sorel. [*Not printed.*]
- No. 123.. ESQUIMALT AND NANAIMO, TELEGRAPH LINE:—Return to Address, Correspondence between the Government of British Columbia and the Dominion Government respecting the construction of a Telegraph Line from Esquimalt to Nanaimo. [*Not printed.*]
- No. 124.. CIVIL SERVICE, OTTAWA:—Return to Address, List of all the employés, permanent or temporary of the following Public Departments at Ottawa:—Public Works, Receiver General, Finance, Post Office, Militia, Customs, Inland Revenue, Secretary of State, Marine and Fisheries, Justice, Interior, Agriculture and Statistics,—showing the salary of each of such employés, &c.; and a statement showing the bonus granted to each of the employés above named; and Copies of all Orders in Council, granting such bonus to each of the said employés; and showing upon what basis such bonus was distributed among them.
- No. 125.. FISHERMEN, ST. LAWRENCE:—Return to Order, Correspondence with the Department of Marine and Fisheries, in the course of last autumn, in the matter of the distress among the fishermen of the North Shore of the St. Lawrence, and the replies of the Department to such correspondence. [*Not printed.*]

EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES,

BRING FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1875.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO. WELLINGTON STREET.
1876.

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To His Excellency the Right Honourable Sir Frederic Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, one of Her Majesty's Most Honourable Privy Council, Knight of the Most Illustrious Order of St. Patrick, and Knight Commander of the Most Honourable Order of the Bath, Governor General of Canada, and Vice Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit herewith for the information of Your Excellency and the Legislature of Canada, the Eighth Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1875.

I have the honour to be,

Your Excellency's most obedient servant,

A. J. SMITH,

Minister of Marine and Fisheries

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1876.

EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES.

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

REPORT

BY THE

DEPUTY MINISTER OF MARINE AND FISHERIES.

To the Honourable A. J. SMITH,

Minister of Marine and Fisheries :

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended 30th June, 1875, as also to give an account of a considerable proportion of the business up to the end of the calendar year.

As required by law, the financial statements of the Department, given in the Appendices to this Report, are made up to the 30th June last, but the Report, more particularly on the Light-house Service, contains an account of the operations of this Department to the close of the calendar year, which ended yesterday. Four supplements will be issued with this Report: the first being a List of Lights in the Dominion on the 31st December last; the second embracing a report of the Chairman of Steamboat Inspection for the calendar year, with a list of steamers inspected in 1875, and a list of engineers who have received certificates; a report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year, with a list of all Masters and Mates who have received certificates of competency for service in the Dominion during the calendar year ended 31st ultimo, and also a list of all certificates which have been cancelled; statements of the wrecks and casualties, both to sea-going and inland vessels, during the calendar year; the reports of the Quebec Trinity House and Pilotage Authorities; Shipping Masters' reports; Harbour Masters' reports, and the reports of the Water and River Police of Montreal and Quebec; the third supplement containing the reports of the Meteorological Office, the Magnetic Observatory and the other Observatories of the Dominion; and the fourth embracing the Fisheries' reports.

The total amount expended on the various branches of the public service administered by this Department, including Departmental salaries during the fiscal year ended 30th June last, was \$919,885.58, while the total amount voted was \$1,045,692.95.

The total number of persons engaged in the outside service of this Department at the end of the last calendar year was 1,511.

The light-house service of the Dominion is comprised under the following six divisions, viz.: The Ontario Division, embracing lights above Montreal, the Quebec Division extending below Montreal, including River and Gulf of St. Lawrence, the New Brunswick Division, the Nova Scotia Division, the Prince Edward Island Division, and the British Columbia Division. The total number of light-stations in the Dominion on the 31st December last was 378 and of lights shown 444; the number of steam fog-whistles was 22, and the number of light-keepers, engineers of fog-whistles and their assistants was 467.

ONTARIO DIVISION.

This Division includes the light-houses and light-ships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Quebec and Ontario, as also all the lights on the Upper Lakes, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, Lakes Ontario, Simcoe, Erie, Huron, Georgian Bay and Lake Superior. In this Division there were in operation at the close of navigation 116 light-houses and light-beacons, four light-ships maintained wholly by the Government, 81 buoys and five beacons.

The number of light-keepers in this Division, paid directly by the Government, was 93, although, in several cases, assistants were employed by keepers at their own expense.

By reference to Appendix No. 21 it will be seen that the sum of \$14,286.65 was expended in the construction of new light-houses from the general appropriation made by Parliament for this purpose.

Reference was made in the Report of last year to the new light-house constructed at Thunder Cape, Lake Superior, and which was put in operation towards the close of last season. During the fiscal year ended 30th June last, as will be seen by reference to the Appendix above quoted, there was paid on account of this light-house the sum of \$3,264.15, which sum includes not only the cost of the building but also that of the iron lantern, revolving apparatus, etc.

During the past season a contract has been entered into for the construction of two new light-houses in Lake Superior, one to be located on Battle Island, and the other on Lamb Island, at the eastern and western entrances to Nepigon Bay. These light-houses will not be completed till the next season of navigation, and the cost of their construction will appear in the accounts of the present fiscal year. The sum of \$2,378.99 has already been expended on them.

During the past season a light-house has been erected on Gin Rock, Gloucester Bay, and will be found serviceable, not only for general navigation, but also for guiding vessels into Penetanguishene and Midland Harbours. A catoptric white light, elevated 36 feet above the level of high water, is exhibited, and will be seen at

a distance of 10 miles from all points of approach. The tower is a square wooden building, with Keeper's dwelling attached, and is painted white. The light was put in operation on the 25th of September last. The sum of \$1,866.89 was expended on this light-house, as will be seen by reference to Appendix No. 21, and the further expenditure will be shown in the accounts of the fiscal year ending 30th June next. Mr. Israel Mundy was appointed keeper of this light-house on the 15th September last, at a salary of \$300 per annum.

Reference was made in the report of last year to the new light-house erected on Brown's or Knapp's Point, Wolfe Island. The sum of \$308.50 was expended on this light-house during the past year, making the total cost of its construction, \$1,569.70. Mr. Patrick MacEvoy was appointed keeper of this light-house on the 2nd of February last at a salary of \$100 per annum.

The new light-house at Port Lewis, Huntingdon County, to which reference was made in last year's report, has been completed, and the sum of \$1,842.72 expended on it during the past fiscal year, which is its total cost. A fixed white catoptric light was exhibited for the first time on the 20th May last, and can be seen in clear weather at a distance of 10 miles. The tower is a square wooden building, painted white.

A new light-house has been constructed during the past season on the most easterly point of Ile à Cadieux, in the County of Vaudreuil, in the Lake of Two Mountains, Ottawa River, and a light shown for the first time on the 18th of October last. This light is intended for the service of vessels navigating the Ottawa River, and is a fixed white light on the catoptric principle, capable of being seen at a distance of eight or ten miles from all points of approach. The light-house is a square wooden building, painted white, with keeper's dwelling attached. The further cost of this light-house will appear in the accounts for the year ending 30th June next. Mr. Felix Valois was appointed keeper of this light-house on the 8th of October last, at a salary of \$200 per annum.

Reference was made in last year's report to the light-ship established by private enterprise during the season of 1874, on Bar Point, Lake Erie, in Canadian waters, and to the fact, that it might be considered advisable by the Government to contribute to its maintenance, owing to the great service rendered to steamers and other vessels navigating the Detroit River. During the past season, as an appropriation had been made by Parliament for the purpose, the Government schooner "Duncomb," formerly employed in the Fisheries service, but no longer required for that purpose, was fitted up as a light-ship, and stationed near Bar Point for permanent service. The vessel is anchored in 18 feet of water, 50 fathoms to the southward of the west end of the reef, and is distant from Bois Blanc five and a-half miles, bearing nearly due south. Two fixed lights are exhibited from the foremast of the vessel, a red light at an elevation of 48 feet from the deck, and a white light, at an elevation

of 40 feet. These lights will probably be seen at a distance of 10 miles. The vessel itself is painted red, with the words "Bar Point Light-ship" on each side in large white letters. The cost of fitting up the light-ship, lamps, &c., as will appear by reference to Appendix No. 11, amounted to \$2,500. The vessel is at present under the charge of Mr. Andrew Hackett, Keeper of Bois Blanc Light-house, and she was withdrawn from her station on the 25th of November last, and laid up safely on the mainland, opposite Bois Blanc Light-house, and her outfit removed and safely stored.

Mr. Hackett reports that no accidents have taken place on Bar Point since the light-ship was placed at her station.

Two Beacon Range Lights were also constructed on Bois Blanc Island, in the Detroit River, during the past season, for the purpose of indicating the channel between the Canada Southern Railway Dock and the head of the island. One beacon is situated on the north-east point of the island, and the other at a distance of 450 feet back from it, and a fixed white light is exhibited in the front beacon, and a fixed red one in the back. Both lights are on the catoptric principle; they were lighted for the first time on the 19th of October last. The cost of erecting towers, and of lanterns and illuminating apparatus, will appear in the accounts of the present fiscal year.

On the 30th April last, the light-house at Port Maitland, on Lake Erie, was destroyed by fire, and a temporary light shown until arrangements could be made for the erection of a new building. Owing to serious injuries caused by the ice and violent storms, it was found necessary to build a new pier, as well as a light-house, and a contract was entered into with Messrs. Haney & Parry, the contractors for building the pier at Port Maitland for the Department of Public Works. The work has been successfully completed by the contractors, and a light was shown from the new tower on the 1st of October last. The cost of the construction of the new pier and light-house will appear in the accounts of the present fiscal year.

During the past season four beacon light-houses have been built at French River, in the Georgian Bay, and a number of buoys placed to indicate the channel and make the harbour easy of access in the delivery of necessary materials for rail-road purposes. From the outer buoy at the entrance of the river to the wharf, a distance of seven miles, the channel is shown by four lights and 23 buoys. The main light is situated on Bustard Rocks, and is visible from all points of approach seaward from the deck of a vessel, a distance of 12 miles. The other three lights are range lights, and intended to mark the channel. A buoy, painted black, white and red, is placed in the middle of the channel, at the entrance to the river, and lies a mile and a quarter in a westerly direction from the main light. In addition to this, there are three other middle channel buoys, painted similarly, and 11 port buoys painted black, and seven starboard buoys painted red. These buoys are placed in

water varying in depth from 15 to 30 feet. Mr. Edward Borron, jun., was appointed keeper of the four lights on the 13th of September last, at a salary of \$500 per annum, and the lights were shown for the first time on the 25th of September last. The expenditure on account of the construction of these lights and buoys will appear in the accounts of the present fiscal year.

The harbour lights on the pier in Goderich Harbour, under charge of the Department of Public Works, have been assumed by this Department, and placed under the charge of Mr. George N. Macdonald, keeper of the light-house, established at Goderich in 1847. Mr. Macdonald received an addition of \$100 to his salary, for taking charge of these harbour lights, this increase taking effect from the 1st of April, 1875.

The light-house at Michael's Bay, in the Georgian Bay, which has been maintained by Messrs. R. A. Lyon & Co., at Michael's Bay, since its establishment in 1870, has also been assumed by this Department, and the cost of its maintenance will hereafter be defrayed by the Government. Messrs. Lyon & Co., have offered to transfer and light-house property to the Department, and the arrangements for this purpose are now in progress.

The light-house at Byng Inlet, which was built in 1870, has also since the 1st of May last been assumed by the Department.

The range light in Kincardine Harbour, in charge of the municipal authorities, was transferred to the Department in September last, and placed under the charge of Mr. William Kay, keeper of the light-house, built there in 1874, who receives \$40 additional per annum for this service.

Very extensive repairs were found necessary to the breakwater protecting the light on Pelee Island, Lake Erie, and these repairs have been successfully completed during the past season at a cost of \$4,030.60.

Reference was made in the report of last year to the new pier and light-house erected near Pointe Claire, Lake St. Louis, the cost of which, including the sum expended in the fiscal year ended 30th June, 1874, amounted to \$4,404.16.

The ice-breaker in front of the pier and light-house at this place, to which reference was made in the report of last year, has been completely repaired at a cost, as will be seen by the accounts, of \$4,498.30.

The sum of \$700 was allowed as a subsidy to Messrs. A. & H. Hackett, of Colchester, towards the expense of maintaining a light-ship at Colchester Reef, Lake Erie, being a similar amount to that allowed in the previous year. This amount is supplemented by private subscription from steamboat owners and others, who are benefited by the establishment of the light-ship.

The sum of \$700 was also allowed during the past fiscal year, as will appear by reference to the accounts, to Captain A. McDougall, towards the expense of maintain-

ing a light-ship near Bar Point, during the season of 1874, as the vessel proved of great service to steamers and other vessels navigating Detroit River. As a light-ship has now been established by the Government at this point, no further subsidy will be paid.

The oil and other supplies for the light-houses in this Division, with the exception of those on the Upper and Lower Ottawa, were delivered during July and August last by the steamer "City of Montreal," which was chartered by the Department for the purpose of this service, for the sum of \$2,490. The service was performed fully to the satisfaction of the Department.

By reference to Appendix No. 11, there will be found the Report of the Superintendent of Lights, in this Division, on the condition of the different light-houses at the time of the delivery of the supplies.

The following changes have occurred since the date of the last Report, in the list of keepers of lights of this Division, viz.:—

By Order in Council of 7th May, 1875, Mr. Darius Smith, who had been acting as Superintendent of Lights in this Division for a number of years, was officially appointed to the office at a salary of \$1,200 per annum, Mr. Edwin Shibley, who held the office for a short time previously, having died.

On the 1st January last, the services of Mr. Charles F. Collins, Assistant Light-house Keeper at Nottawasaga Island, were dispensed with, and the sole charge of the light entrusted to Mr. Geo. Collins, at an increased salary of \$600, who is to provide from this salary any assistance that may be required.

By Order in Council of 2nd January last, Mr. Patrick MacEvoy was appointed keeper of the light-house, at Brown's Point, on Wolfe Island, at a salary of \$100 per annum.

By Order in Council of the 10th April, Mr. Geo. Thomson, keeper of the lights at Burlington Bay Canal, was placed on the superannuation list, at an annual allowance of \$165.36. Captain Thomas Campbell was appointed in Mr. Thomson's place by Order in Council of 1st March, at a salary of \$300 per annum.

By Order in Council of the 5th March, Mr. William Kay was appointed keeper, of the light-house at Kincardine, at a salary of \$120, in the room of Mr. Ross Robertson, who died 26th November, 1874.

By Order in Council of the 20th September, 1875, Mr. Damasc Caza was appointed keeper of the light-house at Port Lewis, in the county of Huntingdon, at a salary of \$100 per annum, in the place of Mr. Donald McKillop, deceased.

By Order in Council of 8th October, 1875, Mr. Benjamin B. Baker was appointed keeper of the light-house at Clapperton Island, at a salary of \$350 per annum, in place of Mr. Charles Patton, resigned.

The total cost of maintaining the lights, light-vessels, fog-bells, and buoys and beacons in this Division for the last fiscal year, was \$71,957.18. The expenditure during the same period from the general appropriation for the construction of light-houses, &c., was \$14,286.65.

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

This Division comprises the light-houses and light-ships at and below Montreal and on the Richelieu River, formerly under the charge of the Montreal Trinity House, as also all the lights, light-ships, steam fog-whistles, buoys and beacons in the River and Gulf of St. Lawrence, Straits of Belleisle and north-west coast of Newfoundland. At the close of navigation there were 119 fixed and revolving lights, eight light-ships, three of which are supplied with steam fog-whistles, seven steam fog-whistles at light stations and in light-ships, eight fog-cannons, 69 buoys, 55 beacons and eight provision depôts, and the number of light keepers, engineers, together with the captains and crews of light-ships, amounted to 149.

This Division, the largest and most important in the Dominion, is managed by Mr. J. U. Gregory, Agent of the Department at Quebec, and who, in addition to the charge of the light service, has some of the Dominion steamers and also the river police force under his supervision and management.

By referring to Appendix No. 5 of this Report, there will be found Mr. Gregory's report of the operations of the Agency for the fiscal year ended 30th June last, and containing also particulars in reference to the different light-houses and light-ships in his Division.

The light service between Quebec and Montreal, and in the River St. Lawrence as far as Pointe des Monts, during the past season, was performed by the steamer "Druid," under the command of Captain Marmen, and the light service in the Gulf by the steamer "Napoleon," under Captain Despres.

Reference was made in last year's Report to the wreck of the Red Island light-ship in 1873, and to her having been raised and brought to Quebec for repairs, with a view to her resuming her station at Red Island Reef. By reference to the report of the Agent, it will be seen that these repairs were completed, and the vessel took her place at her station on the 16th June last. The cost of raising and repairing this vessel, as shown by the accounts of the last fiscal year, amounted to \$22,010.20.

The Manicouagan light ship which had been kept at Red Island Reef during the time that the light ship at that station was being repaired, was withdrawn and took up her position on the Manicouagan Shoal on the 16th June, 1875.

The iron light ship intended for Halifax Harbour, and which proved unsuitable for that service, was placed, during last season, at the east or lower end of the Traverse,

St. Rochs, in the River St. Lawrence, in place of the wooden vessel which had been condemned as unseaworthy and sold. A fixed white dioptric light is shown from each mast of this vessel, and will probably be seen at a distance of 10 miles. A steam fog-whistle is placed on this vessel, and has proved of much service to vessels in enabling them to work through the channel in thick weather.

NEW LIGHT-HOUSES.

During the past season a new light-house has been erected on St. Denis' Wharf, Pointe aux Origineaux, on the south shore of the River St. Lawrence, and it went into operation on the 20th October last. The light is a fixed red one on the catoptric principle, and will probably be seen at a distance of eight miles. The tower is a square wooden building 20 feet high, painted white.

The cost of construction of this light-house, including lighting apparatus, amounted to \$1,721.30. Mr. Joseph H. Beaulieu was appointed keeper of this light-house on the 7th April last, at a salary of \$250 per annum.

Two range lights have also been erected at the entrance to the River Saguenay, one on Point Noir and the other 608 yards from it. The towers are 22 feet in height, and white fixed lights, on the catoptric principle, are shown, and will probably be seen at a distance of nine miles. These lights are for the purpose of leading vessels clear of Prince's Shore Bar Reef and Vache's Patch. The lights were put in operation on the 15th September last. The sum of \$230.95 was expended on these lights to the 30th June last, and the accounts of the present fiscal year will show further expenditures on account of them.

Mr. Louis Guay was appointed keeper of these lights on the 13th October last, at a salary of \$150 per annum.

Range lights have also been erected to lead through the Traverse of the North Channel. Two of these are situated at St. Francis, at the east or lower end of the Island of Orleans, a distance of 1,379 yards apart, and two are placed on Cape Rouge at a distance apart of 100 yards. The lights are all fixed white, on the catoptric principle, and will probably be seen at a distance of from 10 to 12 miles. The lights were put in operation on the first of October last.

Mr. Joseph Lepage has been appointed keeper of the lights at St. Francis, at a salary of \$150 per annum; and the keeper of the light-house at Monte du Lac attends to the two at Cape Rouge. The cost of the construction of these light-houses amounted to \$621.68 to the close of last fiscal year.

A new light-house has been constructed on Carousal Island, Seven Islands, in the Gulf of St. Lawrence, to replace the one burnt down on the 13th August, 1872; but owing to the lateness of the season when the building was finished, it was not deemed advisable to put the light in operation. Arrangements will be made to show the

light early next season. The sum of \$398.67 was expended on this light-house up to 30th June last, and the further cost will appear in the accounts of the present fiscal year.

The light-house at Little Metis Point, in the County of Rimouski, to which reference was made in the Report of last year, has been fully completed, and the further sum of \$1,535 expended on account of it during the past fiscal year, making the total cost of this light-house amount to \$3,518.84.

A new light-house has also been erected at Martin River, in the County of Gaspé, and will probably be put in operation on the opening of navigation next season. The cost of this light-house will appear in the accounts of the current fiscal year.

It was deemed advisable, in the interests of navigation, to remove the light-house erected on Cape Chatte, Gaspé County, some years ago, and to erect a new building on a more prominent site. This work has been completed during the past season, and the new light put in operation on the 5th August last. The new light-house stands 480 yards E.N.E. from the former light-house, and a revolving white catoptric light is shown at an elevation of 120 feet above high water, showing a flash every 30 seconds, and visible in clear weather, from all points of approach, at a distance of 18 miles. The new tower is a square wooden building 26 feet high, painted white. The cost of the erection of the new tower, new lantern, etc, as will be seen by reference to the accounts of the past fiscal year, amounted to \$2,186.19.

The new light-house at Cape Despair, referred to in last year's Report, has been fully completed, and the total cost, including the sum of \$262.52 spent during the last fiscal year, will amount to \$5,175.16.

There has also been expended the further sum of \$655 on the light-house at Point Maquereau, which was put in operation on the 15th August, 1874, making the total cost of the construction of this light-house amount to \$5,135.36.

The new light-house on Whitehead Cape, Percé Roadstead, which was put in operation on the 6th November, 1874, was fully completed during the past fiscal year, and the total cost of the construction of this light-house amounts to \$1,429.47.

The further expenditure of \$1,497.89 was made during the past fiscal year in connection with the new fog-whistle at Etang du Nord, Magdalen Islands, to which reference was made in last year's Report. The total cost of this steam fog-whistle amounted to \$6,351.69.

A contract has been entered into for the erection of a pier and light-house on Algernon Rock, near the Piflars light-house, Lower St. Lawrence, and the work will probably be completed next season.

Two new light-houses were erected during the past season on the Richelieu River, one on Ash Island and one on Bloody Island, at a distance of three quarters of a mile apart. These lights are placed in range with the channel above the Islands, and

the side-lights are to show the channel past the west side of both Islands. The light-house on Ash Island is a square framed tower with a small dwelling attached and painted white. The lights in it are about 44 feet above high water, and the main light shows in the direction of the low light on Bloody Island. The light-house on Bloody Island consists of a small white building on a timber pier about 14 feet above water, the main light showing up stream in the direction of the channel.

The lights shown are fixed white, on the catoptric principle. Both lights are in charge of Mr. Ira W. Hammond, who has had charge of temporary lights on these Islands for some years past. The total cost of these light-houses amounted to \$2,825.

As will be seen by reference to the report of the Agent during the past season, the ten beacon lights near Chicoutimi, River Saguenay, have been furnished with new lanterns and frames and the lights rendered much more serviceable. A light has also been placed on Chicoutimi Wharf.

At Portneuf, on the Lower St. Lawrence, a building has been erected for the keeper's accommodation, and the pier, on which the light-house stands, replanked and strengthened against the action of the sea.

The following changes have occurred in the keepership of the lights in this Division since the 1st January last, viz. :—

By Order in Council of the 18th February last, Mr. Dorilas Tremblay was appointed keeper of the light-house at Portneuf, at a salary of \$250 per annum, *vice* Mr. Zepherin Warren, resigned.

By Order in Council of the 22nd April, Mr. Hector Fiset was appointed keeper of light-ship No. 2, Lake St. Peter, in place of Mr. Edward Arcand, deceased.

By Order in Council of the 14th May, Mr. Celestin Harvey was appointed keeper of the light on the wharf at Chicoutimi, at a salary of \$49 per annum.

By Order in Council of the 16th June, Mr. Ernest Duval was appointed keeper of the light-house at Port St. Francis, in the room of Mr. Jean Chaurette, deceased, at a salary of \$20 per month during the season of navigation.

By Order in Council of the 9th July, Mr. G. Lavergne was appointed keeper of the light-house at Magdalen River, at a salary of \$300 per annum, in place of Mr. Philip Savage, resigned.

For further particulars as to the light-houses, light-ships, fog-whistles, buoys and beacons in this Division, reference may be had to the report of the Agent, as well as to the list of lights published as a supplement to this Report.

An appropriation was made by Parliament at its last session, for the erection of a new light-house at Greenley Island, Straits of Belleisle, but owing to the difficulties

involved in the construction of a light-house at so remote a station no progress has as yet been made in the work, as it can only be built during the summer months. It may probably be completed next summer.

An appropriation of \$2,000 was made for the erection of a fog-whistle at Belleisle, to be worked with compressed air and water power, and arrangements are being made for its erection during the next season of navigation. The cost will appear in the accounts of the present fiscal year.

The total amount expended from the general appropriation made for the maintenance of lights, light-ships, buoys and beacons in this District, for the year ended 30th June, 1875, was \$117,472.

The sum of \$19,525 was also expended during the period referred to, in the construction of new light-houses, out of the general appropriation made by Parliament for this purpose.

NEW BRUNSWICK DIVISION.

This Division embraces all the light-houses, fog-whistles, buoys and beacons on the coast of the Province of New Brunswick, and is under the charge of Mr. J. H. Harding, Agent of the Department, at St. John, N.B. In this Division there were, at the close of navigation last season, 62 lights, requiring the attendance of 50 light-keepers, and seven steam fog-whistles, five of which are situated in the Bay of Fundy and two in the Gulf of St. Lawrence.

In the Report of the Agent of this Department and the Inspector of Lights in this Division (Appendix No. 7), and in the List of Lights, forming a supplement to this Report, will be found full particulars of the light-houses, fog-whistles, buoys and beacons in this Division.

Reference was made in the Report of last year to the new light-house in course of construction at Goose Lake, Miscou Island. This light-house has been completed and was put in operation on the 1st April last. The light is a revolving white light, on the catoptric principle, elevated 40 feet above high water, and showing a flash every minute, the lighting apparatus having two faces and making a complete revolution every two minutes. The light can be seen, in clear weather, upwards of 10 miles. The tower is a square wooden building, 28 feet high, with dwelling attached and painted white. The total cost of the construction of this light-house including iron lantern and revolving apparatus, amounted to \$3,742.43. Mr. Dositee J. B. Robichaux was appointed keeper of this light-house on the 1st April last, at a salary of \$200 per annum.

The new light-house on Heron Island, Bay of Chaleurs, to which reference was made in the Report of last year, has also been completed, and was put into operation

on the 1st April last. This is a fixed white light, on the catoptric principle, is elevated 66 feet above high water, is visible from all points seaward, and in clear weather can be seen at a distance of 12 miles. The tower is a square wooden building, 20 feet high, and painted white. Mr. John Dutch was appointed keeper of this light-house on the 7th May last, at a salary of \$200 per annum.

The cost of this light-house, as will be seen by reference to the accounts, amounted to \$1,019.39.

Three beacon light-houses have been erected during the past season at Tabusintac, Tracadie and Neguac Gullies, on the north shore of New Brunswick, and the lights were shown for the first time on the 25th August last. These lights are all fixed white lights, on the catoptric principle, and range with the lights formerly erected, and serve as guides to vessels and boats entering the gullies. The lights are in charge of the keepers of the light-houses.

Two beacon lights have also been erected during the past season on the wharf at Point du Chêne, Shediac Harbour, and have been found to obviate the necessity for a light-ship, for which an appropriation was made by Parliament at its last session. The lights are fixed white, on the catoptric principle.

During the last Session of Parliament appropriations were made for the erection of a new light-house and pier at St. Andrews Harbour, in Passamaquoddy Bay, and a contract was entered into with Mr. Angus Fisher to build and complete the work for the sum of \$4,740. The sum of \$1,584.10 was paid on account of this light-house to 30th June last. The work has lately been finished in accordance with the plans and specifications, and the cost will appear in the accounts of the present fiscal year.

An appropriation was also made for the erection of a light-house at Midjic Bluff, St George's Harbour, Charlotte County, and the contract for this light-house is almost completed, and the light will shortly be put in operation.

Beacon light-houses have also been constructed at Mark's and Spruce Points, on the St. Croix River, and at Hendry's Farm and Musquash Island in the Washademoak Lake, Queen's County, and the lights on these beacons will shortly be shown.

The cost of these light-beacons will appear in the accounts of the present fiscal year.

A new light-house has recently been completed at Drew's Head, Beaver Harbour, Charlotte County. The sum of \$1,288.66 was expended on this light-house to 30th June last, and the further expenditure will appear in the accounts of the present year.

A light-house has also been constructed at Pokemouche Gully, Gloucester County, on the north shore of the Province; but owing to the lateness of the season when it

was completed, the light will not be put in operation till the opening of navigation next season. The sum of \$980.05 was expended on account of this light-house to the 30th June last, and the further cost will appear in the accounts of the present fiscal year.

Reference was made in the Report of last year to the erection of a steam fog-whistle on Miscou Island, near the entrance to the Bay des Chaleurs. This whistle was put in operation in the month of June last. It is situated 320 feet east of the light-house, and is sounded twice in each minute during fogs and thick weather, making a blast of five seconds, with an interval of 25 seconds between each blast. The total cost of the construction of this whistle amounted to \$6,054.62.

The fog-whistle at Point Escuminac, at the entrance to Miramichi Bay, has been in successful operation during the past season. The sum of \$168.50 was expended on it during the last fiscal year, making the total cost of this whistle to amount to \$4,871.31.

The fog-whistle at Cape Enrage, Albert County, to which reference was made in the Report of last year, has been fully completed. The sum of \$1,158.34 was expended on this fog-whistle during the past fiscal year, making its total cost to amount to \$3,051.64.

By reference to the report of the Agent, it will be seen that the old light-house situated on the public wharf at St. Andrews, and which was blown down in the fall of 1874, has during the past season been removed to the old light-house block on the eastern side of the public wharf, which had been repaired and rendered suitable for the purpose. This light-house was repaired previous to removal.

During the past season a new lantern and revolving machinery of the most approved description have been supplied to the light-house at Quaco, one of the most important in the Bay of Fundy. The new light was put in operation on the 18th October last.

It will be seen also by the report of the Agent, that during the past season the beacon-block in the St. John Harbour has been thoroughly repaired and strengthened, so as to withstand the force of the elements for some time to come. A bell-tower has also been built, and the bell, formerly rung by hand, is now sounded by machinery continuously during foggy weather. The clock-work machinery for the bell cost \$322.87; and the cost of repairs to the beacon, including the bell-tower, &c., amounted to \$2,710.94.

The sum of \$475 has been expended in making an addition to the light keeper's dwelling at Point Lepreaux. This addition was rendered necessary by the establishment of a telegraph station at this light-house.

The keeper's dwelling at Portage Island was destroyed by fire in the month of February last, but a new dwelling has been erected at a cost of \$1,000.

Appropriations were made by Parliament at its last session for the erection of a steam fog-whistle at Musquash, in the Bay of Fundy, and another on Grindstone Island, also in the Bay of Fundy; also for the erection of a new tower and dioptric apparatus to replace the old light-house tower at Machias Seal Island; for a fog-bell and apparatus at Quaco light station, and for the erection of a light-beacon at McManus Shore, near Newcastle, Grand Lake, Queen's County, and L'Etang Harbour, Charlotte County. Contracts for the carrying out of these works have not, as yet, been entered into, but plans and specifications will soon be prepared, and it is probable that the works will be proceeded with early in the ensuing season.

The following changes have occurred in the keepership of the lights, etc., in this Division since the date of the last report:—

By Order in Council of the 15th January last, Mr. John Conly, keeper of the light on Machias Seal Island, was placed on the superannuated list with an annual allowance of \$144.36. Both light-house and fog-whistle at this station were placed under charge of Mr. Wright Edmondston, who received a salary of \$1,000 per annum, from which he was required to pay for the services of an assistant; after retaining the situation for a few months, Mr. Edmondston resigned his situation, and the light-house and fog-whistle were placed in charge of Mr. Alexander Eddy on the 31st July last, who receives the same salary as allowed Mr. Edmondston.

By Order in Council of the 23rd January last, Mr. William Morrison was appointed keeper of the light-house at Neguac on the north shore, in the place of Mr. H. F. Letson, deceased, at a salary of \$150 per annum.

By Order in Council of the 8th March last, Mr. Henry McLaughlin was appointed keeper of the light-house at Head Harbour, at a salary of \$400, in place of Mr. John R. Snell, resigned; such appointment to date from the 1st July, 1872, since which time Mr. McLaughlin has served as keeper.

By Order in Council of the 10th May last, Mr. James Tatton was appointed engineer of the fog-whistle at North Head, Grand Manan, at a salary of \$700 per annum.

By Order in Council of the 22nd July last, Mr. Hugh Murray was appointed keeper of the light-house at Portage Island, Miramichi Bay, at a salary of \$200 per annum, in the place of Mr. Geo. Davidson, superseded; and Mr. D. McEwan, keeper of the light-house at Middle Island, Miramichi River, at a salary of \$300 per annum, in place of Mr. Alexander Jessamin, superseded.

By Order in Council of the 26th October last, Mr. Daniel Smith was appointed keeper of the beacon light-house on Musquash Island, and Mr. Joseph Hendry, keeper of the beacon light-house on Hendry farm, Washademoak Lake, the salary of each to be at the rate of \$80 per annum.

By Order in Council of the 17th December last, Mr. John Boyd was appointed keeper of the beacon light-house at Spruce Point, on the St. Croix River, and Mr. Absalom Christie of the beacon light at Mark's Point on the same river, salary in both cases \$80 per annum.

By Order in Council of the 27th December last, Mr. Ezra Munro was appointed keeper of the light-house at Beaver Harbour, Charlotte County, at a salary of \$250 per annum and Mr. John McDiarmid, keeper of the light-house at Point Midjie, in the same county, at a salary of \$200 per annum.

The total amount expended on account of construction of light-houses, fog-whistles &c., in this Division for the past fiscal year amounted to \$8,842.97, out of the general appropriation made by Parliament; and the sum expended in the maintenance of lights, fog-whistles, buoys and beacons amounted to \$60,119.02.

NOVA SCOTIA DIVISION.

This Division in size and importance ranks next to that under the Agent at Quebec. It is under the management of Mr. H. W. Johnston, Agent of this Department at Halifax, who has also under his charge the Dominion steamers "Lady Head" and "Newfield." It comprised, at the close of navigation, 99 light-houses, seven steam fog-whistles and one light-ship. The number of light-keepers and engineers of fog-whistles was 103. There are no assistant light-house keepers recognized by the Department, but in the case of fog-whistles situated at light-house stations the engineers in charge of the fog-whistles have charge also of the light-house and provide their own assistants.

By reference to the report of the Agent, which will be found in Appendix No. 14 to this report, will be found a statement of the operations of the Department in this Division during the past fiscal year, and full particulars as to the new light-houses which have been constructed and put into operation.

The new light-houses which have been put in operation since the date of the last report are the following:—

CAPE NORTH, VICTORIA COUNTY, C.B.

A red and white revolving light. The total cost of the erection of this light-house, including iron lantern, revolving apparatus, lamps and reflectors, to the 30th June last, amounted to \$6,569.06, as will be seen by reference to the accounts for the years ended 30th June, 1874 and 1875.

CAPE GEORGE, RICHMOND COUNTY, C.B.

A fixed white light. The amount expended on account of the construction of this light-house to the 30th June last, was \$730.49.

BARRINGTON BAY LIGHT-SHIP, SHELBURNE COUNTY.

For full particulars see report of Agent. An appropriation of \$5,000 was made by Parliament for the erection of a pier and light-house at Wesse's Ledge, Barrington Harbour; but on further examination it was found that a light-ship would prove more serviceable, and accordingly the Government schooner "J. H. Nickerson" was fitted up and placed at this station. The cost of fitting up, including lighting apparatus, &c., amounted to \$2,359.85, as will be seen by reference to the accounts.

BETTY'S ISLAND, HALIFAX COUNTY.

A revolving red light. The sum of \$5,000.66 was expended on this light-house up to the 30th June last, and a further expenditure will appear in the accounts of the present fiscal year.

METEGHAN RIVER, DIGBY COUNTY.

A fixed green light. This light-house consists of a small beacon with lantern, and was erected for the contract price of \$398, as will appear by the accounts of the present fiscal year.

KIDSTON ISLAND, VICTORIA COUNTY, C.B.

A fixed red light. The expense of erecting this light-house will appear in the accounts of the current fiscal year.

The new light-houses put in operation during the season of 1874, to which reference was made in the report of last year, have been fully completed, and the total expenditure on account of them, as shewn by the accounts of the past fiscal year, will be as follows:—

	Expenditure to 30th June, 1874.	Expenditure to 30th June, 1875.	Total Expendi- ture.
Church Point Light-house	\$2 50	\$1,963 16	\$1,965 66
Argyle Harbour, Whitehead Island	2,165 99	2,313 16	4,479 15
Bon Portage Island	<i>Nil.</i>	3,920 69	3,920 69
Grand Narrows	821 00	32 00	853 00
McKenzie's Point	600 00	125 00	725 00
Creighton's Head	610 80	555 48	1,166 28
Point Aconi	912 50	573 35	1,485 85
Cape LaRonde	<i>Nil.</i>	2,822 64	2,822 64
Onetique Island	<i>Nil.</i>	2,681 09	2,681 09
Lingan Head	462 50	1,180 25	1,642 75
Isaac's Harbour	<i>Nil.</i>	1,252 87	1,252 87

By reference to the account for construction of light-houses in this division there will be found the sum of \$3,410.45, being the amount expended in re-building the light-house and keeper's dwelling at Point Prim, Digby County, which was destroyed by fire in the spring of 1873.

The steam fog-whistle at Cape d'Or at the entrance to Minas Channel, Bay of Fundy, which was put in operation in December, 1874, has been fully completed, and by reference to the accounts it will be seen that there has been expended the further sum of \$5,490.43, making the total expenditure to amount to \$9,918.77. It will be seen by the report of the Agent, that this whistle during the past year has been sounded regularly during thick and foggy weather.

During the past season a protection to the buildings and beach at the Meagher's Beach Light Station has been completed, and the cost will appear in the accounts of the present year.

A breakwater has also been built at the Pictou Light Station at a cost of \$2,507.50. The light-house tower at Ingonish has been enlarged and the building repaired, at a cost of \$702; and a new revolving apparatus with lamps and reflectors supplied to the important light on Cape Sable, at a cost of \$1,899.49.

A new iron lantern with lighting apparatus has been supplied to the Chester Light House, at cost of \$1,699.78; and a retaining wall built around the light-house at Main-à-Dieu, Scattarie Island which, together with repairs to the building, amounted to \$619.25.

At Whitehead Light Station a wharf and a store for coal has been erected, and repairs and improvements made to the light-house; the cost of the whole amounting to upwards of \$1,900.

Green Island Light, off Arichat, C.B., has been changed from a fixed red to a revolving red and white light; and this change will cause a great improvement to a most important coast light.

For other repairs and improvements performed during the past season in the lights in Nova Scotia, reference may be had to the report of the Agent.

The protection wall round Amet Island, which was seriously damaged during the heavy storm of the 24th of August, 1873, has been let by contract to Messrs. D. & A. Campbell, of Tatamagouche, for the sum of \$3,995, but this work will not be completed till next season.

The contract for the construction of the new light-house on Guion Island, Cape Breton, has been given to Mr. John G. Sinclair for \$2,980, but this work will not be completed till the next season of navigation.

Contracts have also been entered into for the construction of a light-house at Torbay, Guysboro' County, and on George's Island, Halifax Harbour, and these works are in course of completion. Contracts have also been entered into for the construction of a powerful steam fog-whistle on Sambro Island, near the entrance to Halifax Harbour, and on Cape Sable Island, in the County of Shelburne, and it is probable that these works will be completed during the next season of navigation.

Appropriations were made by Parliament at its last Session for the erection of light-houses and beacons at the Isle of Holt, in the Bay of Fundy; at Fort Point, in the County of Lunenburg; at Devil's Island, in the County of Halifax; at Sand Point, in the County of Shelburne; at Petit de Grat Harbour, in the County of Richmond, and at Pope's Harbour or Tangier Head, in the County of Halifax, but the contracts for the erection of these light-houses have not been let. Plans and specifications are in course of preparation for the works.

During the past season, a contract was entered into with Mr. Chanteloup, of Montreal, to construct five iron bell-buoys in accordance with plans and specifications supplied by the Trinity House, London, and this contract has been completed, the price for the five buoys being \$5,250. Three of these buoys will be placed at the following points on the Nova Scotia coast, viz., one on the north-west ledge of Brier Island, Digby County; one on Brazil Rock, Shelburne County, and the other at the south-west point of John's Island, Pubnico, Yarmouth County. One of the two remaining buoys is to be retained at Halifax as a spare buoy, and the other is to be placed in Hillsborough Bay, near the entrance to Charlottetown Harbour, Prince Edward Island.

Two buoys, similar to those alluded to, were imported from England at a cost of \$3,217.50 and landed at St. John, N.B. The cost of those made in Montreal was \$1,050 each, but the contractor complains that he lost heavily by them.

The light-houses, steam fog-whistles and humane establishments on St. Paul's and Sable Islands have been kept in efficient operation, with the exception of the fog-whistle on St. Paul's Island, which, owing to the inadequate supply of fresh water during the summer months, stopped occasionally. Steps have been taken to remedy this difficulty by the construction of a large tank at the station. In the report of the Agent will be found a detailed account of the wrecks which have occurred during the past season at these islands, and of the farming operations conducted on Sable Island for the year ended 31st December, 1874.

As the changes in the keepership of the lights, etc., in this island are given in the report of the Agent, it has not been deemed necessary to give them as in the case of the other Divisions.

The total cost of maintaining all the light-houses, buoys and beacons and steam fog-whistles in this Division, including the humane establishments on Sable Island and St. Paul's and Scattarie Islands, during the fiscal year ended 30th June last, amounted to \$114,344.61, and the amount expended out of the general vote for construction of light-houses, etc., was \$43,898.63.

PRINCE EDWARD ISLAND.

The lights in this Division are under the management of Mr. William Mitchell, who was appointed Agent of this Department at Charlottetown and Inspector of Lights for Prince Edward Island on the 15th May last, at a salary of

\$600 per annum. Owing to the late date of his appointment, no report has been received from the Agent of the operations of the Department in this Division for the fiscal year ended 30th June last. There are 18 light-stations in this Division, but at some of these stations range-lights are in operation, making the total number of lights to amount to 25. The number of light-keepers at the close of navigation was 18.

Reference was made in the report of last year to the advisability of replacing the fixed white light on North Cape, with a powerful revolving white light on the catoptric principle. This change has been carried out, and the new light was put in operation on the 1st July last. The light is revolving, showing a flash every minute. The cost of the new lantern, revolving apparatus, lamps and reflectors amounted to \$2,339.42.

An appropriation of \$5,000 was made by Parliament during the Session of 1874, and an additional sum of \$2,500 during last Session, towards the erection of a light-house on West Point, and a contract was entered into with Messrs. Muir & Co., of Shediac, to build the light-house for the sum of \$4,559.59, and the light-house is about being completed, and will be put in operation on the opening of navigation next season. The amount expended on this light-house will appear in the accounts of the present fiscal year.

An appropriation of \$6,000 was made by Parliament during the Session of 1874, for the erection of a light-house at Wood Island, Indian Rocks, and a contract was entered into with Mr. Archibald McKay, of Moncton, for the erection of the light house for \$3,000. The contractor has made some progress with the work, but it will not be completed till the next season of navigation.

A contract has lately been entered into for the construction of a new light-house on Blockhouse Point, at the entrance to Charlottetown Harbour, as the present building is so much decayed by age as scarcely to admit of repairs. Mr. James W. Butcher, of Charlottetown, is contractor for this work, and the contract price is \$2,750. The appropriation made for this light-house at last Session of Parliament was \$4,000. The work will probably be completed during the next season of navigation.

A contract has also been entered into with Mr. P. Carroll, of Miramichi, for the construction of a light-house at Rustico Harbour, to replace the present range-lights, and this work will also be completed next summer. The sum of \$2,000 was voted for this light-house, and Mr. Carroll's contract is for \$1,700. Mr. Carroll has also contracted to build the two new range lights at Tracadie Harbour, for the sum of \$800. The sum of \$1,200 was appropriated by Parliament for this service.

A contract has also been entered into with Mr. George McKenzie, of French River, to build the new light-house at New London, for which an appropriation of \$2,000 was made by Parliament at its last Session. Mr. McKenzie's contract is \$1,300, and it is probable that the work will be completed during next summer.

Reference was made in the report of last year to the necessity for replacing the light-house on Sandy Island, Cascumpec, which had been decayed with age, by a new building. A contract has lately been entered into with Mr. James Keefe, of Alberton, to construct the new light-house and range-lights, for which the sum of \$4,000 was voted last session, for \$1,900. The work will probably be completed during next season of navigation.

A contract has also been entered into with Mr. Thomas Fahey, of Alberton, to construct the new light-house and range-light on Fish Island, Malpeque Bay, for which an appropriation of \$4,000 was made last Session. The contract price for this work, which will probably be completed next season, is \$1,987.

An appropriation of \$1,000 was made by Parliament at its last Session for the erection of two range light-houses at Murray Harbour, and tenders have been invited for these works, but no contract has as yet been entered into for the construction of these light-houses.

During the past season it was found necessary to erect new range-lights at South Rustico, owing to a lamentable accident, by which a boat, on the 29th May last, in endeavouring to make the harbour, struck the bar and upset, and five men were drowned. Mr. William Ford was appointed keeper of these lights on the 17th December last, at a salary of \$100 per annum.

The harbour light at Summerside, which was situated on the Queen's wharf, having been reported as of little service, owing to the fact that the light was often obstructed by vessels, it was deemed advisable to remove it to the end of the railroad wharf, and this change has accordingly been carried out. It will not, probably, be found necessary, owing to this change, to erect a new tower at this station, for which an appropriation of \$900 was made by Parliament at its last Session.

A new iron bell-buoy has been provided for Governor Island Reef, Hillsborough Bay, and will probably be placed in a few weeks.

By reference to Appendix No. 40, it will be seen that the total expenditure on account of construction and maintenance of lights, buoys and beacons in this Division for the year ended 30th June last, was \$12,584.64.

BRITISH COLUMBIA DIVISION.

By reference to Appendix No. 8, containing the report of the Agent of this Department at Victoria, B.C., it will be seen that the light-houses in this Division were personally inspected by him several times, and found to be in an efficient state. There are only five light-houses and one light-ship, viz., that placed at the entrance to Fraser River. Two of these light-houses, viz., Cape Beale and Point Atkinson lights, have been constructed by this Department, and are reported as very superior lights, the one at Cape Beale being visible at a distance of upwards of 20 miles, and that at Point Atkinson at a distance of 16 miles. The light at Point Atkinson is

revolving white, on the catoptric principle, making a complete revolution in two minutes, and showing a light at intervals of one minute. The tower is a square wooden building with dwelling attached, and painted white. The total cost of this light-house, as will be seen by reference to the accounts of the past fiscal year, amounted to \$6,202.95. Mr. Edward Woodward was appointed keeper of this light-house on the 26th July last, at a salary of \$800.

An appropriation was made by Parliament, during the Session of 1874, of \$2,000 for the construction of a light-house at Beren's Island, at the entrance to Victoria Harbour, and of \$6,000 for a light-house at Entrance Island, Nanaimo Harbour. A contract was entered into with Mr. Louis Baker, of Montreal, for the construction of these light-houses for the sum of \$6,995. The light-house at Beren's Island has been completed, and that at Entrance Island will probably be completed in a few weeks; but it is not probable that these lights will be put in operation for some time. The sum of \$922.70 was expended on Beren's Island, and \$1,611.27 on Entrance Island Light-house up to the 30th June last.

The total cost of the maintenance of lights, buoys and beacons in this division, for the fiscal year ended the 30th June last, amounted to \$15,983.72, and the amount expended from the general appropriation for construction of light-houses was \$8,799.07.

OIL.

The oil required for the use of the light-houses in the Dominion, with the exception of that for British Columbia, was supplied for the past season by Messrs F. A. Fitzgerald & Co. of the Union Petroleum Company, London, Ont. In British Columbia dog-fish liver oil is used with great success at all the light stations excepting Cape Beale, Point Atkinson and Fisgard, at which stations coal oil is used exclusively. The dog-fish liver oil is found to give a more brilliant light and to be much less expensive than the colza oil formerly used. The tender from Messrs Fitzgerald & Co., and which has been accepted for a period of three years, was for 28½ cents per gallon, delivered at Halifax and St. John for the first year, and 27 cents per gallon for the second and third years;—27½ cents for the first and 26 cents per gallon for the second and third years delivered at Quebec;—27 cents for the first year and 25½ cents per gallon for the second and third years delivered at Montreal;—26 cents for the first and 24½ cents per gallon for the second and third years delivered at Hamilton and Sarnia. Excise duties and other dues to be paid by the contractors. The oil to be supplied under this contract was required to be double distilled standard white extra refined, and non-explosive at a vapour test of 125° Fahrenheit, and to have a specific gravity of between 44° and 48° Baume, at a temperature of 60° Fahrenheit, and to burn brilliantly without crusting or discolouring the wick. As will be noted from the requirements, the oil of the past season was of a much higher quality than any previously required, and no complaints have thus far been received respecting it. The

quantity supplied to the lights above Montreal was 19,495 gallons; to the lights in the Quebec district and on the north shore of New Brunswick and Prince Edward Island, 35,413 gallons; to the lights in the Bay of Fundy, New Brunswick, 11,646 gallons; and to the Nova Scotia lights 38,778 gallons; making in all 105,332 gallons.

DOMINION STEAMERS.

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

The steamer "Napoleon III," as will be seen by reference to the report of the Agent at Quebec, Appendix No. 5, has been thoroughly repaired since the accident when she was crushed by the ice, and supplied with a new spar-deck, which she had not before, thus giving her largely increased carrying capacity; and this steamer is now one of the strongest and most powerful vessels of her class in the Dominion, and well suited for the service in which she is employed. Although a strongly built powerful steamer, her engines are old-fashioned and are not direct-acting on the shaft, and are not compounded, having no high pressure engine, and consequently she requires a large amount of coal to keep her under steam, and is therefore an expensive boat to run. As a spare boat to keep at Quebec for occasional service or for any emergency, she will be very valuable to the Government. By reference to the accounts, it will be seen that the cost of raising the vessel and of repairs amounted to \$54,900. This vessel made two trips to the light-houses in the Gulf during the past season, and her sea-going qualities are pronounced excellent.

The steamer "Druid" during the past season has been employed under the command of Capt. Marmen in the light-house service between Quebec and Montreal, and in attending to the buoy service in the River St. Lawrence, below Quebec, and the light-house service as far as Pointe des Monts. In the report of the Agent will be found a statement of the movements of this steamer from the fall of 1874 up to 30th June last.

The steamer "Lady Head" during the past season was employed as usual in attending to the light-houses, fog-whistles and humane establishment service in the Province of Nova Scotia, and in supplying the New Brunswick lights in the Bay of Fundy. While engaged in the latter service during a dense fog on the 10th August last, she struck on Quoddy Head in the Bay of Fundy, but after a short time was got off and proceeded to Machias Seal Island. The vessel was shortly after placed on the marine ship for repairs, where she remained about four weeks. In the report of the Agent at Halifax, page 140, will be found a statement of the movements of this steamer during the past season.

The steamer "Sir James Douglas," as mentioned in the report of last year, was by the breaking of her shaft rendered unfit for service in the maintenance of the British Columbia lights, and it was deemed advisable to have extensive repairs made to the hull and to put in new boilers with a new surface-condenser. These repairs have been satisfactorily completed at a cost of \$34,000, and the Agent reports that she is at present a stauncher vessel than when first launched in January, 1865, and that if proper care is exercised, she will be able to do all the work the Dominion Government may require in British Columbia for several years to come. By reference to the report of the Agent, page 104 of the Appendix, will be found a statement of the repairs effected, and of the work in which the vessel has been engaged since her repair.

The steamer "Richelieu," formerly under the charge of the Montreal Trinity House, has been transferred to the Montreal Harbour Commissioners, and is at present no charge to the Government for maintenance.

The sum of \$85,000 was placed in the Estimates for 1875-1876, and appropriated by Parliament last Session for the purpose of buying two steamers, one for the light-house, steam fog-whistle and coast service, and the other for the protection of the fisheries in the Gulf of St. Lawrence, in place of the schooner "La Canadienne," which had become too old and unfit for the service, and was subsequently lost at St. Paul's Island. This amount having been voted, I was instructed to purchase a steamer in England suitable for the light-house service, and I accordingly purchased the steamer "Newfield," of London. The particulars of the purchase of both these vessels are as follows:—

The steamer "Newfield" is an iron screw steamer, which was bought by me, according to instructions, in August last, for the purpose of carrying coals to the steam fog-whistles and the coal depôts of this Department at Quebec, Gaspé, Whitehead, in Nova Scotia and Halifax, and also for carrying oil and other supplies to the light-houses. It had been found by experience that, owing to the great extension of the business of this Department, and the additional number of light-houses and steam fog-whistles which have been built since the date of confederation, the Government steamers under the control and management of this Department were unequal for the work required, and sailing vessels had to be employed to assist in the performance of the service. The schooners "J. W. Dunscumb," "J. H. Nickerson" and "Ella G. Maclean," all owned by the Government, were employed in carrying coals, oil and supplies for the stations, and additional sailing vessels had to be chartered to assist in this work, but the difficulty in performing the service with sailing vessels was, that in calm weather, with no wind blowing, they could not approach many of the stations where the supplies were required, and when the wind was fresh, causing the sea to rise, such vessels could not with safety generally approach many of the stations where coal and heavy supplies had to be landed, on account of the surf and the danger of landing their boats. It appeared necessary, therefore, that a heavy carrying freight steamer

should be procured which could accomplish this service, and could approach any of the stations when required, during calm weather as well as keep under steam during any kind of heavy weather. Of the steamers which the Department had to work with, the "Napoleon III" was the best, but she required such a large quantity of fuel for her own use for a voyage of two or three weeks, that she could carry but a very small cargo besides. Since she had a spar or upper deck put on, however, her carrying capacity has been much increased. The "Lady Head" is much smaller than the "Napoleon," and is still more unsuited for carrying cargo, as she consumes such a large quantity of coal and carries such a small supply, that it would not be safe to keep her out at sea under full steam much more than five or six days. She is therefore quite unsuitable for the purpose of carrying supplies to any place at a distance beyond the reach of the coal depôt. The "Druid" is also quite unsuitable for carrying supplies to any distance beyond the River St. Lawrence, as she requires all she can carry for fuel; but as she draws little water, she is very suitable for attending to the lights in the St. Lawrence below Montreal and the buoys below Quebec.

The "Newfield" is, therefore, the only vessel controlled and managed by this Department, which can be made available for carrying coals advantageously to the depôts and fog-whistle stations, and it is probable that (if no accident happens to her) she will be able to perform nearly all the work of supplying all the light-houses, steam fog-whistles and coal depôts in the Gulf of St. Lawrence, the Straits of Belle Isle and on the coasts of New Brunswick, Prince Edward Island and Nova Scotia, including Cape Breton. When fully loaded, she carries upwards of 1,100 tons, and as she only requires about eight tons of coal per day as fuel, she can keep at sea under steam for several weeks and still carry a large cargo for delivery. She steams, in ordinary weather, eight or nine knots an hour on eight tons of Pictou coal, but she can run up to 10 or 11 knots an hour by using about 10 tons of Pictou coal per day, or about eight tons of hard steam Welsh coal. On a recent occasion, when carrying coals from Pictou to Gaspé and Quebec in November last, the captain reported he had 1,020 tons on board, and that she steamed at the rate of 10 knots an hour, and while returning from Quebec to Pictou she averaged 11 knots an hour. On her voyage from Cardiff to Halifax she met with a heavy gale and was hove to for 24 hours, notwithstanding which detention she came out in 13 days with a cargo of 600 tons of Welsh steam coal on board.

Her dimensions are as follows: Length, 206 $\frac{4}{10}$ feet; breadth, 29 $\frac{1}{10}$ feet; depth, 16 $\frac{8}{10}$ feet, and her tonnage is 784 $\frac{21}{100}$ tons gross, and 508 $\frac{22}{100}$ tons register; she is schooner-rigged, and strong and substantially built, with between-deck beams, is double-rivettted throughout, and is classed in British Lloyds 90 A1, to carry dry and perishable cargoes to and from all parts of the world, subject to periodical survey. She has four bulkheads and is divided into five compartments, and has three hatchways, with a donkey engine on deck for working the two steam winches at the

hatchways and windlass. She is furnished with water-ballast tanks, which enables her to shift from place to place without ballast; she was built in Sunderland in 1870, by Mr. R. Thompson, jun., and commenced running in 1871, and was placed in the dry-dock and re-surveyed in the spring of 1875, since which time she has done no work until she left in September for Halifax, having been run a little over four years. She has two compound direct-acting surface-condensing engines equal to 90 nominal horse-power, but can be worked up to 300. The diameter of her cylinders is 27 and 47 inches respectively, and the length of stroke is 30 inches. Her boiler is tubular, upwards of four years old, and was thoroughly examined and repaired before leaving London, having a number of new stays put in to strengthen it, as also a number of new tubes put in to replace those which appeared to be worn. The working pressure of the boiler was formerly 65 pounds, but it has been reduced to 60 pounds. With ordinary and careful usage the boiler should last three or four years longer. In order to economize the heat, I had the boiler covered with non-conducting composition after I bought her and before she left London, and also made several additions to the engines, which have improved her very much, for although she was bought as a heavy-carrying freight boat to run eight or nine knots an hour, she has no difficulty in steaming 10 knots an hour in good weather while deeply loaded, and 11 knots with a partial load of 500 or 600 tons. The bottom of the vessel had been thoroughly overhauled and examined in dry-dock by Lloyds' surveyors, who have renewed her certificate of classification, and her bottom was at the same time cleaned and coated. As she had been engaged in carrying heavy cargoes during the four years she was running, such as railroad iron, coals and ores, the wooden lining in the hold and the covering of the shaft-trunk was much worn in some places, as also some of the angle-iron of the beams, all of which was removed and new material substituted, making her hold look like new. The wooden lining was newly painted dark blue, and the plating and other iron work, including the tanks, was coated with naphtha and tar to preserve them. Her bulwarks, houses on deck and donkey engine were also repaired, decks caulked and rigging overhauled and the cabin refitted. She was also painted outside as well as inside. The amount paid for her in cash, at the time the bill of sale was handed to me, was £11,500, out of which the owners allowed the brokers the usual commission for selling, viz., $2\frac{1}{2}$ per cent., or £287 10s.; but as I was on the spot assisting to purchase the vessel, examine the title, certificates of character, etc., the brokers allowed me one half of their commission, viz., £143 15s., which was accounted for by me to the Government. An account of the purchase, repairs and outfit will be found in Appendix No. 45, as well as a description of the vessel from the register, and the certificate of classification. The brokers, through whom I purchased the vessel, were Messrs. Pile & Co., of No. 34 Great St. Helen's, London, to whom I am much indebted for their valuable assistance in repairing the vessel, boiler and engines, and fitting her out and sending her to sea, more particularly to Mr. Pile, sen., the head of the firm, who was formerly an extensive

steamship-builder, and is probably one of the most extensive steamship-brokers in the United Kingdom. I was also much indebted to the secretary and officers of Lloyds' Registry of British and Foreign Shipping, including Mr. Laphorn, one of their surveyors at Glasgow, and Mr. Besant, one of their surveyors at Sunderland. I also received much valuable assistance, while looking for a vessel, from Mr. W. Campbell, Shipbroker, 34 St. Enoch's Street, Glasgow, and Messrs. Cunningham, Shaw & Co., Commission Merchants & Shipbrokers, Drury Buildings, Water Street, Liverpool.

The total amount expended for the purchase of the vessel, as will be seen by the account, repairing her hull, boilers, engines, rigging and cabin, painting her outside and inside, fitting her out for sea, fuel for her passage out, insurance on vessel and cargo of coal, provisions and advance wages to the captain and crew, including my travelling expenses and subsistence, was £13,499 6s. 10d., and for 607 tons of coal purchased at Cardiff and brought out as cargo, for the use of the steamers of the Department and steam fog-whistle service in Nova Scotia, £400 10s., making a total expenditure of £13,908 16s. 10d.

Immediately after I purchased her, I considered it advisable to insure her while repairing in the dock at London and going round to Cardiff for a load of coals, and also going out to Halifax, and I at once took out a policy for £13,000 stg. on vessel and cargo, covering all these risks. For these risks I paid at the rate of two per cent. less 10 per cent. if no claim was made; the net amount paid for insurance, including the stamps, was £238 11s. stg.

Her engines were made by the North-Eastern Maritime Engineering Company, of Sunderland, and the engineer, who had been running her for the last two years, spoke very highly to me of the engines and boiler and of the ship generally. As he was willing to come out in her, I engaged him to come at his former wages, viz., £16 per month, and I believe him to be an excellent officer.

The schooner "La Canadienne" which was 20 years old, and was for many years employed in the protection of the fisheries, was reported to be too old and worn out to be safe for that service in the Gulf, where heavy weather prevails in the fall of the year, and it was decided to withdraw her from that service and send her to Halifax, to be kept there for the purpose of attending to the laying of the buoys at the entrance of that harbour, or for occasional light-house service. She was accordingly sent down there in the spring, but, unfortunately, was afterwards wrecked at St. Paul's Island while delivering supplies there on the 20th August last. At the time she was wrecked she was under the charge of Captain Brown, who is an officer of this Department at Halifax, and is a Navigating Lieutenant of the Royal Navy.

It was considered by the Department instead of procuring a sailing vessel for the protection of the fisheries on the Labrador Coast and the Gulf of St. Lawrence, that

it would be more advantageous to the public service to employ an auxiliary screw steamer, so as she could keep moving about from place to place during calm weather, when a sailing vessel would have to remain stationary, and enquiries were made relative to the screw steamer "Glendon" of St. John, New Brunswick; which was offered for sale to the Department for the sum of \$26,000. As this vessel was built for carrying freight, of which she could carry 300 tons, in addition to 30 tons of coal in her bunkers, it was considered by the Department that she would be suitable either for this service or light-house service, where a high rate of speed was not required, and as she could carry a large supply of fuel sufficient to keep her under steam for several weeks. A report on her condition and value was made by Mr. William M. Smith, the Government Inspector of Steamboats, and will be found in Appendix No. 46, from which it will be seen that the vessel was built of wood, in 1872, at St. John, New Brunswick, under the inspection of the Surveyor of French Bureau Veritas, and was classed by that Society for eight years, the Surveyor certifying that she was a very strong vessel, and was fully iron kneed. Her gross tonnage is 266 tons, and her register tonnage is 175 tons. Her boiler and engine were new in 1872, and were made by Messrs Geo. Fleming & Sons, of St. John, who are known in the Lower Provinces as very superior engineers and boiler-makers. The Government Inspector reported that the boiler was in good order, and had never leaked, and the engine was of the inverted cylinder condensing type, and was in good order, and reliable from its strength and the satisfaction it had given during the two years it had been in use. The Government Inspector also reported that she had cost \$30,000, and was then worth \$25,000. The Department decided to offer \$20,000 for her, about two-thirds of her original cost, and as she was only two years old it was considered she was cheap at that price. This offer was accepted by the owners, and after she had received a general over-hauling, and had her decks caulked at St. John, she steamed round from St. John to Pictou, where she took a load of coal up to Quebec, and was fitted up there for the fisheries service.

It will be seen by the Inspector's report made on her before she was purchased, that she could steam seven knots an hour, but it was subsequently ascertained when she was on service, during the summer, that while she could steam as much as ten or eleven knots an hour with a fair wind, in some kinds of weather with a head wind, she could not steam over five or six knots an hour, and in heavy gales, with head wind, she could scarcely make headway. A leak also began to show itself in the boiler, which prevented it from being worked up to its full power. As she is rather a shallow boat with a flat bottom, built for carrying a heavy cargo of freight, it is probable that she would have done better if she had been deeper in the water, instead of sailing light. It would seem that she is not sufficiently powerful for the service in the Gulf in the protection of the fisheries, she would suit very well for the buoy service and for supplying coal, oil, and supplies to the steam fog

whistles and light-houses to the west of Halifax, and in the Bay of Fundy, as she carries a large cargo on a small draught of water, while the "Newfield" might attend to the Sable Island service and all the other lights and steam fog-whistles to the east of Halifax, and in the Gulf of St. Lawrence. The "Lady Head" might be suitably employed in the protection of the fisheries, by having a depôt of coal for her on the Labrador Coast, and one at the Magdalen Islands, while on the mainland she could coal at Pictou and Gaspé. While she is under full steam she consumes about 18 or 20 tons of coal per day, and can carry about five or six days consumption.

The expenditure on account of the Dominion steamers "Napoleon III," "Druid," "Lady Head" and "Sir James Douglas" will be found detailed in Appendix No. 4 to this report, by which it will be seen, that the sum of \$59,672.24 was expended on the "Napoleon III;" \$14,843.82 on the "Druid;" \$22,992.62 on the "Lady Head;" \$41,796.74 on the "Sir James Douglas;" and the sum of \$4,527.64 on general accounts;" making the total expenditure on Dominion steamers for the fiscal year ended 30th June last, to amount to \$143,833.06.

HARBOUR AND RIVER POLICE.

At the Ports of Montreal and Quebec a river police force is maintained by the Government for the purpose of repressing crimping and preserving order among the shipping during the season of navigation. This force is maintained by a tax of three cents per ton, imposed under the Act 31 Vict., Chap. 62, on vessels arriving at these ports; vessels of 100 tons and under being required to pay the tax once in each year, and vessels over 100 tons twice. In Quebec the force was sworn in on the 1st May last and disbanded, as customary, on the 30th November. It consisted of the chief constable, who also holds the position of shipping-master, and who receives for both offices a salary of \$1,200 per annum; one assistant chief at \$2.40 per diem; one steersman at \$2.20; six coxswains at \$1.80; 28 constables at \$1.50; one engineer to manage the police steamer No. 1 at \$50 per month, and an assistant at \$25 per month, and one engineer for No. 2 police steamer at \$15 per month.

On the arrival of the spring fleet, it was found necessary, as in the case of last season, to make an addition to the force of 10 constables, making the total number employed 50. The two small steam yachts are kept constantly employed patrolling among the shipping during the day, and row boats are used for the night service.

By reference to the report of the chief constable in Supplement No. 2, it will be seen that during the past season crimping has been completely checked, six runners for crimps, since the passing of the Act 36 Vict., Chap. 112, having been convicted and sentenced to the Penitentiary each for a term of two years. 587 arrests were made by the police for various offences during the season of navigation.

The total amount expended at Quebec in connection with this service, for the fiscal year ended 30th June, 1875, was \$24,500, while the dues collected for the same period amounted to \$19,499.88, showing an excess of expenditure over receipts of \$5,000.12. This expenditure included pay and clothing of the force and also maintenance of the two police steamers and other disbursements, a detailed statement of which will be found in Appendix No. 1 to this report. The expenditure of this force for the preceding year, was \$26,526.66.

The water police force at Montreal during the past season, consisted as heretofore of one chief constable, four sergeants and 20 constables, and the remuneration allowed was as follows: The chief constable \$3 per diem; the sergeants \$1.90 each, and the constables \$1.50 each. At the Port of Montreal, as in Quebec, crimping has been kept in check, but it will be seen by the report of the Commissioner, in Supplement No. 2, that notwithstanding the persons engaged in this business have, in almost every case been arrested and promptly punished, yet it is still persisted in. Ten crimps were arrested during the year ended 30th June last, and the total number of arrests made was 750, as will be seen by the statement attached to the report of the Commissioner. The total expenditure on account of the Montreal water police for the past fiscal year, as will be seen by reference to Appendix No. 1, amounted to \$13,395, while the amount of harbour police dues collected at Montreal was \$6,120.21, showing an excess of expenditure over receipts of \$7,274.79. The expenditure for this force during the preceding fiscal year was \$12,370.86.

The total amount expended at Quebec and Montreal on account of the river police service for the past fiscal year, amounted to \$37,895, being a decrease on the expenditure of the preceding year of \$1,092.52. The amount voted for this service for the fiscal year ended 30th June last, was \$37,895. The total amount collected at Quebec and Montreal amounted to \$25,620.09 which, deducted from the expenditure, viz., \$37,895, shows an excess of expenditure over receipts of \$12,274.91, the largest deficiency which has yet occurred.

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

	Receipts.	Expenditure.
The fiscal year ended 30th June, 1870.....	\$23,996 68	\$18,431 83
do do 1871.....	21,235 06	17,400 73
do do 1872.....	27,215 80	20,48 00
do do 1873.....	26,618 50	32,613 87
do do 1874.....	28,650 39	38,897 53
do do 1875.....	25,620 09	37,895 00
	<hr/> 153,336 52	<hr/> 165,656 95
Deduct receipts from expenditure.....		<hr/> 153,336 52
Excess of expenditure over receipts.....		<hr/> \$12,320 43

As this service should be self-sustaining, some steps should be taken to increase the receipts, as there appears to be at present an annual deficiency of \$10,000 or \$12,000 which has to be paid out of the general revenue.

SICK AND DISTRESSED MARINERS.

By an Act passed at the last Session of Parliament, 38 Vict., Chap. 31, the Act respecting the treatment and relief of Sick and Distressed Mariners, was amended so as to require vessels of a burthen of more than one hundred tons register to pay the duty of two cents per ton three times in one year, but not oftener. This amendment was found necessary, as the fund collected was not found sufficient to meet the expenditure incurred in the care and relief of sick seamen; but as the amended Act only came into operation on the 8th April last the collections for the last fiscal year were not thereby much increased, and, as will be shown, there is a large deficiency in receipts as compared with the expenditure for the past fiscal year. By the amended Act the year referred to in the original Act is defined to be the calendar year expiring on the 31st December.

The Sick Mariners' Act does not apply to the Province of Ontario, and consequently no dues are collected at ports in that province, and no expenditure for sick seamen in Ontario appears in the Public Accounts. A small grant of \$500 has been made for some years back towards the General and Marine Hospital at St. Catharines, as sick seamen are frequently received there for treatment, and a grant of a similar amount is made to the hospital in Kingston for the same reason.

The sum of \$2,000 was granted by Parliament at its last Session as aid towards the extension of the hospital at St. Catharines, and this amount has been paid by the Department of Public Works.

In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, as will be seen by reference to Appendices 16 and 41 of this report, amounted to \$25,128.63 for the fiscal year ended 30th June last, of which sum \$393.62 was expended on account of shipwrecked and distressed seamen, and \$807.06 for sick seamen at ports other than those of Montreal and Quebec.

At the Port of Montreal sick seamen are cared for at the General Hospital under an arrangement made by the Department, by which 90 cents per diem is paid for each seaman, including board and medical attendance. The amount formerly allowed was 60 cents, but as the Directors intimated that that sum did not meet the expenses it was decided to increase the rate to 90 cents. The number of seamen treated at this hospital for the year ended 30th November, 1874, was 237, and the amount paid \$1,933.20. The collections of sick mariners' dues at the Port of Montreal amounted to \$2,829.60 for the last fiscal year.

At the Port of Quebec sick seamen are provided for in the Marine and Immigrant Hospital. The sum expended on account of this hospital for the fiscal year ended 30th June last, amounted to \$21,994.75, while the appropriation made by Parliament amounted to \$22,000. The sum of \$4,000 yearly was paid by the Government of Quebec for some years back for the care and maintenance of residents of Quebec in this hospital, but this amount was reduced during the past fiscal year, and the sum of \$2,666.66 only paid. The sum of \$106 was received from rent of beach lots and from paying patients, making the total amount deposited to the credit of the Receiver-General \$2,772.66. The sum contributed, therefore, by the Dominion Government on account of this hospital during the last fiscal year, amounts to \$19,222.09, which includes the cost of maintaining sick immigrants as well as mariners, and estimating the cost of the immigrants, of whom there were 56 in the hospital having 1,998 days treatment at \$3,755.32, the cost of sick mariners would amount to \$15,466.77. It would appear, however, from the report of the secretary of the trustees of the hospital, Appendix No. 16, and the statement furnished by the resident physician that during the year ended the 30th June last, out of 1,312 patients admitted, 830 were seamen having 8,229 days treatment, 56 were immigrants having 1,998 days treatment, and no fewer than 426 were residents of Quebec having 12,289 days treatment in the hospital. The amount received from the Government of Quebec as a contribution for the residents, appears by this to be altogether inadequate, the fair proportion of the cost for the last fiscal year being as follows: For seamen, \$8,038.49; for immigrants, \$1,958.74; and for residents, \$12,004.52. It is probable that some new arrangement will require to be made by which residents admitted to the hospital will bear a fair proportion of the expenses of maintenance. Taking into consideration the total number of days spent in the hospital, viz., 22,516, the cost of maintaining each patient per diem would amount to a little less than a dollar a day. Notice has been given by this Department to the Government of Quebec through the proper channel, that the arrangement now in existence must cease on account of the inadequacy of the contribution made by that Government to the hospital.

The collection of sick mariners' dues at the Port of Quebec during the past fiscal year, amounted to \$13,509.06.

The sick mariners' dues collected in the Province of Quebec for the fiscal year amounted to \$18,267.71; while the expenditure, estimating the actual cost of seamen in the Marine Hospital at Quebec at \$15,435.77, would amount to \$18,600.65, showing an excess of expenditure over receipts of \$332.94.

The expenditure on account of sick and disabled seamen in the Province of New Brunswick amounted during the past fiscal year to \$10,545.46; and for shipwrecked and distressed seamen to \$619.19, making a total expenditure of \$11,164.65; while the receipts amounted to \$7,681.58, showing an excess of expenditure over collections of \$3483.07. In New Brunswick there are Marine Hospitals established at St. John,

St. Andrews, Miramichi, Richibucto, Bathurst, and Sackville, and returns are received weekly from the physicians in charge of these hospitals as to the number of patients. From these returns it would appear that the average weekly number of patients in these Hospitals is about as follows:—St. John Marine Hospital, ten; Miramichi, five; St. Andrews, two; Richibucto sometimes one or two; Bathurst and Sackville the same.

By reference to Appendix No. 41, it will be seen that the expenditure on account of these hospitals for the past fiscal year was as follows:—St. John, \$1,825.23; Richibucto, \$715.89; Miramichi, \$1,802.27; St. Andrews, \$1,051.84; Bathurst, \$287.19; Sackville, \$461.12; while the expenditure at other ports in the Province where no marine hospitals exist amounted to \$1,401.89.

The collections at the Port of St. John amounted to \$4,259.16, during the past fiscal year.

Reference was made in the report of last year to the fact that appropriations had been made by Parliament for the erection of marine hospitals at Pictou, Yarmouth and Sydney, and that these works would be undertaken by the Department of Public Works. The hospitals in question have not yet been provided, and sick seamen in Nova Scotia have during the past fiscal year been cared for as formerly under arrangements made by Collectors of Customs at the different ports excepting Halifax, where they are admitted into the Provincial and City Hospital, under special arrangements made with the managers. The sum of \$5 is paid weekly for each patient, and the total amount paid the hospital for the last fiscal year was \$3,028.47. The amount of sick mariners' dues collected at Halifax for the same period was \$3,232.76, and the total amount of collections throughout the province for the fiscal year was \$9,876.75, while the amount expended for sick seamen was \$11,019.45, and for shipwrecked and distressed seamen 1,520.16, making the total expenditure \$12,539.61, and showing an excess of expenditure over receipts of \$2,662.86.

In the Province of Prince Edward Island the expenditure on account of sick and disabled seamen amounted to \$1,591.07, while the dues collected amounted only to \$442.90. The Marine Hospital at Charlottetown during the past fiscal year was maintained at a cost of \$1,311.07. The average weekly number of patients at this hospital was between two and three.

The amount expended on British Columbia for the maintenance of sick and disabled seamen during the past year was \$3,881.81, while the collections amounted to \$1,532.52. The largest proportion of the amount expended was incurred in connection with the new marine hospital at Victoria, which is reported by the Medical Superintendent (see page 108 of Appendices) to be in a first rate condition. Twenty-two patients had been admitted into the hospital between the 1st of September, 1874, when it was opened, and 30th June last, all of whom had been discharged cured.

During the past fiscal year the sum of \$1,815.63 was paid to the Imperial Board of Trade, to reimburse expenses incurred in caring for shipwrecked and distressed seamen of Canada in foreign ports.

The total expenditure by this Department on account of sick, disabled, shipwrecked, and distressed seamen during the last fiscal year including the grant of \$2,500 made to the hospital at St. Catharines, and \$500 to the hospital at Kingston, and the entire expenditure on account of the Marine Hospital at Quebec amounted to \$59,106.42, and deducting the amount collected from shipping for sick mariners dues, viz., \$37,801.46 from the amount expended, leaves an excess of expenditure over receipts of \$21,304.96. Deducting, however, the sum of \$2,000 paid for extension of the Marine Hospital at St. Catharines, and making deductions for immigrants and residents in the marine hospital at Quebec, the expenditure would be \$50,684.76, and the deficiency in the fund would amount only to \$12,883.30.

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

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1869	\$31,353 78	\$26,987 64
do do 1870	31,410 46	27,029 34
do do 1871	29,683 41	28,978 22
do do 1872	34,911 64	38,947 60
do do 1873	37,136 10	41,016 43
do do 1874	41,500 16	59,778 90
do do 1875	37,801 46	50,684 76
	<hr/> 243,797 01	<hr/> 273,422 89
		243,797 01
Balance to the debit of the fund		\$29,625 88

IMPROVEMENT OF HARBOURS.

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

The amount collected at the Ports mentioned for the year ended 30th June, 1875, was as follows:—

Bathurst.....	5,536 tons	\$ 553 60
Richibucto	18,335 "	1,833 50
Amherst	2,727 "	272 70
House Harbour	410 "	41 00
Cape Chatte, Gaspé.....	111 "	11 10
Total.....	27,119 "	<hr/> \$2,711 90

The amount collected for the year ended 30th June, 1874, was \$2,769 90

As referred to in the report of last year, numerous improvements have been effected at the Port of Richibucto, and a new breakwater, which will probably prove of great service, has been completed. During the fiscal year ended 30th June last, the sum of \$16,077.50 was expended on the breakwater by the Department of Public Works, and in addition to this, a subsidy of \$2,500 was paid for the services of a steam tug by that Department, for the purpose of assisting vessels out and into the harbour.

At the Port of Bathurst, a sum of \$3,876.43 was expended in dredging.

No improvements appear to have been made during the last fiscal year at the other ports mentioned.

The total expenditure by the Department of Public Works for improvements on harbours under this Act, during the last fiscal year, including the amount paid for tug-service at Richibucto, amounted to \$22,453.93, and the receipts for the same period amounted to \$2,711.90, being an excess of expenditure over receipts of \$19,742.03.

STEAMBOAT INSPECTION.

The report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last, will be found in Supplement No. 2 of this report, together with statements showing the names of engineers examined, and to whom certificates had been granted or certificates renewed, the amount of fees paid for such certificates, the steamboats inspected, and the amount of duties and fees collected; also statements showing the steamboats added to the number in the Dominion, and those broken up, lost, or rendered unfit for service during the year. From these statements it will be seen that during the year there have been issued 929 certificates, being 128 less than the number issued in the previous year; of this number, 311 were issued to first, second and third-class engineers, and the remainder to first, second and third-class assistant-engineers. The sum of \$2,503 was received by the Chairman on account of certificates, and deposited to the credit of the Steamboat Inspection Fund, being \$426 less than the amount received the previous year.

The total number of steamers inspected during the calendar year was 661, having a gross tonnage of 113,115 tons, and 69,771 tons register. Of this number, 203 were inspected in the West Ontario, Huron and Superior Division, 88 in the East Ontario Division, 124 in the Montreal Division, 51 in Three Rivers' Division, 89 in the Quebec Division, and 106 in the Division of the Lower Maritime Provinces. Of the 661 steamers inspected, 277 were paddle-wheel steamers, 384 screw boats, 272 passenger steamers, 57 freight steamers, and 332 tug steamers.

During the last calendar year, there were added to the list of steamers in Canada 78 new steamers, making a gross tonnage of 11,461 tons, and 7,120 register tonnage.

During the same period, 20 steamers have been lost, broken up, or put out of service, having a gross tonnage of 3,917 tons, and 2,755 register, and this will give a gain of 58 steamers of a gross tonnage of 7,544 and 4,365 tons register. The principal increase in new steamers has been in the West Ontario, Huron and Superior Division; 11 steamers out of the 20 having been built there. It will be seen from the foregoing, that during the past calendar year, notwithstanding the depression in trade, the increase in the steam tonnage of the Dominion has been very considerable.

The amount received during the last fiscal year, on account of tonnage dues, inspection of steamboats and certificates to engineers, was \$15,011.90, being \$592.29 less than the amount received for the year ended 30th June, 1874, while the expenditure, as shown by Appendix No. 25, amounted to \$12,119.81, showing an excess of receipts over expenditure in the past fiscal year, of \$2,812.09. The fees chargeable on steamers for their inspection and certificates, are as follows:—For each steamer of 100 tons and under, \$5; and for each steamer over 100 tons, \$8. In addition to these fees, there is a charge of 7 cents per ton on each steamer, irrespective of size; such dues being charged on the gross tonnage of the vessel. From the passage of the Steamboat Inspection Act, until the 13th February last, the rate of duty required to be paid was 10 cents per ton; but as the large balance in favour of the Steamboat Inspection Fund for the past five years, appeared to warrant a reduction of this rate, an Order in Council was passed on the 13th February, fixing the rate at seven cents per ton, instead of ten cents, as formerly. The amount voted by Parliament for the last fiscal year was \$14,200, while the amount expended was \$12,199.81, leaving an unexpended balance of \$2,000.19, which reverted to the Treasury.

Reference was made in the report of last year to the difficulties which had attended the working of the Steamboat Inspection Act in the Province of British Columbia and to its consequent temporary suspension. It is satisfactory to learn from the report of the Agent of this Department at Victoria, who also acted as Inspector of Steamboats, that all the difficulties have been overcome, the steamers subjected to the provisions of the Act and all parties satisfied. It has been found that steamers formerly carrying a very dangerous pressure of steam per square inch, as high in some instances as 170 or 180 pounds, can now do the same work in the same waters at a pressure not exceeding from 80 to 100 pounds per square inch. In the report of the Agent will be found a list of the steamers, 19 in number, which received certificates during the year ended 30th June last.

By Order in Council of the 29th March last, Mr. Thomas Westgarth was appointed Inspector of steamboats for British Columbia, at a salary of \$250 per annum, and it will be seen by reference to the report of the Chairman of the Board of Steamboat Inspection, that the Board at a meeting held on the 3rd August last, examined Mr. Westgarth's papers, and after careful consideration were satisfied as to his competency to discharge the duties of inspector. Mr. Westgarth acted in this capacity previous to

the confederation of British Columbia with the Dominion. Mr. Westgarth has declined to accept the office at the salary named, and it is probable that some addition may have to be made to it. The total amount of receipts on account of this fund in British Columbia during the last year was only \$383.24.

In the report of the Chairman will be found the rules and regulations, approved by His Excellency the Governor in Council on the 5th May, defining the duties and liabilities of engineers, and also the rules approved by Order in Council of 13th September last respecting the size and capacity of life boats and yawl boats, and the number of Chemical Fire Extinguishers required to be carried by steamboats.

A statement of the different casualties which occurred to steamers during the past calendar year in the different Divisions, will also be found in the report of the Chairman. The principal one of these casualties was that caused by the collision between the Canadian steamer "Manitoba" and the American propeller "Comet," which occurred in Lake Superior on the 26th August, and resulted in the sinking of the "Comet" and the drowning of 11 of her crew and passengers. From the report of the investigation held at the instance of this Department by the Collector of Customs at Sarnia, and which is published in Supplement No. 3, it will be seen that no blame attaches to the officers of the "Manitoba" in the matter.

The receipts on account of this service for the last six fiscal years, as will be seen by the accompanying statement, amounted to \$80,629.52, and the expenditure for the same period to \$57,917.11, showing a balance to the credit of the fund of \$22,712.41.

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

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870	\$12,521 29	\$7,399 18
do do 1871	10,369 96	8,321 00
do do 1872	11,710 43	8,500 00
do do 1873	15,412 75	11,205 54
do do 1874	15,603 19	10,291 58
do do 1875	15,011 90	12,199 81
	<hr/>	<hr/>
	\$80,629 52	57,917 11
	57,917 11	<hr/>
Excess of receipts over expenditure.....	\$22,712 41	

METEOROLOGICAL OBSERVATIONS.

In Supplement No. 3 to this report will be found the fifth Annual Report of the Meteorological Office, being for the year ended 31st December last, by Professor Kingston, who is Superintendent for the Dominion. Tabular statements of temperature, rain fall, etc., at the various Meteorological Stations in the Dominion, accom-

pany that report, and will be found in the supplement. In the report will be found a description of the general objects of a meteorological system, and the means for their accomplishment. The agencies employed for collecting meteorological statistics, and utilizing the facts and principles acquired, are a central office, chief stations, ordinary stations, reporting telegraph stations, and publishing telegraph stations, and a description of these stations, and the work performed by each class, will be found in the report. There are nine chief stations in the Dominion, 15 reporting telegraph stations, five reserve telegraph stations, 36 drum stations, and 72 ordinary stations, and a list of these various stations, with the names of the observers, will be found in the report. During the year 628 storm warnings were issued, 250 to Quebec and points west of Quebec, and 378 to the Maritime Provinces. Of these warnings 105 were sent in September, 200 in October, and 154 in November; no warnings were sent in the month of July, and only five in the month of December. In Professor Kingston's report will be found a table showing for a few places the number of warnings which were and were not verified, from which it appears that at six stations 100 out of 125 warnings, or 80 per cent. of the whole, are known to have been verified, and that of the 100 verified warnings 75 reached the hands of the agent before the commencement of the storm.

By reference to the Appendix No. 3, it will be seen that the sum of \$35,079.76 has been expended during the fiscal year ended 30th of June last of the appropriation of \$37,000 made by Parliament for the service. This expenditure may be classified as follows:—For salaries Central Office, \$5,930; chief stations, \$4,340; telegraph stations, \$4,533; reserve telegraph stations, \$840; drum stations, \$1,565; instruments and apparatus, \$3,766.06; fixtures and repairs of apparatus at stations, \$340.70; signal masts and gear, \$1,246.37; telegraphing, \$9,033.13; miscellaneous expenses, \$3,485.50.

Many persons in Canada are of opinion that it is very doubtful whether the expenditure of such a large amount of public money on account of this branch of the public service has been productive of such practical results as would warrant its continuance on such a large scale. The amount expended during last fiscal year, viz., \$35,079.76, appears large for this country as compared with the amount expended in the United Kingdom, which is £10,000 sterling annually. In the United States, however, the amount expended last year was \$415,000, exclusive of a special grant of \$88,000 for the formation of military telegraph lines on the Mexican frontier, part of which would be used for meteorological purposes.

OBSERVATORIES.

In Supplement No. 3 to this report will be found the report of Professor Kingston, as Director of the Magnetic Observatory, Toronto, for the calendar year ended 31st December, 1875. The objects of this institution were given, along with a brief

sketch of its origin and early history, in the report made by the Director, and published in Supplement No. 4 of the report of last year. During the year just closed, as will be seen by the report, the general nature of the work has continued as in former years; but very important accessions have been made to the appliances of the Observatory for the carrying out of the objects for which it was established. The correct time is determined at this establishment for the magnetic and meteorological observations, and, as observed in the report of last year, all the clocks and watches in Ontario have been regulated by this time for more than thirty years, and for the last four years the Observatory has given time daily to the city by striking all the fire-alarm bells at a fixed instant.

The sum of \$1,800 was voted by Parliament for this Observatory, and the sum of \$1,736.90 expended, as will be seen by reference to Appendix No. 35.

The report of Mr. C. H. McLeod, Director of the Montreal Observatory, for the calendar year ended 31st December last, will be found in Supplement No. 3. This Observatory is in connection with McGill College, and Mr. McLeod acts also as Meteorological Observer in connection with the Central Office at Toronto, it being one of the chief meteorological stations. Observations are taken day and night at equal intervals, not exceeding three hours, and three observations daily are telegraphed to Toronto. Observations are also published daily in one morning and one evening city paper; and during the past year printed monthly abstracts have been published, giving the "means" of all the elements for each day of the month and for the month itself, and giving also a synopsis to include any extraordinary observations. In addition to the allowance of \$500 received from the general meteorological vote as a chief station, the sum of \$500 is granted annually by Parliament for the maintenance of this Observatory.

The sum of \$2,100 is annually voted by Parliament for the maintenance of the Observatory at Quebec, of which Commander Ashe, R.N., is Director. This report for the calendar year ended 31st December last will be found in Supplement No. 3 to this report, from which it will be seen that during the past season correct time has been given to the shipping at the Port of Quebec each day at one o'clock, thus enabling masters of vessels to rate their chronometers. The inhabitants of Quebec are also supplied with correct time during the winter season by this Observatory.

During the past winter Commander Ashe, at the request of the Crown Lands Department of the Province of Quebec, visited the Lower and Upper Ottawa, and determined the latitude and longitude of Point Fortune, Buckingham, Pembroke, Des Joachim's and Portage du Fort. An account of this visit will be found in his report.

The only other Observatory and time-ball in connection with this Department is that at the port of St. John, N. B., under the management of Mr. Geo. Hutchinson-

The time-ball is placed on the top of the Custom House, and dropped daily at 1 p. m., Sundays excepted, thus giving correct time to shipmasters and others. The sum of \$850 was voted for this Observatory, and the same amount has been expended during the fiscal year ended 30th June last.

A report from Rev. Dr. Williamson, of Queen's College, Kingston, will be found in Supplement No. 3 respecting the Kingston Observatory during the past calendar year. The sum of \$500 is annually voted by Parliament for this institution. The sum of \$1,500 was also voted for an Observatory at Halifax, N. S., but no portion of this amount was expended during the fiscal year ended 30th June last.

CERTIFICATES TO MASTERS AND MATES.

The report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ended 31st December last will be found in Supplement No. 2 to this report. During the past calendar year, as will be seen by reference to this report, the Board of Examiners under the superintendence of the Chairman have conducted examinations as usual at St. John, Halifax and Quebec. At the last mentioned place, however, owing to the small number of candidates offering, only three examinations were held during the year, while 18 were held at Halifax, and 17 at St. John. At St. John the number of masters who succeeded in passing and obtaining certificates of competency was 68, and the number of mates 16, while 52 candidates failed as masters and 10 as mates. At the Port of Halifax, 53 candidates passed a successful examination as masters and 13 as mates, while there were 34 who failed as masters and 8 as mates. At the Port of Quebec seven candidates passed for the grade of master and two for that of mate, while four candidates for the former grade and one for the latter failed in passing the required examination. It will thus be seen that during the past year, out of 218 candidates that presented themselves at the ports named for examination as masters, 128 succeeded in passing and 90 failed, and that out of 50 that applied for examination as mates 31 passed and 19 were rejected.

The number of candidates who have passed and obtained Masters' certificates since the Act went into operation, viz:—16th September, 1871, up to 31st December, 1875, was 653, and the amount paid for these certificates at the rate of \$10 each was \$6,530. During the same period 149 candidates received certificates of competency as mates, and the amount paid, at the rate of \$5 each, was \$745.

In Supplement No. 2 to this report will be found a list of all who have obtained certificates of competency and service either as masters or mates during the year ended 31st December last.

During the past calendar year 33 certificates of service for the grade of master and 40 for that of mate have been granted.

The total number of certificates of service issued since the Act came into operation are 743 for grade of master and 255 for that of mate, making a total of 1,003. These certificates are granted to masters and mates who are unable or unwilling to undergo examination for certificates of competency, who have held situations as masters and mates previous to the 1st January, 1870, and who can produce certificates of experience and general good conduct. It will be seen by the report of the Chairman of the Board that he is of opinion that many who seek certificates of this class are incompetent, and that although certificates are refused when the candidates are found grossly incompetent, still, as the law at present stands, certificates are procured in some cases by the undeserving, as comparatively little discretion is given to the Board in these matters.

The fee charged for certificates of service is at the rate of \$5 for masters and \$3 for mates, and the whole number of certificates of this class issued since the Act went into operation to the 31st December last was 742 for masters and 253 for mates.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last was \$2,715, and the amount expended on account of this service, as will be seen by reference to Appendix No. 26 of this report was \$5,696.62. The amount voted by Parliament for the service was \$7,000, leaving an unexpended balance of \$1303.38, which reverted to the Treasury.

As stated in the report of last year it was deemed advisable to continue the subsidy of \$1,500 to the nautical schools maintained at Halifax, St John and Quebec by Mr. Seaton, and this subsidy has been paid till the 1st November last. As the schools at Halifax and St John are comparatively well attended, and should be self sustaining, and the attendance of candidates at Quebec who wish to qualify is very small indeed, it does not seem necessary to continue the subsidy. When the Act for the examination of Masters and Mates went into operation, it was presumed that the service would be self-sustaining, and the receipts from fees would be sufficient to meet the expenses in connection with this service; but owing to the large subsidy which has been paid from time to time for the maintenance of nautical schools, such has not been the case, and the service has to a large extent been maintained out of the general revenue.

During the last session of Parliament a bill to extend some of the provisions of the Act respecting certificates to Masters and Mates of Coasting and Inland ships was introduced but did not become law. It will be seen by the report of the Chairman of the Board that he is of opinion that the passage of such a bill would be beneficial, as many masters and mates would take advantage of such Act and pass an examination, proving themselves worthy of the confidence placed in them by their employers.

WRECKS AND CASUALTIES.

The number of casualties reported to this Department as having occurred to sea-going vessels during the calendar year, ended the 31st December last, was 263, representing an aggregate tonnage of 93,898 tons register, and, so far as could be ascertained, the amount of loss and damage was \$2,326,671.

The number of casualties reported to this Department as having occurred to vessels on the inland waters of the Dominion was 23, representing an aggregate of 5,529 tons register, and the amount of loss and damage, so far as could be ascertained, was \$141,850.

The number of lives reported to the Department as having been lost in connection with disasters to sea-going vessels during the calendar year was 76, and two lives were reported as having been lost in connection with disasters to inland vessels.

The most appalling casualty reported to this Department during the last year was the sinking of the American steamship "Pacific," of San Francisco, by collision with the American sailing ship "Orpheus," of 1,067 tons, on the night of the 4th of November last, by which about 236 persons were lost. This vessel was 25 years old, measured 876 tons register tonnage, was employed as a freight and passenger boat between San Francisco and Victoria, British Columbia, and was considered by persons competent to judge to have been unfit to run as a passenger boat on the Northern Pacific coast.

It appears from the statement of Mr. Henry F. Jelly, of Port Stanley, Canada, and Mr. Neil O'Hanly, quartermaster of the ill-fated vessel, who were the only persons saved, that the steamship left Victoria harbour on Thursday morning, the 4th of November, at 10 a.m., when all went well until about 9 p.m. of the same day, when the collision occurred about thirty miles below Cape Flattery.

The "Orpheus" appears to have proceeded on her way immediately after the collision, and was wrecked on the S. W. point of Tzaartors Island, in Barclay Sound, about thirty hours after coming in collision with the "Pacific." No lives were lost on board the "Orpheus" either by the collision or the stranding, and her stranding appears to be due to the watch on deck mistaking Cape Beale Light for Cape Flattery Light. As Cape Beale Light is a revolving white light and Cape Flattery is a fixed white light, it is difficult to account for the mistake. The "Pacific" had on board about 600 tons of freight and about \$178,000 in treasure, all of which was lost, as she went down shortly after the collision, carrying, it is supposed, about 150 persons with her, and leaving the rest struggling in the sea and clinging to pieces of the wreck. From the statement of the two survivors, it appears that this vessel was not provided with boats sufficient to carry all the persons on board, and the boats with which she was provided were of no use in saving life, on account of bad management and the excitement caused by the collision.

The treasure shipped on board was as follows: Belonging to Mr. H. Garescho, \$29,220; to the Bank of British North America, \$28,336; the Bank of British Columbia, \$21,245, and about \$100,000 in private hands.

The value of the "Pacific" is not known by the Department.

I understand the United States Government have ordered an enquiry to be held into the cause of the accident, as both were United States vessels, and the accident happened in the United States waters.

An inquest was held at Victoria, British Columbia, on the 18th of November last, on the body of Thomas J. Farrell, who was one of the passengers on board the "Pacific."

From the evidence adduced at the inquest, and from the verdict of the jury, it appears that the "Pacific" struck the "Orpheus" on the starboard side with her stem a very slight blow, the shock of which should not have damaged the "Pacific" had she been a sound and substantial vessel—that the collision was caused by the "Orpheus" not keeping the "Pacific's" lights on her port bow, as when first seen, but putting her helm to starboard, and unjustifiably crossing the "Pacific's" bow—that the watch on the "Pacific" at the time of the collision was not sufficient in point of numbers to keep a proper look-out, as it only consisted of three men, viz.:—one at the wheel, one supposed to be on the look-out, and the third mate, a young man of doubtful experience—that there were about 238 persons on board, and five boats whose utmost carrying capacity did not exceed one hundred and sixty persons, and that the boats could not be lowered by the insufficient and undisciplined crew.

The "Stella Maris," of Amherst, Magdalen Islands, 52 tons register tonnage, was found ashore in November last, bottom up, at Broad Cove, Cape Breton, Nova Scotia. It is supposed that all on board perished, as no trace could be found of them. The vessel was two years old, had a crew of about six persons, was valued at \$1,700, and was bound on a voyage from Halifax to the Magdalen Islands with provisions for the winter use for the people of those Islands.

The schooner "President," of Magdalen Islands, with a crew of seven persons, left Magdalen Islands for Halifax on the 11th of November last, and has not since been heard of. It is thought that she must have foundered, as five bodies and some wreck stuff, supposed to have belonged to her, came ashore at Grand Anse, Cape Breton. She was a very old vessel, of 40 tons burden, and was valued at \$400.

The ship "Calcutta," of Quebec, 1,428 tons register tonnage, left Quebec for Liverpool on the 4th of November last, and was wrecked on the north side of Grindstone Island, Magdalen Islands, at 2 a.m. on the 8th of the same month. From the statement of the captain, it appears that the ship was set out of her course by a

strong S.W. current, and that thick weather prevented him from distinctly seeing the land in time to prevent the casualty. When the ship struck, the crew and one lady passenger took to the boats, contrary to the orders of the master, and were upset and drowned in the breakers. By this casualty twenty-three persons were lost. The captain and four of the crew remained by the wreck, and were subsequently saved. The "*Calcutta*" was owned by Mr. James Ross, merchant, of Quebec, was only one year old, and was valued at \$50,000, and became a total loss. The loss on her cargo is estimated at \$20,000.

The brig "*Pierre Nolasque*," 166 tons register tonnage, of Quebec, was found broken up on Grindstone Island, Magdalen Islands, on the 28th of September last, and all on board are supposed to have perished, viz., seven persons. Two bodies were found amongst the *debris* of the wreck. She was ten years old, and was valued at about \$5,000.

The American steamship "*Alhambra*," 764 tons register, was lost on Cape Sable, on the Nova Scotia coast, while on a voyage from Boston to Halifax, on the morning of the 2nd of May last, during foggy weather, and became a total loss. She was owned by Messrs. F. Nickerson & Co., of Boston, Mass.; was ten years old, and was valued at about \$70,000. By this casualty no lives were lost.

The Portuguese brigantine "*Farto*," of 150 tons register, was stranded during a fog on the east end of Sable Island, on the morning of the 22nd of June last, while on a voyage from Libson to Halifax, and commenced to break up immediately after stranding. It appears that for five days previous to the stranding the master was unable to obtain an observation owing to the foggy weather which he encountered, and it is also supposed that strong currents carried him into the Island. By this casualty three persons lost their lives, and the rest of the crew, seven in number, were rescued by the Canadian Government life boat and crew at that station. The vessel was twenty-three years old, and was valued at \$4500.

The "*L'Esperance*," a small schooner of 52 tons register, belonging to the Magdalen Islands, was stranded at Chimney Corner, Inverness County, Cape Breton, Nova Scotia, on the 17th November last, while on a voyage from Halifax to Magdalen Islands, and became a total loss. There were twelve persons on board, five of whom perished, and the survivors saved themselves by climbing up the rocks. The vessel was twelve years old, and was worth about \$1,200.

This vessel, along with the *Stella Maris*, already mentioned, was conveying provisions to the Magdalen Islands for the use of the people there during the winter; and at the request of the Local Government of the Province of Quebec, which furnished a liberal amount of provisions to supply the place of those lost the Canadian Government steamer "*Newfield*" was sent on 2nd December last, to the Magdalen Islands from Halifax with the provisions and succeeded in landing them safely there.

The steamship "Normanton" of the Mitchell line of steamers, plying between Montreal and Pictou, was run into and sunk by the barque "N Churchill" of Liverpool, on the 6th of November last, about nine miles above Metis Light in the Lower St. Lawrence. The steamship, which was a superior iron screw-steamer, three years old, measuring 852 tons gross and 544 tons register, was on a voyage from Pictou up to Montreal, loaded with coal; and the barque was on a voyage from Montreal to London, loaded with grain, &c. The barque struck the steamship on the port side, stem on, crushing in her sides and sinking her in 20 minutes from the time of striking. By this casualty this fine iron steamship and cargo were lost, while the barque appears to have been so seriously disabled as to be unable to proceed on her voyage, and was taken back to Quebec. The value of the steamship was estimated at \$75,000, and the cargo was worth about \$4,500. No lives were lost by this casualty, the crew of the steamship escaping in her boats.

The new barque "President" of 874 tons register, of Windsor, Nova Scotia, was lost during a violent storm on the 29th September last, at South Haaks, in the North Sea, while on a voyage from New York to Hamburg. The vessel and cargo became a total loss. The ship was valued at \$38,000, and was owned by Messrs. A. & W. Smith, shipowners, of Halifax, Nova Scotia. Her cargo consisted of timber, staves and redwood, the greater portion of which was picked up along the coast. By this casualty one life was lost, but the rest of the crew were saved either by clinging to pieces of the wreck or by boatmen from the shore.

The steamer "City of St. John," of St. John, N.B., five years old, and 518 tons register, accidentally grounded on Seal Bar, Bathurst Harbour, on the 30th July last while her way from Bathurst to Dalhousie. She was got off at high water the same night, but floated to the other side of the channel, and again grounded breaking her back. A survey was held upon her, and was found to be so badly damaged that she was condemned to be sold as a wreck for the benefit of all concerned. She was valued at \$40,000, and was owned by Mr. Enoch Lunt and others of St. John, N.B., and was purchased by Mr. Lunt when sold at auction, and was subsequently repaired and made thoroughly seaworthy and restored to registry. No lives were lost, and no damage was done to the cargo by this casualty.

The steamship "Virgo" of Halifax, N.S., 1141 tons register, commanded by Capt. C. L. Burchell was stranded at St. Pierre Miquelon on the 12th of June last while on a voyage from Sydney to St. Johns, Newfoundland, with a cargo of coal, and became a total loss. Acting under instructions from this Department, Capt. P. A. Scott, R. N., Chairman of the Board of Examiners of Masters and Mates, Halifax, held a preliminary enquiry into the loss of this vessel, from which it appears that when the vessel left Sydney for St. Johns on the 11th of June, the weather was clear, but a few hours after sailing a thick fog shut down, which lasted till after the vessel struck. The course set was the same as that steered on all former voyages of this vessel between

these ports, viz. E.S.E. until the log shewed a distance of 165 miles. It was then the practice to alter the course to S.E. by E. $\frac{1}{2}$ E or S.E. by E. in order to clear Cape Race. It appears, however, that it was not the practice on board the vessel to heave the lead when in the vicinity of St. Pierre, since her first voyage, as it was found that the course steered on the first and subsequent voyages had carried the ship clear of all danger. It was, therefore, imprudently presumed that it would also have carried her safely on this occasion. It appears from the evidence that although the course steered on this voyage was the usual one, the vessel appears to have been carried northward by a strong current setting in that direction. The course steered, E.S.E., would of itself bring the vessel nearer St. Pierre than is desirable, but the master explains this by saying that he was desirous of avoiding the fishing vessels generally to be found on St. Pierre bank. It is the opinion of Capt. Scott, that had the ship crossed the St. Pierre bank on the course it was supposed she had made the lead should have shown from 70 to 90 fathoms of water, and had her position been tested by the lead, it would have been found that instead of from 70 to 90 fathoms the ship was only in 40 fathoms, and had soundings been taken at 4 55 a.m., the time on which the vessel changed her course, the discovery would have been made that the vessel had shoaled her water to 17 fathoms.

It would, therefore, appear that the loss of this fine steamship, valued at \$70,000 is attributable to the neglect of the master to verify his position by taking soundings. This vessel was 10 years old, and was owned by the Eastern Steamship Co., and stated to have been insured.

The steamer "Manitoba," of St. Catherines, 338 tons register, came into collision with the American propeller "Comet," in Lake Superior, on the evening of the 26th August last, by which eleven lives were lost on board of the "Comet," as she sank in about ten minutes after the collision. No lives were lost on board the "Manitoba," and the damage sustained by her was estimated at about \$1,000.

This Department caused an enquiry to be held at Sarnia, by the Collector of Customs at that port, into the cause of the collision, from which it appears that the "Manitoba" passed Point Iroquois at half-past six o'clock on the evening of the 26th of August last, running about eleven miles an hour, and steering her usual course N.W. $\frac{1}{2}$ N. for White Fish Light, which was made at about eight o'clock, about a point on the port bow, and at the same time a steamer's masthead light was made bearing about a point and a quarter off the starboard bow, and about twenty minutes afterwards her green light was made, a distance of four miles.

The mate who was in charge of the watch of the "Manitoba" at the time, states that the weather was fine, and, judging from the position of the lights that the vessel would pass his starboard side, gave directions to his wheelman to starboard half a point, so as to give the approaching vessel plenty of sea-room to pass without danger.

The approaching vessel, it appears, came on all right until about four hundred feet from the "Manitoba," when she blew a low and indistinct blast of her whistle, and opened her red light. The mate of the "Manitoba" instantly rang his bell to stop, and had hardly done so when the collision took place, striking the unknown steamer between her stem and pilot-house, sinking her in about ten minutes from the time of striking. The boats of the "Manitoba" were immediately lowered by command of the captain, who came on deck just as the collision occurred, and perceived that the other steamer was sinking rapidly. Seven of the crew, including the captain of the sinking vessel, climbed on board of the "Manitoba," and three other persons were rescued by the boats, making in all ten persons rescued from this ill-fated vessel.

The captain of the "Manitoba" remained on the scene of the disaster until convinced that the survivors were picked up, when he made for White Fish Point Dock to look into the damage which his own vessel had sustained.

It was found that the vessel which came into collision with the "Manitoba" was the propeller "Comet," of Cleveland, Ohio, and that eleven persons went down with her. It is stated in some of the newspapers that she was an old, worn-out vessel, and it is thought, from the rapidity with which she sank, that all the persons lost, with the exception of the engineer and fireman on duty, were drowned in their berths without being aroused from sleep by the shock, which, it is stated, was not so severely felt on board of her as on board the "Manitoba." It is also stated that she was condemned as a passenger boat by the Steamboat Inspector of the American Government some years ago.

None of the persons rescued from the "Comet" were examined by the officer who held this investigation, as they could not be compelled to attend when the investigation was held; and it is, therefore, very difficult to explain why this vessel, when about four hundred feet from the "Manitoba," with plenty of sea-room to pass, should suddenly bring her red light into view by changing her course and running across the "Manitoba's" bow.

The report of the Collector at Sarnia on the subject will show all the particulars of this distressing accident.

The steamship "Strathtay," of Dundee, four years old, and 798 tons register, stranded off Bic, in the Lower St. Lawrence, on the 21st of June last, during a dense fog, while on a voyage from Montreal to London, and became a total loss. The master of the vessel attributed her stranding to having been misled by the pilot in charge, who, he states, informed him, when giving the position of the vessel on leaving her, that she was below or abreast of Bic, in mid-channel, and in a fair way; and assuming that position to be correct, the captain proceeded on his way for about twenty minutes, running in that time about five miles before the vessel struck on the N. W. reef, off Bic.

In consequence of the charges made by the captain, the Department directed the Trinity House of Quebec, as the pilotage authority for that district, to hold an investigation into the conduct of the pilot in charge of the vessel; and the Trinity House having heard and examined the evidence in this case, considered that the master of the vessel had failed to establish his charges against the pilot, and dismissed the case with costs.

The Board of Trade, London, on the arrival of the master in England, directed an official enquiry to be held into the cause of this wreck, which resulted in the Court finding that the vessel was stranded off Bic in consequence of the careless navigation of the master, and the Board suspended his certificate as master for the period of six months.

SUBSIDIES TO STEAMERS.

The only subsidy paid by this Department is that allowed to the Quebec and Gulf Ports Steamship Company for keeping up a line of steamers to the lower ports for the accommodation of passengers and for freight traffic. This subsidy was paid at the rate of \$15,000 per annum from 1868 until the season of 1874, when it was reduced to the sum of \$10,000, but the Post Office Department allow an additional amount for carrying the mails. The sum of \$10,000 being the amount appropriated by Parliament, was paid to the Company for the services of last season. Under the contract made with the Company by the Post Office Department, the sum of \$600 was allowed for a round trip of a steamer from Quebec to Pictou and return, calling each way at Father Point, Gaspé, Percé, Paspébiac, Dalhousie, Chatham, Newcastle and Shediac. In Supplement No. 2 will be found a statement showing the trips made by the boats belonging to the Company with the date of departure from and return to Quebec given in detail, from which it will be seen that the first boat started from Quebec on the 11th May, and the last boat arrived at Quebec on the 21st November.

As the Intercolonial Railway will probably be completed early next season there does not appear to be the same necessity for subsidizing this Company as formerly, as communication can be effected by means of the railway with some of the ports in the Lower Provinces much more expeditiously than by means of steamers.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

Reference was made in the Report of last year to the comprehensive Act relating to the shipping of seamen which came into operation on the 27th March, 1874, and to the shipping offices which had been established in accordance with its provisions. In Supplement No. 2 of this Report will be found a statement showing the returns received from Shipping Masters for the half-years ended 30th June and 31st December last, of fees received under this Act.

The following is a list of the Shipping Masters appointed during the last calendar year, with the date of each appointment :—

Roderick McKenzie	for the Port of Cow Bay,	appointed 27th August, 1875.
Angus Grant	“ Port Hawkesbury,	“ 14th June, “
William Koughan	“ Charlottetown, P. E. I.,	“ 22nd July, “

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

The Shipping Master at Halifax shipped, during the year ended 31st December last, 2,825 seamen, for which he received at the rate of 50 cents each, (\$1,412.50), and discharged 2,049 for which he received at the rate of 30 cents each, (\$614.70), making in all a total sum of \$2,027.20, out of which, after deducting his expenses, \$1,125, he had as remuneration \$902.20.

At St. John the Shipping Master shipped, during the last calendar year, 4,417 seamen, receiving therefrom \$2,208.50, and discharged 1,574, receiving \$472.20, making his total receipts \$2,680.70, out of which he paid for assistant and incidental expenses, \$1,047.25, leaving the net income of his office \$1,633.45.

At Montreal the Collector of Customs, who acts as Shipping Master in accordance with the 9th Section of the Act which provides that at ports where no separate shipping office has been established the Chief Officer of Customs may act as Shipping Master if so directed by the Governor in Council, shipped during the last calendar year 686 seamen, and discharged 460, receiving as fees in all the sum of \$481.

At the Port of Quebec the total number of seamen shipped from the 1st July, 1874, to 30th June, 1875, was 2,430, of which number 831 belonged to British, 1,282 to Dominion, and 249 to Foreign Vessels. 760 seamen were discharged during the same period, of which 286 belonged to British and 474 to Dominion ships. The total amount of fees received including receipts from articles and forms sold, amounted to \$1,551.83 and deducting the amount expended for assistance in the office and incidental expenses viz :—\$797.45, the balance on hand at the close of the last fiscal year amounted to \$754.38, which reverted to the treasury. From the 1st July, 1875, to 31st December, 1875, 1,081 seamen were shipped, of which number 368 belonged to British vessels, 615 to Dominion, and 98 to foreign vessels. During the same period 431 seamen were discharged. The total amount of fees received during the period mentioned was \$701.14, while the expenditure amounted to \$701.72.

PILOTAGE AUTHORITIES.

TRINITY HOUSE, QUEBEC.

By the provisions of the Act passed at last Session 38 Vic. Cap. 55 entitled “ An Act respecting the Trinity House and Harbour Commissioners of Quebec,” the powers and authorities of the Trinity House of Quebec, together with its property, were transferred to and vested in the Quebec Harbour Commissioners, and the Corporation of

the Trinity House dissolved on the 1st instant. The report of the Trinity House for eighteen months ended on the 31st December last, when its existence terminated, will be found in Appendix No. 48 to this Report, as also the Annual Statement of the Quebec Decayed Pilot Fund for the year ended 31st December last.

The number of pilots on the active list on the 31st December last was 195, being six less than reported last year, and the total number of apprentices was 54, being an increase over the number last year of three. Of the 195 pilots on the active list three were in charge of steamers, two in charge of light ships, and 18 were old pilots licensed for one year from April last. Three pilots were pensioned during the year, six died, nine were suspended. Seven apprentices were indentured to the Corporation of Pilots during the last year.

During the past year six cases of prosecutions for infringement of Pilot and Harbour Regulations were brought before the Board and adjudged upon.

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

Money invested.....	\$53,618 89
Interest &c., due.....	117 84
Cash in Savings Bank.....	6,729 44
	<hr/>
	\$60,466 17
Deduct arrears of previous dues.....	377 66
	<hr/>
Balance to credit of fund.....	\$60,088 51

The number of infirm or decayed pilots on the list is 49. The pensions range from \$40 to \$160, but the greater number receive \$96 per annum. The amount paid for pensions during the year was \$12,388.93, and the per centage or contributions of pilots to the Fund amounted to \$8,998.62, and the sum of \$5,441.64, was received as capital paid in and interest on loans. Twelve pilots were temporarily relieved out of the Fund to the amount of \$571.31. 96 widows received pensions from the Fund varying from \$80 to \$40, and 26 children of pilots received pensions ranging from \$10 to \$48. The total receipts of the Fund during the last year amounted to \$25,799.88, including the poundage or per centage received from pilots, capital paid in and interest received on loans, and temporary deposits in Saving Banks, and the expenditure amounted to \$26,020.54.

The pilotage receipts from 237 foreign vessels amounted to \$25,194.18, and from 381 British vessels to \$102,974.05, thus making the total receipts for the past year \$128,168.23. The expenditure for the past year by the Corporation of Pilots amounted to \$20,916.64, not including the dividends to pilots. The dividend received by each pilot for last season amounted to \$565, while that of the previous season amounted to \$658.

Reference was made in the report of last year to the advisability of removing the doubt which appeared to exist as to the power of the Pilotage authority to suspend or dismiss pilots for misconduct irrespective of any indictment which might be proved against them by the Law Courts, and provision was accordingly made in the amended Pilotage Act of last Session by which a pilot is rendered liable to suspension or dismissal by the Pilotage Authority of the district for any of the offences mentioned in 71st Section of the General Pilotage Act, upon such evidence as the authority referred to may deem sufficient, and whether he has or has not been convicted of or indicted for the offences charged.

MONTREAL.

The Harbour Commissioners of Montreal are the legally constituted pilotage authority for this port, and possess the powers for this purpose formerly vested in the Montreal Trinity House. The report of the Commissioners for this Pilotage District will be found with the other Reports in Supplement No. 2, but the statement of the Decayed Pilotage Fund will be found in Appendix No. 47 to this Report. From the report it appears that three pilots were licensed to act during the year 1875, and that there were 42 pilots, apprentices, masters, and mates acting under the authority of the Harbour Commissioners. Two pilots were licensed for one year in conformity with the 36th Section of the Pilotage Act, 1873, and there were four on the pension list. The gross earnings of the pilots of this District for the year 1875 amounted to \$33,680. The receipts from poundage on the earnings of pilots and interests on investments amounted to \$3,244, and the sum of \$1,260 was paid as pensions to old and infirm pilots and widows of deceased pilots. There were on the list in all 21 pensioners at the close of the calendar year. It will be seen from the statement of the Decayed Pilot Fund that the Fund now amounts to \$26,578.95, and that of this amount \$20,000 is invested in Montreal Harbour Bonds, \$2,000 in Montreal Water Works Bonds, \$1,620 in Dominion Ships, \$2,958.95, the balance, deposited in Banks. The increase in the securities for the year amounted to the sum of \$1,928. No addition was made to the list of pensioners during the past year, and no reductions occurred by death or otherwise. The usual pension paid amounts to \$60.

ST. JOHN, N.B.

By the returns received from this authority (see Supplement No. 2 to this report) it will be seen that the sum of \$23,813 was received as pilotage dues during the year ended 31st December last. These dues were received from 523 vessels, of which 371 were British, and 152 foreign. There are 33 licensed pilots at this Port and seven apprentices. Mr. J. U. Thomas was appointed Secretary and Treasurer to the Pilotage Authority of this port by Order in Council of the 37th February last in place of Mr. George Stymest, deceased. By the Act 38 Vict. Chap. 28 amending the general Pilotage Act of the Dominion, 36 Vict. Chap. 54, it was provided by section 3, which came into operation on the 8th April last, that in future the Secretary and Treasurer

of the Halifax and St. John Pilot Commissioners respectively may be appointed by the Commissioners with the sanction of the Governor in Council, who may pay him such salary as they may see fit out of pilotage dues or license fees. The secretary of each of these bodies is now appointed and paid by the Commissioners instead of being appointed and paid by the Dominion Government as formerly.

HALIFAX, N. S.

In Supplement No. 2 to this report will be found the returns of the Pilotage Authority of this port from the 1st August 1875 to 31st December last. During this period the sum of \$6,669.90 was collected for inward and outward pilotage, of which amount the sum of \$6,336.40 was paid to pilots and \$333.50 retained for office expenses and allowance to Secretary-Treasurer. 335 British vessels, subject to compulsory pilotage dues, entered inwards at Halifax during the period above stated, and 23 foreign vessels. There are 25 licensed pilots at this port.

PICTOU, N.S.

At this port the sum of \$4,616 was received during the past year for pilotage dues, of which amount only \$119 was received from foreign ships. \$2,500 of the amount was received from steamships, and the balance from sailing vessels. The entire amount of dues collected was paid to the pilots, of which there are 16 licensed at this port.

MIRAMICHI, N.B.

At this port there are 22 licensed pilots, and it appears by the returns received (see Supplement No. 2) that the sum of \$6,750.98 was received in dues during the past year from 113 British vessels and 149 foreign vessels.

CHARLOTTE COUNTY, N.B.

During the past year, owing to the depression in trade, the sum of \$686 only was received by pilots in this district, and of this amount, \$376 was received from British vessels, and \$310 from foreign vessels. Only 8 pilots acted in this division in 1875 out of 11 licensed.

Pilotage authorities have been established at Restigouche and Richibucto, N.B., Sydney, Richmond County, Digby, Annapolis, Kings and Hants Counties, and Great and Little Bras d'Or, N. S., and British Columbia, but no returns have been received yet.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 2 to this Report will be found Reports of the Harbour Commissioners at Toronto, Montreal and Quebec for the year ended 31st December 1875.

From the report made by the Harbour Master of Toronto to the Board of Harbour Commissioners at that port, it appears that there was an increase in the
lix

harbour receipts in the year 1875, over those of the previous year, of \$476.96, the receipts for the year amounting to \$11,728.09, while the expenditure amounted to \$25,671.18.

2,439 vessels entered the harbour during the season of 1875, of which 1,574 were sailing vessels and the others steamboats and propellers. There was a falling off from the season of 1874 of 84 vessels. The sum of \$12,983.44 was expended by the Harbour Trust in dredging operations and in other works, \$4,974.99, making a total expenditure of \$17,958.43. The expenditure for the past three years has amounted to \$50,818.80, and the receipts from harbour dues for the same period, \$33,457.85.

The Report of the Montreal Harbour Commissioners, embracing the report of the Harbour Master and Harbour Engineer, for the year ended 31st December last, will be found, as already stated, in Supplement No. 2. From the returns made by the Harbour Master, it appears that during the past season 642 sea-going vessels, having a total tonnage of 386,112 tons, arrived in port. The number of the previous year was 731, with a gross tonnage of 423,423, showing a decrease during the past season of 89 vessels and 37,301 tons. From the comparative statement for the last ten years, made by the Harbour Master, it appears that the number of sea-going vessels that entered port last season, and amount of tonnage, is the smallest since the year 1871. The number of inland vessels that entered port last season was 6,178, having a gross tonnage of 811,410 tons, against 6,855 that entered in 1874 with a gross tonnage of 956,837 tons. The returns of inland tonnage are smaller than in any year since 1869. It would appear from these returns that during the past season there has been a considerable falling off in the arrivals at Montreal, both of sea-going and inland vessels, owing, no doubt, to the depressed state of trade.

The revenues of the Montreal Harbour Commissioners, as will appear from the statements furnished for the year ended 31st December last, amounted to \$248,025.75, against \$280,021.45 for the previous year, showing a decrease of \$31,995.70.

The receipts from other sources, including proceeds of sale of debentures, interest and receipts from the Dominion Government, amounted to \$299,383, making the total receipts \$547,409.52, while the total expenditure on account of improvements, payment of debentures, etc., amounted to \$730,089.85. It will be seen by the report of the Secretary, that the operations within the harbour during the past season, have been on a more extensive scale than in any previous year—\$149,423.59 has been expended in deepening the ship channel between Montreal and Quebec.

From the report of the Quebec Harbour Commissioners and accompanying statements, it appears that the sum of \$67,469.09 was received by the Commissioners as revenue from the rent of wharves, tonnage and other dues, during the past year, while the expenditure amounted to \$64,999.29. Of the revenue stated \$26,111.49

was received as tonnage dues, \$14,937.34 as export, import and harbour dues, and the balance as rent of wharves, stores, etc. The sum of \$40,071.03 was expended in payment of interest on bonds, and \$4,542.63 for salaries and office expenses.

The total value of the assets of the Commissioners, including wharves and other properties, was \$864,573.99, and the liabilities, consisting of Quebec Harbour bonds, amounted to \$723,000.

The lifting-barge constructed for the Government of the Dominion at a cost of about \$37,000, for use in the Harbour of Quebec, was put in operation, as will be seen by the report of the Commissioners, on the 23rd October last, but owing to the lateness of the season much progress was not made in the removal of obstructions, and operations were suspended on the 11th November, and the barge dismantled and towed to winter quarters.

Reference was made in the report of last year to the prizes offered for the best plans for the improvements of the harbour. The first prize of \$5,000 was awarded to Messrs. Kinipple and Morris, of London and Greenock. The second prize has not as yet been awarded.

At the last Session of Parliament an Act was passed providing for a change in the constitution of the Quebec Harbour Commissioners, by which certain members of the present Harbour Commission ceased to be such on the 1st January, 1876, and the corporation is to consist, from that date, of nine members, five to be appointed by the Governor in Council and the remaining four to consist of one member elected by the Council of the Board of Trade of Quebec, one member elected by the Council of the Board of Trade for Lévis, and two members to represent the shipping interest, to be elected as provided for in the Act.

The Report of the Harbour Commissioners at Pictou for the year ended 31st ultimo, will be found in Supplement No. 2, together with an attested account of their receipts and expenditure. From this account it appears that the sum of \$1,900 was received as harbour dues through the Collector of Customs, \$613.03 fees received by the Wharfinger, and \$138.78 for timber sold, and interest, making the total receipts for the year \$2,643.81. There was, however, in the hands of the Commissioners in the beginning of the year \$2,482.66, making, with the amount received during the year, \$5,126.47. Of this amount there has been expended during the year the sum of \$2,414.95 in building an addition to the wharf, the purchase of buoys, payment of wharfinger's salary and other expenses, leaving a balance in the hands of the Commissioners, at the close of the year, of \$2,711.52.

The Commissioners contemplate importing an iron travelling crane for the use of the wharf next season, and also the building of a wharf-block on South Market Street, and a similar construction at New Glasgow.

In Supplement No. 2 to this report will be found reports from a number of the Harbour Masters at the more important ports appointed under the Acts 36 Vict., chap. 9, and 37 Vict., chap. 34, also a statement of the fees collected by Harbour Masters during the year ended 31st December last, and also a list of all the Harbour Masters in the Dominion.

As at many of the ports the fees received by the harbour masters were merely nominal, owing to the exemption of ships engaged in trading between ports and places in the Dominion and vessels engaged in the fishing trade from the payment of fees, an amendment was made to the Acts referred to at the last Session of Parliament, by which the Harbour Master was authorized to collect fees from all vessels entering a port and discharging or taking in cargo, ballast, stores, wood or water. The fees, however, are not payable by vessels more than twice in each calendar year.

MERCHANT SHIPPING.

During the year 1875 the shipping interests of the Dominion have been in a depressed state, and have suffered in common with nearly every other branch of commerce. It will be seen, however, by the following statement, that there has been a considerable increase in the tonnage on the register books of Canada in 1875, as compared with 1874.

The total number of vessels remaining on the register books on the 31st December, 1875, including inland vessels and barges, was 6,952, measuring 1,205,565 tons, as against 6,930 vessels measuring 1,158,363 tons in the previous year, showing an increase in 1875, as compared with the previous year, of 22 vessels and 47,202 tons.

Assuming the value of all tonnage registered in Canada, including old and new vessels, sailing vessels, steamers and barges to be \$30 per ton, which, I think, would be a fair average value, it would give the total value of the registered tonnage of the Dominion on the 31st December, 1875, as \$36,166,950.

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada on the 31st of December, 1873, 1874, 1875.

PROVINCES.	1873.		1874.		1875.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,147	277,850	1,144	294,741	1,133	307,926
Nova Scotia.....	2,803	449,701	2,787	479,669	2,786	505,144
Quebec.....	1,812	214,043	1,837	218,946	1,831	222,965
Ontario.....	681	89,111	815	113,008	825	114,990
Prince Edward Island.....	280	38,918	312	48,388	335	50,677
British Columbia.....	30	4,095	35	3,611	40	3,685
Manitoba.....	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>	2	178
Total.....	6,783	1,073,718	6,930	1,158,363	6,952	1,205,565

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books at the different Ports of Registry in the Dominion on the 31st day of December, 1875.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham.....	140	10,791
Dorchester.....	10	7,562
St. John.....	801	270,762
St. Andrews.....	176	16,377
Sackville.....	6	2,434
Total.....	1,133	307,926

PROVINCE OF NOVA SCOTIA.

Amherst.....	3	2,741
Annapolis.....	58	18,204
Arichat.....	136	7,989
Baddeck.....	10	557
Barrington.....	9	385
Digby.....	152	18,365
Guysborough.....	37	1,805
Halifax.....	992	115,456
Liverpool.....	118	14,222
Londonderry.....	9	3,394
Lunenburg.....	187	12,293
Maitland.....	18	14,276
Parasboro'.....	81	11,931
Pictou.....	89	30,745
Pugwash.....	20	1,537
Port Hawkesbury.....	37	1,706
Port Medway.....	6	449
Shelburne.....	111	13,460
Sydney.....	99	7,620
Truro.....	1	473
Windsor.....	198	78,831
Weymouth.....	6	2,230
Yarmouth.....	409	146,481
Total.....	2,786	505,144

PROVINCE OF QUEBEC.

Gaspé.....	39	2,017
Montreal.....	915	116,290
Magdalen Islands.....	36	1,313
New Carlisle.....	30	1,829
Percé.....	3	231
Quebec.....	808	101,285
Total.....	1,831	222,965

STATEMENT showing the Number of Vessels and Number of Tons on the
Registry Books, etc.—*Continued.*

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Amherstburg.....	12	407
Belleville.....	6	662
Brockville.....	6	628
Burwell.....	27	5,601
Brighton.....	2	172
Chippewa.....	3	153
Grammahe.....	5	595
Chatham.....	16	2,232
Cobourg.....	5	649
Darlington.....	4	373
Dover.....	22	1,770
Dunnville.....	19	1,934
Dundas.....	2	346
Goderich.....	17	1,324
Hamilton.....	36	8,308
Kingsville.....	1	101
Kingston.....	188	22,558
Morrisburg.....	3	382
Napanee.....	18	2,718
Newcastle.....	1	158
Ottawa.....	70	5,824
Owen Sound.....	7	589
Port Colborne.....	7	774
Port Hope.....	23	2,780
Port Rowan.....	7	1,127
Port Stanley.....	7	1,466
Pictou.....	41	4,991
Saugeen.....	3	115
Sault Ste. Marie.....	3	127
Sarnia.....	16	4,046
St. Catherines.....	109	25,086
Toronto.....	62	7,882
Windsor.....	40	5,729
Wallaceburg.....	33	2,303
Whitby.....	4	730
Total.....	825	114,990

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	335	50,677
Total.....	335	50,677

PROVINCE OF BRITISH COLUMBIA.

Victoria.....	40	3,685
Total.....	40	3,685

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books, etc.—Continued.

PROVINCE OF MANITOBA.

Name of Port.	Vessels.	Tons.
Winnipeg.....	2	178
Total.....	2	178

RECAPITULATION.

New Brunswick.....	1,133	307,928
Nova Scotia.....	2,796	505,144
Quebec.....	1,831	222,965
Ontario.....	825	114,990
Prince Edward Island.....	335	50,677
British Columbia.....	40	3,685
Manitoba.....	2	178
Total.....	6,952	1,205,565

The returns of the new tonnage registered during last year, have nearly all been furnished, although there are a few of the small ports from which no returns have yet been received, but as the new tonnage built at these ports will amount to very little, the following statement may be taken as very nearly correct. From this it may be seen that the number of new vessels registered last year was 480, measuring 151,012 tons, against 496 vessels measuring 190,756 tons in the previous year.

The average value of the new vessels built last year may fairly be stated at about \$45 per ton, which would give the total value of the new vessels as \$3,795,540.

COMPARATIVE STATEMENT of New Vessels built and registered in the Dominion of Canada, during the Years ended the 31st December, 1874 and 1875.

Provinces.	1874.		1875.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	99	42,027	65	33,483
Nova Scotia	175	81,480	177	67,106
Quebec.....	73	20,796	102	22,825
Ontario	50	10,797	53	7,760
Prince Edward Is'and.....	88	24,634	83	19,838
British Columbia	5	276		
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's Pass without being registered.....	490	183,010	480	151,012
	6	7,746		
Total.....	496	190,756	480	151,012

The tonnage on the register books of Canada does not show the actual amount of tonnage owned in the Dominion, as there are some vessels owned or partly owned in Canada which are registered in the United Kingdom, and there are many vessels registered in Canada which are owned by persons residing in England and elsewhere out of Canada. The following statement, taken from the *Repertoire Général* for 1875 and 1876, published by *Bureau Veritas*, and which is, probably, as reliable an authority as can be found on this subject, will show the tonnage of each flag as made up from the latest returns, but the tonnage therein given has reference only to sea-going vessels and steamers over 100 tons.

It appears from this return that the United Kingdom is the first on the list, and that the amount of tonnage on the registry books of the British Empire, including Canada and her other colonies, was 7,631,593 tons.

The United States of America comes next, and is the second largest ship-owning country in the world, the sea-going tonnage amounting to 2,880,973 tons, but in addition to this, that country has a very large amount of inland tonnage trading on its lakes and rivers.

Norway stands third on the list, the sea-going tonnage of which is 1,395,261 tons.

Italy stands fourth on the list, the sea-going tonnage of which is 1,284,012 tons.

Germany comes next with a tonnage of 1,052,201, without her inland tonnage or steamers under 100 tons, but as Canada has now a tonnage of 1,205,555 tons, including inland tonnage and steamers under 100 tons, it is probable that she will take rank before Germany and will stand fifth on the list of ship-owning countries of the world.

France comes next, and is much below either Germany or Canada.

STATEMENT showing the Seagoing Tonnage and Tonnage of Steamers over 100 tons net register of each of the Maritime States of the world for 1875, taken from the *Repertoire Général* for 1875 and 1876.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Colonies.....	3,152	3,190,922	2,088,026	19,709	5,543,567	7,631,593
American.....	578	692,575	493,097	7,312	2,387,876	2,880,973
Norwegian.....	117	48,322	34,598	4,718	1,360,653	1,395,261
Italian.....	111	92,209	61,630	4,469	1,222,382	1,284,012
German.....	232	287,610	198,911	3,477	853,290	1,052,201
French.....	301	312,418	202,109	3,877	751,854	953,963
Spanish.....	216	144,859	103,627	2,888	551,291	654,928
Dutch.....	115	114,625	80,444	1,471	403,788	484,232
Swedish.....	207	83,930	59,150	2,018	380,062	448,222
Greek.....	11	6,689	4,369	2,092	418,689	423,058
Russian.....	145	112,252	75,115	1,759	383,841	458,956
Austrian.....	77	79,370	54,411	980	329,970	384,381
Danish.....	76	47,840	31,369	1,291	176,941	208,310
South American.....	77	55,310	37,196	288	110,246	147,442
Portuguese.....	25	19,372	13,888	444	107,194	121,082
Turkish and Egyptian.....	29	28,430	19,174	281	43,695	62,869
Central American.....	6	4,462	3,056	99	31,674	34,730
Belgian.....	38	38,950	27,572	51	19,555	47,127
Asiatic.....	6	4,347	2,643	34	13,513	16,156
Total.....	5,519	5,364,492	3,590,395	57,258	15,099,001	18,689,396

REWARDS FOR SAVING LIFE.

In Supplement No. 2 will be found a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in saving life from Canadian vessels, and also a list of Canadian mariners to whom rewards or testimonials have been granted by British or foreign Governments for

gallant and humane services in saving life from British and foreign vessels. From these returns it will seen that the Government of Canada, during the past year, presented seventeen testimonials and money rewards, accompanied by letters of thanks, and seven letters of thanks without testimonials.

The amount expended for this service and purchase of life-boats, during the fiscal year ended 30th June last, amounted to \$3,552.86, and a detailed statement of this expenditure will be found in Appendix No. 24 to this report. The amount appropriated by Parliament for this service was \$6,000, leaving an unexpended balance of \$2,447.14 which reverted to the treasury. Of the amount expended, 1,586.71 was devoted to providing life-canoes and sheds at the following stations in the Lower St. Lawrence, viz., Crane Island, l'Islet, Murray Bay, Trois Pistoles, St. Anne, River Ouelle and Kamouraska, and to erecting buildings and making repairs at the life-boat stations at Port Hope and Nottawasaga Island, Ontario. The establishment of the life-boats on the Lower St. Lawrence was found advisable in view of the disasters that occurred in the fall of 1871, when several valuable ships were cut and sunk by the ice, as by means of these canoes, which are sheathed with iron, assistance can be rendered where no row-boat can make her way through the ice. These life-canoes are so stationed as to be able to concentrate at any point, and are in charge of competent keepers.

STAFF IN DEPARTMENT AT OTTAWA.

In Appendix No. 15 a statement is given showing the names of the members on the establishment staff of the Department at Ottawa, the rank held by each, and the amount of salary and bonus they severally received during the fiscal year ended 30th June, 1875.

On the 10th of May, 1875, Mr. William Patrick Anderson, aged 23 years, who had acted as Assistant for the previous six months to the Constructive Engineer and General Superintendent of Lights, was appointed Assistant to that officer and junior Second-Class Clerk, at a salary of \$1,000 per annum; such appointment to date from 1st of that month.

On the 22nd July, 1875, Mr. John Makinson, aged 38 years, who had served as an Extra Clerk during the previous ten months, was appointed a junior Second-Class clerk, at a salary of \$700 per annum; such appointment to take effect from the 1st of the month last named.

By referring to the addenda accompanying this report, the number of persons employed in the Outside Service of the Department will be seen. As already mentioned, the number last year was 1,511, while for the previous year it was 1,371. In addition to that number, there are 62 Registrars of Shipping who act under the directions and control of this Department, but are also Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity as Regis-

trars. There are 66 Measurers and Surveyors of Shipping, at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office many of them hold a position in the Customs service. Also, in addition to the above, by Orders in Council of 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a Shipping Master, and is to receive the fees, make half-yearly returns to this Department, and act in that capacity under its instructions.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1876.

ADDENDA.

The number of Persons employed in the Outside Service of the Department of Marine and Fisheries on the 31st December, 1875, was as follows:—

Superintendent of Lights and Light Keepers, etc., in Ontario and above Montreal.....	96
Officers of Agency in City of Quebec and Light Keepers, Fog-Whistle Keepers, etc., below Montreal, in Province of Quebec.....	155
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, etc., in New Brunswick.....	68
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, Attendants at Humane Establishments, etc., in Nova Scotia.....	133
Agent and Light Keepers in Prince Edward Island.....	18
Agent and Light Keepers in British Columbia.....	14
Officers and Crews of Dominion Steamers and Vessels.....	136
Examiners of Masters and Mates and Clerk to Chairman of Board.....	7
Inspectors of Steamboats and Clerk to Chairman of Board.....	9
Harbour and River Police, Montreal and Quebec.....	79
Officers and Servants in Marine Hospitals.....	75
Officers of Trinity House, Quebec.....	7
Shipping Masters*.....	16
Harbour Masters.....	77
Officers of Observatories, Meteorological Observers, etc., receiving pay †.....	72
Receivers of wreck.....	23
Fishery Overseers and Guardians in Ontario.....	80
Commander of the Fisheries Protection Vessel and Crew.....	26
Fishery Overseers and Guardians in Quebec.....	59
Inspector of Fisheries, Overseers and Wardens in Nova Scotia.....	234
Inspector of Fisheries, Overseers and Wardens in New Brunswick.....	100
Fishery Overseers and Water Bailiffs in Prince Edward Island.....	26
Fishery Overseer in Manitoba.....	1
	1,511

There are 62 Registrars of Shipping and 66 Measurers and Surveyors of Shipping not given in the above statement.

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

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

REPORT

ON

CANADIAN FISHERIES.

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

SIR,—In reporting on the produce and condition of the Fisheries of Canada, and the state of the Fisheries Service in connection therewith, during the season of 1875, attention is respectfully drawn to certain facts and suggestions concerning this important branch of Canadian industry.

PRODUCE AND CONDITION OF CANADIAN FISHERIES.

The total value of fish products in 1874 was \$11,681,886. That for 1875 is somewhat less. A tabular statement is in course of preparation, which will show in detail the various kinds and quantities of fish caught in each Province, and their values. This table is so arranged as to admit of easy comparison of each detail with similar details published in 1874, in order that local increase and decrease in the quantity and value of different kinds of fish in the respective districts may be readily understood. This detailed comparison will explain (what might otherwise be difficult to understand) that, while there is some difference in the general value of the produce of the fisheries last year, it is reasonably accounted for, and to some extent compensated by sectional advances, and a fair average of prosperity.

Owing to the circumstances that such information comprises an account of fishing operations to the end of the past year, a large proportion of which occupies the fall season, and that returns from numerous and remote districts are procured with much difficulty and require careful revision, the compilation of these materials necessarily delays any full report on the most interesting and valuable features of this service. I beg, therefore, to recommend that the present summary of official transactions be printed for early submission to Parliament, to be followed by a more complete report with statistics as soon as possible.

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ending 30th June, 1875, and the current expenses and collections from 1st July to 31st December, 1875. The expenditure for the period first above named is sub-divided for the several Provinces and services, as follows:—

ONTARIO.	
Fishery Overseers' salaries and disbursements.....	\$8,383 61
Fish-breeding.....	5,635 74
	<u>14,019 35</u>

QUEBEC.	
Fishery Overseers' salaries and disbursements.....	\$9,808 34
Fish breeding.....	8,525 46
Fisheries protection vessel.....	10,000 00
	<u>28,333 80</u>

NOVA SCOTIA.	
Fishery Overseers' salaries and disbursements.....	12,265 86
Fish breeding.....	100 00
	<u>12,365 86</u>

NEW BRUNSWICK.	
Fishery Overseers' and Inspector of Fisheries' salaries and disbursements.....	10,046 88
Fish-breeding.....	3,743 73
	<u>13,790 61</u>

PRINCE EDWARD ISLAND.	
Water Bailiffs' salaries.....	459 54
	<u>459 54</u>

MANITOBA.	
Salary and disbursements of Fishery Overseer...	288 65
	<u>288 65</u>

Total expenditure \$69,257 81

And for the subsequent half-year, as below:—

Ontario, Fishery Overseers' salaries and disbursements.	\$6,883 14
Quebec, do do	9,957 33
Nova Scotia, do do	6,575 39
New Brunswick, Fishery Overseers' salaries and disbursements.....	5,676 50
Fisheries protection steamer "Gleadow".....	14,200 00
Fish-breeding.....	27,365 52
Total.....	<u>\$70,657 88</u>

The Collections during the fiscal year are arranged under the following heads:—

ONTARIO.

Rents, license fees, fines and confiscations..... \$4,478 05

QUEBEC.

Rents, license fees, fines and forfeitures..... 8,904 85

NOVA SCOTIA.

Taxes on nets, fines and forfeitures..... 351 00

NEW BRUNSWICK.

Rents, taxes on nets, fines and forfeitures 830 30

Total \$14,764 20

And those for the next six months are as follows:—

Ontario, rents and fees, fines and confiscations..... \$3,093 43

Quebec, do do 4,107 34

Nova Scotia, do do 437 85

New Brunswick, do 1, 62 76

Total..... \$8,931 38

These dues being payable invariably in advance there is very little trouble attending their collections, and no arrears accrue. The whole amount collected in the last fiscal year exceeds the sum received for the previous year; but the total collections for the six months to the end of December last are somewhat less. This decrease is owing to the reduced rate of license fees charged for salmon fishing stations, because of the partial failure and depressed condition of that industry. About sixty per cent was taken off; otherwise the collections for eighteen months past would considerably exceed those for the corresponding term reckoned in last year's report.

LICENSES ISSUED.

There were 497 Fishery Licenses issued in Ontario; 591 in Quebec; and 38 in New Brunswick; making together 1,126.

STAFF OF FISHERY OFFICERS.

In 1874 the Staff of Fishery Officers consisted of the following:—

ONTARIO—Fishery Overseers (*ex officio* Magistrates) and Fishery Guardians..... 72

QUEBEC—Fishery Overseers (*ex officio* Magistrates) and Fishery Guardians..... 66

Commander and crew of Fisheries Protection steamer "Glendon"... 24

NOVA SCOTIA—Inspector, Fishery Overseers (*ex officio* Magistrates) and Fishery Wardens..... 217

NEW BRUNSWICK—Inspector, Fishery Overseers (<i>ex officio</i> Magistrates) and Fishery Wardens	90
PRINCE EDWARD ISLAND—Fishery Overseers and Water Bailiffs....	18
MANITOBA—Fishery Overseer... ..	1
Additions to the Staff were made in 1875, as follows:—	
Ontario	8
Quebec.....	19
Nova Scotia.....	17
New Brunswick.....	10
Prince Edward Island.....	8
Making altogether 526 Fishery Officers now employed in the outside service. ,	

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

Early last spring a change was made in the joint inspectorship for Nova Scotia and New Brunswick, and an Inspector for each of these two Provinces is now provided. The new arrangement ensures undivided attention to the fishery interests of both Provinces, and further improves these valuable possessions. In several of the Counties improvements have been made affecting the location, force and efficiency of fishery officers.

REPORTS OF FISHERY OFFICERS.

Detailed reports of the various Fishery Officers engaged in the service are printed in the Appendices.

SALMON ANGLING.

The salmon caught by anglers with artificial flies numbered 2,780. It is impossible to state the private expenditure in rents, outfit, expenses, &c., which this amount of healthful and manly sport implies in such result; but it may be fairly estimated that the outlay of private parties on the thirty-four rivers fished by these angling parties is about \$37,200.

PRINCE EDWARD ISLAND.

A proclamation was issued in October last by the Governor-General, under the *Act 37 Vic., chap. 28*, applying the *Fisheries Act* to Prince Edward Island; pursuant to which special Fishery Regulations were adopted by Order in Council, establishing close-seasons for salmon and trout, and setting apart certain rivers for the natural and artificial propagation of fish. There being already in force certain provincial statutes affecting the oyster and alewives fisheries, which it is undesirable to change at present, the same are continued in force until they shall be superseded by further regulations. It is proposed to organize a staff of local Fishery Overseers and Wardens to enforce the observance of these laws and regulations.

The Island was visited by myself and Mr. Wilmot during last autumn with a view to framing regulations and locating a fish-hatching establishment. We found the river fisheries suffering severely from excessive and untimely fishing, and from obstructions and pollutions occasioned by saw-mills, which injury is gradually extending to the shore fishings. It seems highly advisable, so soon as proper officers are appointed, that a judicious system of restriction, and other methods to preserve and increase them, should be applied to the Island fisheries.

MANITOBA.

The Fishery Laws should now be enforced in this Province. Settlement in the watered sections is extending so rapidly that the limited fishings which exist are already exposed to injury. It is in the true interest of the settlers, and particularly necessary for the other inhabitants, to regulate the modes and times of fishing before any further damage is inflicted. The practice of barring channels with nets and weirs during spring-time, and thus preventing the fish from reaching suitable places to deposit their spawn, threatens to inflict permanent injury on these fisheries. I was unable to visit the Province last season, as you desired, and am therefore unprepared to suggest specific means for guarding against other injurious practices which are said to prevail; but, by simply extending the *Fisheries Act* to Manitoba, and instructing the Fishery Overseer at Winnipeg to apply such of its clauses as relate to the obstruction of channels and protection of breeding grounds, any further injury of a serious nature may, for the present, be averted. Instead of appointing other fishery officers there, just now, it is suggested that the Timber Inspectors for the Eastern and Western Divisions of Manitoba be employed to guard the fisheries.

No returns of the kinds and quantities of fish caught have been received.

BRITISH COLUMBIA.

A report respecting the Fisheries of British Columbia has been furnished by the departmental Agent at Victoria, but it does not embody information of the catch of fish for trade or for consumption by the inhabitants. The statements appended to last year's report show that the fishes of this province are considerable in variety and abundance, and must therefore become, if not already they are, commercially valuable. As a step towards ascertaining their practical importance and wants, it seems advisable now to extend the *Fisheries Act* to British Columbia. This might be done formally by proclamation, to be followed by specific application of the fishery laws and special regulations after further enquiry.

WASHINGTON TREATY.

Negotiations pursued in 1873-74 to merge in reciprocal trade arrangements the Canadian claim for compensation from the United States Government on account of concurrent fishing privileges accorded by Great Britain to United States citizens, thus to save the trouble and expense of a Mixed Commission, and to avoid further

delays in completing that compact, having failed to accomplish the desired objects, it became necessary to revert to the original treaty provisions. Sir A. T. Galt, K.C.M.G., was therefore appointed as British Commissioner, and F. C. Ford, Esq., H. M.'s Chargé d'affaires at Darmstadt, was appointed as British Agent. The last named gentleman arrived at the capital, accompanied by an assistant, Mr. H. J. G. Bergne, of the Foreign Office, during last autumn. They addressed themselves promptly and diligently to preparing for the business of the Commission at Halifax, where it was expected to assemble about the commencement of winter. The following eminent legal counsel were retained and consulted regarding the claim to be submitted to such tribunal: Jos. Doutre, Esq., Q.C., Montreal; S. R. Thomson, Esq., Q.C. of St. John, N.B.; R. L. Weatherbe, Esq., of Halifax, N.S.; and Louis H. Davies, Esq., of Charlottetown, Prince Edward Island. These gentlemen, together with Messrs. Ford and Bergne, and the undersigned, met and conferred with you at St. John, N.B. It proved impossible, however, to effect any further progress, owing to failure on the part of the American Government to appoint their Commissioner. Her Majesty's Agent and his companion consequently proceeded from St. John to New York, and returned thence to England.

INTERNATIONAL LEGISLATION.

Under this head the following observations occur in the report for 1874:—

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

No action having taken place by either the Federal or State authorities, the matter was brought by you under especial notice by the subjoined report addressed to the Governor General in Council on the 23rd of September last:—

"The undersigned desires to draw the attention of the Government to a peculiar difficulty attending the adoption and enforcement of restrictive measures for the protection and increase of fish frequenting in common the frontier waters of the United States and Canada. Certain regulations as to the methods and periods of fishing have been found necessary to preserve the young fish from destruction, and to protect the parent fish during seasons of reproduction; also to protect the fishing grounds generally against excessive fishing. Whilst along the Canadian frontier, and on the inland waters connected with the great lakes, and the River St. Lawrence, these judicious restrictions exist, and the fisheries are steadily improving, no similar restrictions are observed by United States fishermen in adjoining waters. This circumstance occasions great dissatisfaction among Canadians, who regard it as an injury to them that foreigners should thus by unrestricted fishing reap the benefits as well of an increased supply as of unlimited operations."

"The undersigned begs to suggest that official communication should be had with the State authorities of Michigan, Ohio, Pennsylvania, New York, Vermont and Maine, inviting attention to the necessity for legislation on this subject."

An Order in Council based thereon was transmitted to Her Majesty's Minister at Washington, who has communicated on the matter with the State Department, and suggested that the attention of the Governors of the States mentioned should be invited to the subject.

FISH CULTURE.

The Dominion Government has now in actual operation seven public establishments devoted to the artificial reproduction of fish. Besides those formerly existing at Newcastle, Gaspe, Restigouche and Miramichi, this Department has built and completed three other handsome and commodious establishments at Sandwich, on the Detroit River; at Tadoussac, on the Saguenay River; and at Bedford, on the Sackville River, near the head of Bedford Basin, and only a few miles from Halifax. The capacity of the parent institution on Wilmot's Creek, in Ontario, has also been enlarged, so that in future the interior can accommodate many millions of fish spawn, and the rearing ponds will harbor millions of young fry. The particulars of operations connected with each of these establishments will be found in the report of S. Wilmot, Esq., included in the appendices. A statement of the distribution of young fish bred at the hatching houses last spring, and also of the numbers of fish ova laid down last fall, will be found in Mr. Wilmot's report.

RE-STOCKING STREAMS.

An experiment in re-stocking with salmon, begun three years ago at Salmon River, about forty miles below Ottawa City, was continued last spring. Nearly 30,000 salmon fry, in healthy condition, were liberated at different places in the stream. This deposit makes altogether 47,000 little fish distributed in Salmon River. The guardians in charge of the stream report that the upper waters were crowded with young salmon in the autumn months, and that many were seen exceeding ten inches in length. It should be proved conclusively next season whether or not these youngsters will emigrate to the salt-water and return after the fashion of their kind to the nursery waters in which they are reared though not bred. The natural instinct which leads salmon back to their native streams may possibly develop itself in a secondary manner among those artificially hatched and transferred to other waters, thus leading them as adults back to localities where they have passed the earlier stages of their existence.

FISHWAYS.

Several new fish-passes have been constructed at private expense on mill-dams and other obstructions, and many existing structures have been improved and repaired.

SAW-DUST AND MILL-RUBBISH.

In addition to enforcing those sections of the *Fisheries Act* which relate to the obstruction and pollution of streams frequented by fish, the statute relating to saw-dust and mill-offals in navigable streams was enforced wherever the urgency of abuses demanded legal interference.

PROTECTION AND DEVELOPMENT OF INTERIOR WATERS.

The protection extended for a few years past to the inland lakes having greatly increased the fish which inhabit them, the Department felt justified in so far relaxing the restrictions hitherto adopted as to admit of fishing therein under special licenses during the fall and winter seasons. This measure has afforded employment to considerable numbers of people who were out of work, and would otherwise have suffered most severely from the prevalent depression. It has largely increased the supply of fresh fish in our markets, and in that respect also contributes to the relief of such of the community as suffer doubly from scarcity of work and dearth of food.

SEINING COD-FISH.

Complaints made of the injurious effects of this mode of fishing were noticed in last year's report. Since then the matter has been enquired into and the following regulation was passed by the Governor General in Council :—

“No person shall carry on cod-fishing with seines at a less distance than one-half mile from any fishing grounds where fishing boats are anchored and fishermen actually engaged fishing for cod-fish with hooks and lines.”

It is probably too soon yet to judge of the efficiency of this relief, but the effect of the regulation has thus far proved beneficial.

TRAWLING.

This method of fishing has also formed a subject of remonstrance, and has therefore received official attention. Circulars were addressed to fishery officers in those localities where the practice prevails. The information and suggestions resulting from such inquiries are not sufficiently definite to warrant any general prohibition affecting the use of trawls, more properly named “bultows;” but there appear to be reasonable grounds for regulating their numbers and position in certain places where their excessive use and indiscriminate location interfere with the legitimate pursuits of other fishermen, or where peculiarities in the feeding and breeding resorts of bottom fishes render it necessary to protect the local fishings against permanent injury.

RESTORATION OF OYSTERS.

The complete exhaustion of oyster beds in some parts of the Dominion has been commented on in every report made by the undersigned since Confederation. Unless the Government shall now determine to close them against dredging for at least three years, it may be too late even to save enough to supply seed for active cultivation. It really does seem lamentable that, while the country is yearly importing vast quantities of oysters from the United States, at prices which make these nutritious shell-fish an expensive luxury, the native sources from which an abundant and cheap supply might be obtained are practically abandoned to destruction.

FISHERY LAWS AND REGULATIONS.

Numerous fishery regulations having been passed from time to time, some of which were either supplemented or superseded by others, it was found advisable to revise and consolidate them, and to republish them for each Province in a condensed

form. This revision was an easy matter as regards Ontario and Quebec, but in Nova Scotia and New Brunswick it was attended with much difficulty, and is still in many respects incomplete. The Nova Scotian Fishery laws and regulations had been left in force by the *Fisheries Act*. It was necessary therefore to repeal them by an Act of the Dominion Parliament, making provision also for certain uniform close seasons, which were formerly established by the Provincial statutes. The various County regulations handed down from municipal bodies needed to be replaced by other restrictions. In New Brunswick the existing fishery regulations likewise wanted further amendment. Occasion was also taken to suggest the imposition of a specific tax per barrel on the salmon and bass fishings and to repeal the tax formerly levied on nets used. The rate at first fixed was \$1 per 200 lbs weight of salmon, and 50 cents on the same quantity of bass. These rates were afterwards reduced to less than one half in consequence of the general depression of this branch of business and on application by persons engaged in it.

In recommending a change in the application of this tax, the undersigned had it in view to extend by degrees, and in an accustomed shape, the system of occupying fishery stations under season licenses which already obtains in Ontario and Quebec, and which it has been the avowed policy as well as the official practice gradually to adapt, with suitable modifications, to similar holdings in other Provinces of the Dominion. It is very much to be regretted that the salmon and bass fishermen have taken an entirely unnecessary alarm at this change, on the extraordinary ground of its being an interference with vested rights; and notwithstanding the merely nominal charge to which the reduced rate amounts, that they have resisted payment, and placed themselves in antagonism to the regulations. This unfortunate attitude seems the more surprising when it is considered that the fisheries protection service has so greatly benefited themselves; and that by securing them by legal title in the exclusive use of the stations they respectively occupy, the Department proposes to make such benefits lasting and progressive. Whether or not these occupiers of fishery stations are sole owners of the privileges they enjoy, and are entitled to exemption from regulations to which the occupants of fishing berths in other parts of the Dominion have always conformed, involves questions of law with which it is not my province to deal. The contest thus raised is, I am firmly convinced, a grave mistake as affects their own interests, and is caused by apprehensions which are entirely groundless. There are so many and such excellent reasons why this Department and the fishermen should be in general accord respecting all measures calculated to improve the fisheries on which they themselves depend, and which form so important a source of commerce and food supply to the whole country as to induce Parliament to appropriate annually large sums of the public money, and the Government to devise and maintain a protective system ensuring their perpetual increase; that regret on account of any difficulty of this sort could not be lessened by their own failure to establish themselves in what is believed to be an illegal pretension.

PRESERVATION OF LOBSTERS.

An alarming decrease in the lobster fishery is reported by the fishery officers. It is ascribed to over-production and wasteful capture of spawners and undersized lobsters. This is exactly the result apprehended in my report of 1873. The regulation adopted by the Governor General in Council on the 7th of July in that year, was fitted to preserve this valuable fishery from the destruction which had attended abusive practices on the coasts of the neighbouring States. But, as usual, the improvident greed of persons engaged in the business of catching and canning lobsters occasioned remonstrances against such wise restrictions. The parties who had embarked capital in manufacturing establishments, and the fishermen and others who profited by this extensive business, united in urging their own views and interests, and finally persuaded the Government to relax the rule and adopt another modified regulation, dated 23rd April 1874, which has proved of no practical benefit. In referring to the attempts then being made by interested persons to modify the former prohibitions, it was stated by the undersigned that the sudden and large increase of catch in 1873 was suggestive of over-production, and indicated the urgent necessity for economising and perpetuating the natural supply. The following extracts from the same report will show how clearly the injury was foreseen, and how anxiously we sought to avert it :—

" It seems that excessive fishing has exhausted the lobster fishery along the north-eastern coast of the United States; and that the enterprise which was embarked in the same has now been transferred to Canada. Such being the case, if the same indiscriminate fishing should be practised on our coasts, similar results might occur. Doubtless, for a short time all persons interested would prosper, and the country may appear to benefit by the rapid and extensive development of this resource; but a period of reaction must necessarily ensue, commencing sooner or later in an enfeebled or exhausted condition of the fishery. If we would perpetuate such a valuable possession, it appears wiser to economise it in time than to be obliged later on to make extreme and costly endeavors to arrest its decline, or to restore it from complete exhaustion. There is nothing easier than to exhaust a shell-fish fishery, and nothing harder than to revive it. The oyster fishery of the country should serve us as a warning example. It may be regarded as nearly ruined by incessant working, whilst proper use of it might have preserved it to us at the least as a failing industry which special efforts could reclaim. The need of some timely precaution to preserve the lobster fishery seems to have induced the late Government to adopt a regulation on the subject in July last. This regulation prohibits the catching of immature lobsters and females in spawn, or any of less weight than one and a half pounds. Remonstrances against these prohibitions have been made from various quarters. The chief objections emanate from proprietors of the canning establishments, who find their supply of raw material somewhat curtailed. Minor exceptions are taken on behalf of the lobster catchers on the ground that the liberation of undersized specimens entails great loss and inconvenience, and in some localities the stock consisting of small sized lobsters, the limitation is entirely prohibitory. An enquiry into the whole matter was made during the past season, and has resulted in producing information of a valuable character which will be found in the Appendices to this Report.

" It appears quite clear that some restrictions are indispensable. It is equally evident that whatever form such restrictions assume, they must occasion more or

"loss of momentary inconvenience to persons affected by them, and prejudice immediate gain. But the choice of protective means really lies between such necessary and practical protection as can be attained consistently with the existence of this industry on a reasonably remunerative footing. The permanence of the resource demands paramount consideration. If therefore the existing regulation inevitably causes some degree of inconvenience, it is very probable that any truly effective substitute will prove even more obnoxious to those who are in fact interested in pursuing the business unrestrictedly as to time, place, means and consequences."

The fears expressed two years ago have last year been severely confirmed. A falling off in the value of the lobster catch amounting to \$545,950 in a single year is sufficiently alarming to arrest attention. There seems to be no other remedy but an absolute prohibition during the principal part of the spawning season.

FRESH FISH TRADE.

Besides the improved modes of preserving fish in a fresh state, instead of pickling them, which have latterly increased so greatly the traffic in fresh fish, the railway communications between fishing districts are fast opening up markets for the large quantities of winter caught fish produced in the northern and eastern parts of New Brunswick. Whenever the Intercolonial Railway is completed, we may expect to be supplied throughout the central and western sections of Canada with fresh fish in great abundance from tidal waters during the entire season.

REDUCING SALMON STANDS.

A diagram accompanying Commander Lavoie's report shows the number of salmon stands fished in Gaspé Basin and estuaries. These stands are so numerous and are placed in such situations as to obstruct the passage of salmon into the rivers. The natural consequence has been a failure of the fishery. If these stands were thinned out, it would no doubt cause some temporary discontent; but ultimately the whole neighbourhood would be benefited. The fairest way to reduce them would probably be by associating together the owners of different stands and granting joint licenses for a reduced number of places. This plan would save the fishermen the greater expense of each man fishing a separate station; and the cost being divided amongst several would result in the fishery being worked more profitably.

STATISTICAL RETURNS.

The decennial census enables us to test the accuracy of the annual returns procured through the Fishery Officers of the entire produce of the fisheries. But it would be much better if some machinery existed by which, in conjunction with the statements of fish exports entered in the Trade Returns, the Government could yearly ascertain with commercial accuracy the quantities and values of fish entering into domestic consumption and foreign trade. The bill providing for an official inspection of fish, which was originally framed by the undersigned, had for one of its leading objects an exact account of the fish caught or disposed of in each inspection district. This feature of the measure was intended to be carried out through the instrumentality of

the local fishery officers who where to qualify themselves for the duties of Deputy Inspector in their respective divisions. It having been thought proper to withdraw the scheme of compulsory inspection of fish from the control of the Fisheries Department and place the law under administration by the Internal Revenue Department, we are now no better off than we were before as regards yearly returns of the produce of the fisheries. The Chief Inspector and his Deputies no doubt report the kinds, qualities and quantities of fish annually inspected by them, and the fees collected; but that is all. There do not appear to be any attempts made to represent the nature and extent of the fishing business, in its relations to the commerce and productive capacity of our fisheries, nor any observations made to prove the anticipated effect of an official inspection on the character and development of the trade. The undersigned ventures to suggest that some arrangement should be made between these two Departments with a view to concerted action in the matter of statistical information of an authentic and serviceable description.

FISH CULTURISTS' ASSOCIATION.

The annual meeting of the American Fish Culturists' Association will be held at New York about the middle of February next; but as it is probable that Parliament will be convened at that date, it is impossible for me to attend.

It is my very pleasing duty to acknowledge the courteous presentation by the Hon. Spencer F. Baird, U. S. Commissioner of Fisheries, of another consignment of California salmon eggs from Assistant Commissioner Stone's establishment on the Pacific coast. Also a number of eggs of land-locked salmon from the Penobscot fish breeding works under charge of State Commissioner Atkins, at Bucksport, Maine.

INTERNATIONAL SOCIETY FOR PROTECTING FISH AND GAME.

A strong movement has taken place in the United States, supported by men of energy and ability to form an International Society to protect fish and game. The objects of this Association are most praiseworthy; and the practical and vigorous manner in which its members have commenced the work certifies to their earnestness and augurs success.

CENTENNIAL EXHIBITION.

Many engagements of a more immediate and pressing nature, have prevented me from attending to your wishes as regards assisting in the exhibition of Canadian fishes at the Philadelphia Centennial next year. Having addressed to you a special report on the subject, it is unnecessary now to say more.

STEAM CRUISER.

The steamer *Glendon* which was last year employed in the service of protecting the fisheries of the Gulf and River St. Lawrence, in place of the Government schooner *La Canadienne*, will be replaced in future by the steamer *Lady Head*.

LEASING AND LICENSING FISHERY STATIONS.

It will be recollected that, in accordance with the policy of this Department in the past, the undersigned has persistently urged the further extension of this system to New Brunswick and Nova Scotia. The reasons why it should be done and the circumstances which render the present an opportune occasion to establish some kind of uniformity in the system of controlling these fishing privileges under the *Fisheries Act*, are so fully set forth in my previous reports, that it appears most convenient to refer attention to them again.

I have the honor to be, Sir,

Your obedient servant,

W. F. WHITCHER,

Commissioner of Fisheries.

DEPARTMENT OF MARINE AND FISHERIES.

FISHERIES BRANCH,

OTTAWA, 31st Dec. 1875.

ERRATUM.

On page 101 of Appendices, in the fifteenth line from the top, for "70"
read "20."

APPENDICES
TO THE
EIGHTH ANNUAL REPORT
OF THE
Department of Marine and Fisheries.

APPENDIX No. 1.

STATEMENT of Expenditure and Receipts on account of Harbour Police,
Montreal, and Water Police, Quebec, for the Fiscal Year ended
30th June, 1875.

MONTREAL.

		\$	cts.	cts.
Jno. McLaughlin	Salary as Chief, from 1st July, 1874, to 30th June, 1875	1,089	48	
C. J. Coursol	Pay-list of men, from 1st July, 1874, to 30th June, 1875	9,417	50	
Receiver General	Three months' Superannuation Tax on Chief's salary		5	52
Montreal Post Office	Rent of box and postages		45	34
do Gas Co.	Gas account		66	86
do Water Co.	Tax		28	30
do Telegraph Co.	Telegrams		10	44
do Gazette	Subscription, one copy, 1st January, 1875, to 1st January, 1876		6	00
do Herald	Subscription, two copies, 1st January, 1875, to 1st January, 1876		12	00
Jno. Lovell	Two directories		4	00
Napoleon Lefebvre	Repairing clock		1	00
Jno. McLaughlin	Expenses at Station, cartage prisoners, &c.		80	58
Sarah Hunter	Meals furnished to destitute prisoners		33	51
George Bury	12 months' rent of Police Station		400	00
J. C. Sarault	Straw		5	12
Jas. Sutherland	Printing and stationery		5	50
Jno. Kelly	Firewood		104	75
D. Bentley	Stationery		14	00
Tate & Coverton	Disinfectants, chloride of lime, &c.		14	60
Dawson & Bros.	Gazetteer, &c.		3	75
C. J. Coursol	Paid cab hire, &c., police to Crystal Palace		17	25
Dongan & Rowland,	Meals for police at Crystal Palace		30	48
W. F. Torrance	Coal		67	22
Jas. Walker & Co.	Tin deed box, &c.		7	50
Jno. Parslow	Stationery		12	80
Henry Morgan & Co.	Canvas, &c., for palliasses		31	47
H. S. Ormond	Fare and expenses of Commissioner to Ottawa and back		15	50
H. Hedge	Coats and pants for men		593	00
D. Brunel	Boots, &c., for men		127	00
G. Ashton	Four fur caps and gloves		32	00
John McLaughlin	Allowance for winter clothing		46	00
J. D. Anderson	Clothing for men		162	00
E. Dorion	Straw for palliasses		2	20
Duverney, Frères et Cie.	18 months' subscription <i>La Minerve</i> , to 31st December, 1874		12	00
G. Carpenter	Cartage of one case stationery		1	25
Penny, Wilson & Co.	Printing memorandum headings		8	25
L. Laframboise	One years' subscription to <i>Le National</i>		8	00
L. Brousseau	do do <i>Le Courrier</i>		4	75
Beaver Stamping Co.	Piping, repairing and fixing stoves, &c.		9	35
John Martin	Carting snow from yard		4	00
John J. Foote	One years' subscription <i>Quebec Morning Chronicle</i> ..		6	00
John Pilote	Straw		2	20
Henaud & Gariépy	Room paper for office and guard room		3	47
	Carried forward	12,551	94	

STATEMENT of Expenditure and Receipts on account of Harbour Police, Montreal, and Water Police, Quebec, for the Fiscal Year ended 30th June, 1875.—Continued.

MONTREAL.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	12,551 94	.....
P. McTiernan.....	48 meals to destitute persons, at 12½c.	6 00	
Benjamin Briceon.....	Carriage hire.....	5 85	
J. A. Roy, M.D.....	Attendance on a sick prisoner	3 00	
C. J. Coursol.....	To pay for clothing.....	817 66	
John Labelle	Sawing and piling firewood	3 05	
H. S. Ormond.....	Carriage and boat hire.....	7 50	
	Total expenditure		13,395 00
	Receipts collected at the Port of Montreal for the Fiscal Year ended 30th June, 1875.		6,120 21

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Expenditure and Receipts on account of Harbour Police, Montreal, and Water Police, Quebec, for the Fiscal Year ended 30th June, 1875.
—Continued.

QUEBEC.

		\$	cts.	\$	cts.
R. H. Russell	Twelve months' salary as Chief of Police and Shipping Master	1,176	00		
A. Parker	Twelve months' salary as Clerk to Chief of Police and Shipping Master	979	92		
J. U. Gregory	Pay-list of men	14,476	50		
do	do for good conduct	863	20		
Receiver General	Superannuation on the Chief's and Clerk's salaries	44	00		
Leon Arel	Tallow	98	76		
R. Blakeston	Sails and repairs	50	40		
W. Watson	Sails	27	83		
C. Bergevin	Clothing for men	1,834	92		
G. Belanger	Two months' wages as engineer of police steamer	90	00		
Jno. Giblin	Coals	856	50		
Fullerton & Alexander	Boat, \$180; lumber, nails, &c., \$60.16	240	16		
J. J. Foote	Two years' subscription to <i>Morning Chronicle</i> , from 1st January, 1874, to 31st December, 1875	12	00		
L. Gagné	Repairs to police steamer	199	75		
S. Bedard	Steering gear	16	00		
Terreau Frères	Four grates, &c.	24	50		
R. H. Russell	Meals to detained witnesses, calechehire, postages, &c	151	31		
do	Paid for 45 pairs shoes, \$135; five pairs boots, \$23.50	158	50		
M. Dechene	Clothing for men	690	00		
Tweddell & Campbell	Engineering repairs	135	53		
J. Fuchs	Clothing for men	389	00		
H. S. Scott & Co.	Iron, files, &c.	53	39		
Jas. Marmen	Cartage, \$9.13; twelve cords wood, \$55.20	64	33		
W. O'Connor & Co.	Towing steamer from winter quarters	8	00		
Hamel & Frères	Black cloth	8	00		
E. Lacroix	Boots and hat	4	50		
L. Bourget	Provisions	139	36		
Jas. Cunningham	Making shirts for men	27	75		
O. L. Richardson & Sons	Leather and belting	8	32		
F. O. Vallerand	Chimney glasses	4	13		
T. Berrigan	262 journeys with caleche with prisoners to and from jail, at 50 cts	131	00		
do	95 journeys with van, with prisoners to and from jail, at \$2.00	190	00		
St. Lawrence Navigation Company	Towage of str from New Liverpool to Queen's Wharf	15	00		
J. Baldwin	One block and repairs	3	31		
Henry Quinn	Repairing engine	40	10		
Alexr. Grant	Provisions for crew on steamer sent after stolen boat	6	90		
Jas. Vaudry	Rubber coat and leggings	5	50		
Audet & Robitaille	Rope, canvas, &c.	135	77		
Middleton & Dawson	Stationery	35	07		
A. Tranquille	Oars	18	00		
Dinning & Webster	Flags	16	00		
A. P. Frechette	Hardware and glass	1	98		
S. J. Shaw & Co.	Hardware, paint, brushes, &c	91	10		
G. R. Renfrew & Co.	Caps and covers	8	25		
J. Boivin	Paint, white and red lead, nails, &c.	133	24		
M. Doyle	Repairing pants	9	60		
T. Routier	Self and five others repairing steamer	158	78		
Archer & Co.	Lumber	20	88		
Jno. O. Dowd	Re-fitting steamer on opening of navigation	242	60		
G. Bisset	Repairs to engine and fixtures	64	49		
L. Marceau	General repairs	123	00		
T. G. Bruneau	Blacksmith's work	87	00		
J. Dion	25 days' labor, at \$1.50	37	50		
G. Hudon	12½ days' labor, at \$1.50	18	75		
L. Leclerc	Oakum	4	00		
A. Mulholland	Hardware, plumbers' work, &c.	65	50		
L. A. Blanchet	Petty disbursements	3	52		
Total expenditure for Fiscal Year ended 30th June, 1875				24,500	00
Receipts collected at the Port of Quebec, for Fiscal Year ended 30th June, 1875				19,490	00

**RECAPITULATION of Statements of Expenditure and Receipts on account
of Harbour Police, Montreal, and Water Police, Quebec.**

	\$	cts.	\$	cts.
Expenditure, Montreal Water Police.....	13,395	00		
do Quebec do	24,000	00		
Receipts collected at Montreal.....	6,120	21		
do do Quebec.....	19,499	88		
Deficit	12,274	91		
Excess of Expenditure at Montreal.....	7,274	79		
do do Quebec.....	5,000	12		
			12,274	91

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 2.

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, for the Fiscal Year ended 30th June, 1875.

PORTNEUF LIGHT, UPPER.		\$ cts.	\$ cts.
F. Rodrigue.....	Twelve months' salary as Keeper.....	246 88	
do	Fuel.....	10 50	
do	Cartage and board.....	7 90	
G. Germain.....	Ground rent.....	5 50	
E. Chanteloup.....	Reflect r.....	44 80	
Jos. Vaudry.....	Cloth.....	7 10	
J. O'Donohoe.....	Repairing telescope.....	2 00	
F. O. Vallerand.....	Wicks.....	0 70	
A. P. Fr��chette.....	Saw and files.....	1 65	
			327 03
ST. ANTOINE.			
L. Lafleur.....	Twelve months' salary as Keeper.....	140 00	
do	Repairs.....	12 02	
Jos. Vaudry.....	Cloth.....	1 57	
			153 59
ST. CROIX.			
J. Thurber.....	Twelve months' salary as Keeper.....	150 00	
do	Fuel and repairs.....	25 00	
C. Desrocher.....	Ground rent.....	6 00	
J. Vaudry.....	Cloth.....	1 27	
J. Boivin.....	Hardware.....	5 90	
Audet & Robitaille.....	Canvass.....	1 20	
J. O'Donohoe.....	Repairs to compass.....	2 00	
			191 37
POINT ST. LAURENT.			
J. Chabot.....	Twelve months' salary as Keeper.....	296 25	
A. P. Fr��chette.....	Hardware.....	6 89	
J. Vaudry.....	Cloth.....	2 90	
F. O. Vallerand.....	Lamp.....	4 70	
			310 74
BELLECHASSE.			
E. Thivierge.....	Twelve months' salary as Keeper.....	316 00	
do	Fuel.....	10 00	
do	Repairs.....	2 68	
P. Jobin.....	do	20 59	
J. Boivin.....	Hardware.....	7 68	
A. Talbot.....	Freight.....	19 75	
J. Vaudry.....	Cloth.....	7 42	
			384 12
CRANE ISLAND.			
J. Painchaud.....	Twelve months' salary as Keeper.....	316 00	
do	Repairs.....	18 45	
L. Gagn��.....	do	51 85	
P. Vezina.....	Painting.....	13 50	
F. O. Vallerand.....	Lamp chimneys.....	2 10	
Carried forward.....		401 90	1,306 86

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	<i>Brought forward</i>	401	90	1,366	85
GRANH ISLAND.—Continued.					
Archer & Co.....	Lumber.....		4 80		
G. T. Cary.....	Advertising.....		13 44		
Audet & Robitaille.....	Canvass.....		13 61		
J. Vaudry.....	Cloth.....		4 80		
Aug. Villars.....	Silvering reflector.....		32 00		
				470	55
PILLARS.					
Damase Babin.....	Twelve months' salary as Keeper.....	444	40		
do	Fuel		25 00		
Audet & Robitaille.....	Rope and chain.....		93 96		
P. Lafrance.....	Freight		7 00		
J. Vaudry.....	Cloth.....		9 07		
F. O. Vallerand.....	Wicks and chimneys.....		5 90		
				585	32
KAMOURASKA.					
T. R. Desjardins.....	Twelve months' salary as Keeper.....	345	60		
P. Lafrance.....	Freight.....		8 00		
F. O. Vallerand.....	Chimnies.....		3 35		
A. P. Fréchette.....	Hardware.....		1 30		
Jos. Vaudry.....	Cloth.....		2 35		
				360	60
PILGRIMS.					
J. C. Marquis.....	Twelve months' salary as Keeper.....	335	76		
do	Fuel		48 00		
A. Talbot.....	Freight		10 00		
Audet & Robitaille	Rope and oakum.....		4 84		
Jos. Vaudry.....	Cloth.....		5 93		
F. O. Vallerand.....	Chimneys.....		1 10		
				405	62
BRANDY POTS.					
N. Richard.....	Twelve months' salary as Keeper.....	395	00		
E. Pelletier.....	Services.....	166	90		
A. Talbot.....	Freight		10 00		
N. Richard.....	Fuel		21 95		
A. P. Fréchette.....	Hardware.....		4 35		
Jos. Vaudry.....	Cloth.....		3 92		
A. Tranquille.....	Oars		2 75		
				604	87
RED ISLAND LIGHT-HOUSE.					
Elz. Fraser.....	Twelve months' salary as Keeper.....	653	72		
do	Repairs		102 57		
Belanger and Gariépy.....	Hardware		14 50		
Grenier & Parent.....	Casks.....		8 00		
F. O. Vallerand.....	Lamps		1 00		
				779	79
GREEN ISLAND.					
G. Lindsay.....	Twelve months' salary as Keeper.....	853	72		
Audet & Robitaille.....	Rope.....		14 45		
J. Vaudry.....	Cloth.....		4 71		
F. O. Vallerand	Chimneys		3 35		
A. Talbot.....	Freight		20 00		
				896	23
	<i>Carried forward</i>			5,469	55

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		5,469 85
	BICQUETTE.		
Thos. LeBel.....	Fifteen and three-quarter months' salary as Keeper.....	761 66	
F. Vezina.....	Painting.....	232 21	
A. Voyer.....	Fuel.....	56 00	
Audet & Robitaille.....	Roofs.....	7 58	
J. Boivin.....	Hardware.....	4 00	
J. Vaudry.....	Cloth.....	9 51	
Chinic & Beaudet.....	Storage (powder).....	20 00	
W. Barbour.....	Repairs.....	23 70	
F. O. Vallerand.....	Lamp, wicks, &c.....	7 00	
			1,121 66
	FATHER POINT.		
D. Lawson.....	Twelve months' salary as Keeper.....	197 48	
J. Heppel.....	do do Assistant Keeper.....	140 00	
D. Lawson.....	Fuel.....	20 00	
F. O. Vallerand.....	Chimneys and wicks.....	51 60	
Quebec and Gulf Ports Steamers.....	Freight.....	14 10	
J. Vaudry.....	Cloth.....	4 71	
A. P. Frechette.....	Hardware.....	2 15	
Chinic & Beaudet.....	Storage of powder.....	4 00	
			434 04
	BIRD ROCKS.		
P. Whalen.....	Twelve months' salary as Keeper and for Assistants.....	1,488 60	
A. Talbot.....	Freight.....	226 40	
L. Gagné.....	Building house for cannon.....	126 50	
Grenier & Parent.....	Casks.....	67 20	
Audet & Robitaille.....	Rope.....	53 45	
J. Giblin.....	Coals.....	32 00	
C. Turcotte.....	Repairs.....	40 00	
L. Leclerc.....	Junk.....	12 33	
H. S. Scott & Co.....	Hardware.....	9 24	
Belanger & Gariépy.....	do.....	28 30	
J. Whalen.....	Boat.....	12 00	
J. Vaudry.....	Blankets, cloth.....	21 61	
L. Gagné.....	Repairs.....	37 40	
J. Boivin.....	Paint brushes.....	2 35	
F. O. Vallerand.....	Lantern, wicks, &c.....	8 75	
E. Giroux.....	Medicines.....	2 10	
			2,167 63
	CAPE ROSIER.		
Aug. Trudeau.....	Twelve months' salary as Keeper.....	795 00	
Quebec and Gulf Ports S.S. Co.....	Junk.....	24 00	
A. P. Frechette.....	Hardware.....	14 55	
J. Boivin.....	do.....	15 40	
F. O. Vallerand.....	Lamp wicks, &c.....	8 19	
Duquet & Cie.....	Clock.....	4 00	
J. Vaudry.....	Cloth.....	9 04	
M. Packwood.....	Landing supplies.....	12 00	
			882 09
	WEST POINT ANTICOSTI.		
L. Malouin.....	Twelve months' salary as Keeper.....	795 00	
G. Bouchard.....	Provisions.....	175 00	
	<i>Carried forward</i>	970 00	10,075 22

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
<i>Brought forward.....</i>		970	00	10,075	27
WEST POINT, ANTICOSTI.—<i>Continued.</i>					
C. Cazeau	Cart	34	50		
J. Vaudry	Cloth and blankets	21	26		
Fisher & Blouin	Harness	14	50		
Audet & Robitaille	Flag	10	80		
Grenier & Parent	Casks and lime	9	30		
J. Colvin	Oats, bran, &c	28	50		
E. Giroux	Medicines	3	80		
J. Vaudry	Clothing	22	11		
J. Boivin	Hardware	10	00		
A. P. Frechette	do	6	34		
S. J. Shaw & Co	Hinges	2	12		
L. Gagné	Repairs	13	50		
F. O. Vallerand	Wicks	3	40		
				1,150	13
SOUTH WEST POINT ANTICOSTI.					
E. Pope	Twelve months' salary as Keeper	795	00		
Audet & Robitaille	Paint, oars, chain	101	11		
Ant. Noel	Boat	138	00		
W. Watson	Sails	94	57		
E. Pope	Repairs	50	00		
Archer & Co	Lumber	58	00		
P. Timmonev	Horse and blanket	122	90		
A. P. Frechette	Hardware	24	02		
H. S. Scott & Co	Iron	5	88		
J. Vaudry	Cloth	19	91		
A. Talbot	Freight	10	00		
J. Colvin	Bran, oats, &c	28	50		
Duquet et Cie	Clock	4	00		
J. Boivin	Lime	2	40		
Quebec and Gulf Ports					
S.S. Co	Freight	10	00		
Fisher & Blouin	Blanket	8	30		
F. O. Vallerand	Wicks and screws	10	85		
E. Giroux	Medicines	9	90		
L. Bourget	Provisions	10	00		
				1,503	34
EAST POINT ANTICOSTI.					
Thomas Gagné	Twelve months' salary as Keeper	795	00		
A. McCallum	Telescope	7	50		
J. Boivin	Hardware	19	14		
J. Howell	Freight	10	00		
J. Colvin	Oats, bran, &c	28	50		
Archer & Co	Lumber	10	00		
J. Vaudry	Glass cloth	5	64		
F. O. Vallerand	Wicks, scissors, &c	2	25		
				878	03
Provision Depot.					
T. Connolly	Provisions	108	00		
J. Vaudry	Blankets	34	90		
M. Dion et Cie	Peas	10	45		
H. Larocbe	Medicines	30	80		
G. Bouchard	Pork	104	00		
L. Bourget	Provisions	10	00		
				298	15
<i>Carried forward.....</i>				13,904	92

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		13,904 92
FORTEAU.			
P. Godier.....	Twelve months' salary as Keeper.....	815 00	
J. Vaudry.....	Cloth.....	4 71	
J. Colvin.....	Oats, bran, &c.....	28 50	
J. Boivin.....	Hardware.....	11 32	
Grenier & Parent.....	Casks.....	16 00	
Quebec and Gulf Ports			
S.S. Co.....	Freight.....	24 00	
Audet & Robitaille.....	Rope.....	4 62	
C. Cazeau.....	Shafts.....	3 50	
L. Bourget.....	Spirits of wine.....	2 75	
			910 40
PASPEBIAC.			
L. Strong.....	Salary.....	150 00	
R. Mauger.....	Breakwater.....	240 00	
do.....	Shingling and painting.....	181 68	
A. P. Frechette.....	Glass and hardware.....	60 75	
J. Vaudry.....	Cloth.....	3 74	
Quebec and Gulf Ports			
S.S. Co.....	Freight.....	4 93	
			641 10
BELLE ISLE.			
M. Colton.....	Twelve months' salary for Keeper and Assistants...	1,048 00	
W. Wilkins & Co.....	Burners and chimneys.....	199 91	
Chinic & Beaudet.....	Powder.....	258 40	
John Giblin.....	Coals.....	199 20	
J. Colvin.....	Oats, bran, &c.....	50 00	
J. Boivin.....	Hardware.....	16 70	
H. S. Scott.....	Iron.....	2 56	
F. O. Vallerand.....	Lamps.....	3 45	
W. Barbour.....	Labour.....	12 00	
Audet & Robitaille.....	Rope.....	29 84	
Gulf Ports S.S. Co.....	Junk.....	24 00	
L. Gagné.....	Repairs.....	10 45	
Yeoman Barney.....	Oil.....	88 29	
C. Cazeau.....	Shaft.....	3 50	
E. Giroux.....	Medicine.....	1 25	
J. Vaudry.....	Cloth and flannel.....	24 11	
A. P. Frechette.....	Knives, plates, &c.....	3 15	
			1,974 81
POINT RICH.			
E. Roy.....	Twelve months' salary as Keeper.....	588 00	
C. F. Langlois.....	Fuel.....	120 00	
W. Crawford.....	Bricks.....	18 00	
Archer & Co.....	Lumber.....	12 50	
C. Cazeau.....	Cart and wheelbarrow.....	37 00	
A. P. Frechette.....	Hardware.....	11 39	
J. Boivin.....	do.....	10 64	
F. O. Vallerand.....	Lantern.....	6 60	
J. Vaudry.....	Cloth.....	8 39	
E. Giroux.....	Medicines.....	9 20	
W. Barbour.....	Expenses.....	22 00	
E. Chanteloup.....	Repairs.....	2 50	
			946 22
	<i>Carried forward</i>		18,277 45

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	cts.
	<i>Brought forward.....</i>			18,277 45
	MONTE DU LAC.			
K. Simard.....	Twelve months' salary as Keeper.....	296	24	
H. Simard.....	Fuel.....	30	00	
do.....	Freight.....	15	00	
J. Vaudry.....	Cloth.....	2	55	
Audet & Robitaille.....	Oars.....	3	25	
A. P. Frechette.....	Paint.....	3	00	350 04
	SOUTH POINT, ANTICOSTI.			
D. Tetu.....	Twelve months' salary as Keeper.....	593	50	
F. O. Valleraud.....	Lamp and chimneys.....	23	25	
E. Giroux.....	Medicine.....	15	03	
J. Vaudry.....	Cloth.....	4	71	
D. Tetu.....	Buildings.....	500	00	
A. P. Frechette.....	Hardware.....	20	70	1,157 19
	<i>Provision Depot.</i>			
T. Connolly.....	Provisions.....	88	50	
M. Dion & Co.....	Peas.....	8	80	
G. Bouchard.....	Pork.....	150	00	
J. Vaudry.....	Clothing.....	585	70	
L. Bourget.....	Tea and sugar.....	9	42	842 42
	<i>Fog Whistle.</i>			
D. Tetu.....	Twelve months' salary as Engineer.....	514	50	
J. Boivin.....	Hardware.....	74	15	
J. Giblin.....	Coals.....	223	20	
J. Vaudry.....	do.....	51	00	
S. J. Shaw.....	Packing.....	6	53	869 38
	AMHERST ISLANDS.			
W. Cormier.....	Twelve months' salary as Keeper.....	296	24	
J. Vaudry.....	Glass cloth.....	3	93	300 17
	CAPE MAGDALEN.			
P. Sarage.....	Twelve months' salary as Keeper.....	296	24	
do.....	Repairs.....	71	00	
Archer & Co.....	Lumber.....	28	75	
F. Routier.....	Repairs.....	27	00	
F. X. Dionne.....	Freight.....	12	00	
J. Vaudry.....	Cloth.....	4	11	439 10
	CAPE RAY.			
R. Rennie.....	Twelve months' salary as Keeper.....	592	80	
Audet & Robitaille.....	Rope.....	24	88	
Grenier & Parent.....	Casks.....	8	00	
F. O. Valleraud.....	Lamps.....	6	40	
R. Rennie.....	Storage.....	26	00	
J. Vaudry.....	Glass cloth.....	4	71	662 79
	<i>Carried forward.....</i>			22,898 54

STATEMENT of Expenditure on account of Maintenance of Lights elow
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		22,898 51
	<i>Cape Ray Fog Whistle.</i>		
R. Rennie.....	Twelve months' salary as Engineer.....	305 20	
do	Coals.....	100 00	
J. Hoyt.....	do	437 01	
R. Rennie.....	Landing supplies.....	25 00	
do	Firewood.....	50 00	1,907 21
	<i>CAPE CHATTE.</i>		
J. Roy.....	Three months' salary as Keeper.....	74 06	
T. Cote.....	Nine do do	222 18	
Grenier & Parent.....	Lime and sawdust.....	21 30	
Jos. Roy.....	Painting.....	19 50	
T. Cote.....	Services.....	6 00	
do	Freight	21 40	
J. Vaudry.....	Glass cloth.....	2 73	
F. O. Vallerand.....	Lamps, wicks, &c.....	3 10	370 27
	<i>GASPÉ HARBOUR.</i>		
J. Eden	Boat services	62 00	
Middleton Dawson	Copying book.....	3 00	65 00
	<i>GASPÉ LIGHT SHIP.</i>		
John Ascal.....	Salary	400 00	
Audet & Robitaille.....	Canvass.....	34 90	
S. J. Shaw.....	Screw plate.....	16 25	
J. Vaudry	Cloth.....	2 35	
A. P. Frechette.....	Paint	12 00	
Tweddell & Campbell.....	Repairs	16 00	481 50
	<i>GASPÉ BASIN.</i>		
B. Eden.....	Salary	42 00	
A. P. Frechette.....	Paint.....	5 80	
F. O. Vallerand.....	Reflector	1 25	49 05
	<i>RED ISLAND LIGHTSHIP.</i>		
Capt. J. Levesque.....	On account of contract, 1874.....	2,014 00	
do	do do 1875.....	590 00	
Audet & Robitaille.....	Rope, flag, &c.....	324 82	
C. Levesque.....	Coals.....	144 00	
Crawford & Sons.....	do	128 00	
J. Levesque.....	Wood.....	126 00	
do	Expenses	105 95	
do	Labor	12 00	
do	Repairs.....	8 60	
do	Telegrams and postage	22 76	
Grenier & Parent.....	Filling barrels.....	40 00	
Dussault & Co.....	Towage.....	20 00	
C. Vien.....	do	35 00	
F. O. Vallerand.....	Lamps, chimneys.....	14 80	
L. Aré.....	Tallow.....	30 60	
G. Seifert.....	Telescope.....	12 50	
	<i>Carried forward</i>	3,629 03	24,871 57

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>		3,629 03	24,871	87
RED ISLAND LIGHTSHIP.—Continued.					
Archer & Co.....	Lumber.....		19 50		
A. P. Frechette.....	Hardware.....		30 86		
P. Whitty.....	Boring plates.....		4 25		
Dinning & Webster.....	Tube cleaner.....		4 50		
J. Vaudry.....	Cloth.....		10 02		
H. O. Belanger.....	Swivels.....		15 00		
H. Cluett.....	Oars.....		7 50		
J. O'Donohoe.....	Repairing compass.....		2 00		
				3,722	66
LOWER TRAVERSE LIGHT SHIP.					
J. Gourdeau.....	On account of contract, 1874.....		200 00		
do.....	do do 1875.....		500 00		
P. Poirier.....	Services wintering.....		8 00		
G. T. Davie.....	Freight.....		61 50		
John Lane.....	Lumber.....		24 00		
J. Nadeau.....	Towage.....		15 00		
J. Marmen.....	Cartage.....		21 50		
W. Harbour.....	Altering mast.....		15 00		
J. Gourdeau.....	Expenses.....		47 50		
do.....	Fuel.....		11 25		
H. Dinning.....	Oak.....		2 80		
F. Routier.....	Repairs.....		78 60		
				985	15
CAPE NORMAN.					
Hr. Locke.....	Twelve month's salary as Keeper.....		493 72		
Audet & Robitaille.....	Rope.....		15 39		
Archer & Co.....	Lumber.....		54 60		
A. P. Frechette.....	Hardware.....		17 02		
J. Boivin.....	do.....		12 92		
Ls. Gagné.....	Repairs.....		12 20		
J. Vaudry.....	Cloth.....		9 71		
F. O. Vallerand.....	Wicks, &c.....		1 25		
E. Giroux.....	Medicines.....		1 58		
Hr. Locke.....	Firewood.....		45 00		
do.....	Bridge.....		12 00		
				675	39
UPPER TRAVERSE LIGHT SHIP.					
A. M. Dechene.....	On account of contract, 1874.....		1,200 00		
do.....	do do 1875.....		100 00		
do.....	Expenses.....		86 40		
Audet & Robitaille.....	Rope oakum, &c.....		206 01		
J. Levesque.....	Wages as Guardian.....		100 00		
do.....	Fuel.....		4 00		
P. John.....	Repairs.....		90 53		
F. Vézina.....	Painting.....		125 10		
A. P. Frechette.....	Paint.....		9 98		
M. Dawson.....	Log book.....		6 85		
J. Marmen.....	Cartage.....		18 00		
F. O. Vallerand.....	Lamps and chimneys.....		12 45		
Allan Gilmour.....	Moorage.....		20 25		
Ls. Gagné.....	Repairs.....		7 50		
Duquet & Co.....	Repairing clock.....		1 00		
J. Vaudry.....	Cloth.....		1 57		
Archer & Co.....	Pine.....		1 25		
T. Routier.....	Outfitting.....		129 30		
				2,120	19
	<i>Carried forward.....</i>			32,374	96

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		32,374 86
EGG ISLAND.			
Paul Cote	Twelve months' salary as Keeper.....	493 72	
do	Repairs.....	207 85	
do	Fuel.....	34 00	
W. Crawford	Bricks.....	42 00	
F. Despres.....	Freights.....	12 50	
Grenier & Parent	Lime.....	3 90	
A. P. Frechette.....	Paint.....	2 95	
Duquet & Co.....	Clock.....	4 00	
J. Vaudry	Cloth.....	3 93	
			804 85
CARLETON POINT.			
E. Landry.....	Twelve months' salary as Keeper.....	296 24	
do	Fuel.....	20 00	
do	Painting.....	24 00	
do	Repairs.....	4 75	
J. Vaudry	Cloth.....	3 74	
A. P. Frechette.....	Hardware.....	4 86	
			353 00
MANICOUAGAN LIGHT SHIP.			
Capt. T. Cornell	On account of contract, 1874.....	2,770 00	
do	do do 1875.....	419 00	
do	Outfit and wintering.....	200 10	
Belanger & Gariépy	Oil.....	102 12	
Audet & Robitaille.....	Rope.....	122 35	
W. Barbour.....	Repairing boiler.....	79 15	
Dawe & Co.....	Shackles.....	15 55	
Perrean & Frère.....	Casting.....	21 60	
Shaw & Co.....	Tubes and packing.....	14 10	
J. Boivin.....	Hardware.....	4 35	
J. Dupuis.....	Freight.....	10 00	
Allan Gilmour.....	Moorage.....	12 75	
F. O. Vallerand	Burner.....	6 50	
R. Blakeston.....	Repairing sails.....	17 03	
Dinning & Webster.....	Cotton waste.....	7 75	
J. Vaudry	Cloth.....	2 91	
L. Bourget.....	Candles.....	2 40	
M. Dawson.....	Log book.....	2 70	
W. Barbour.....	Coaling.....	15 00	
			3,825 36
POINT DES MONTS.			
L. F. Fafford	Twelve months' salary as Keeper.....	635 00	
do	Repairs.....	165 25	
do	Allowance for provisions.....	100 00	
F. Vezina.....	Painting.....	203 55	
Audet & Robitaille.....	Ropes and canvas.....	43 72	
G. Blanchet.....	Horse.....	120 00	
T. Houghton.....	Horse shoes.....	4 80	
Chinic & Beaudet	Storage of powder.....	21 50	
A. P. Frechette.....	Hardware.....	71 50	
S. J. Shaw.....	Screws.....	6 42	
J. Colvin.....	Oats.....	27 80	
J. Vaudry	Blankets.....	19 91	
Fisher & Blouin.....	Harness.....	14 00	
P. Langlois.....	Paint.....	38 75	
Archer & Co.....	Lumber.....	23 40	
	<i>Carried forward</i>	1,555 60	37,358 76

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	1,555 60	37,358 76
POINT DES MONTS.—Continued.			
Duquet et Cie	Clock.....	4 00	
W. H. Laroche	Medicine	6 60	
M. Dion et Cie	Peas	8 80	
F. O. Vallerand	Lamp and chimneys.....	16 55	
E. Giroux	Medicines	4 90	
A. Tranquille.....	Oars	6 00	
Grenier & Parent.....	Cement	2 50	
O. Murphy	Freight	50 00	
F. Després	do	12 50	
M. Cote	do	10 00	
O. L. Richardson	Landing supplies	5 00	
L. Gagné	Repairs	105 75	
			1,788 20
PORTNEUF LIGHT, LOWER.			
Z. Warren.....	Nine months' salary as Keeper.....	185 42	
D. Tremblay	Three do do	61 46	
F. O. Vallerand	Lamp and chimneys.....	17 15	
Z. Warren.....	Wood	30 00	
do	Freight	3 00	
do	Boat	36 00	
J. Vaudry	Cloth	4 43	
Grenier & Parent.....	Casks	8 00	
S. J. Shaw	Paint and brushes	2 25	
A. Tranquille	Oars	1 90	
			349 61
MAQUEREAU POINT.			
A. Brotherton	Twelve months and four days' salary as Keeper.....	300 35	
Gulf Ports Steamship Co	Freight	11 50	
A. P. Frechette.....	Hardware	7 27	
J. Eden	Freight	3 40	
E. Chanteloup.....	Gear wheel	3 75	
			326 27
CAPE DESPAIR.			
John Beck.....	Ten months' salary as Keeper	334 65	
do	Ladders	4 00	
Grenier & Parent	Lime	18 20	
			356 85
MATANE.			
F. X. Dionne	Twelve months' salary as Keeper.....	197 48	
do	Tubes	37 50	
do	Wood	7 00	
E. Chanteloup.....	Ruby glass.....	14 50	
F. O. Vallerand	Chimneys	8 50	
A. P. Frechette.....	Hardware	2 38	
J. Vaudry	Cloth	3 75	
Dunning & Webster	Rope	1 48	
			272 09
ETANG DU NORD.			
Tim O'Brien	Twelve months' salary as Keeper	400 00	
F. O. Vallerand	Chimneys	8 15	
J. Vaudry	Cloth	8 25	
	<i>Carried forward.....</i>	416 40	40,452 38

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	416 40	40,452 38
	ETANG DU NORD.—Continued.		
L. Gagné.....	Repairs	5 75	
J. Eden	do	26 25	
Archer & Co	Lumber	17 50	
Gulf Ports Steamship Co	Freight	92 33	
Audet & Robitaille	Flag	10 50	
Grenier & Parent.....	Casks	8 00	576 73
	<i>Fog-Whistle.</i>		
Tim O'Brien	Twelve months' salary as Engineer.....	400 00	
J. J. Fox	Repairs	261 88	
J. Laird	Freight of coals	147 50	
W. Barbour.....	Repairs	149 45	
A. P. Frechette.....	Tools	17 19	976 02
	CAPE GASPE.		
C. D. Esnouf	Twelve months' salary as Keeper	397 50	
Joseph Eden	Supplies	133 49	
E. Roberts	Landing supplies	85 00	
do	Repairs	100 25	
Grenier & Parent	Lime and hair	19 60	
A. Talbot	Freight	20 00	
F. O. Vallerand	Lantern and wicks	17 40	
J. Esnouf.....	Repairs	14 70	
Wm. Fruing.....	do	11 28	
J. Davis	Ladder	13 00	
F. Annet.....	Wood for railing	20 00	
F. Boutier	Ladder	15 00	
G. Cazeau.....	Wheelbarrow.....	12 00	
J. Vandry	Cloth	3 92	
Gulf Ports Steamship Co	Freight	2 20	865 34
	<i>Fog-Whistle.</i>		
C. D. Esnouf	Twelve months' salary as Engineer.....	397 50	
Joseph Eden	Freight of coals	135 00	
J. Roberts	do	80 00	
Verret, Stewart & Co.....	Coals	228 00	
J. W. Fraser.....	Contract	651 01	
A. P. Frechette.....	Oilers	2 38	
L. Arel	Tallow	30 96	
Joseph Eden	Empty barrels	14 00	
Quebec Rubber Co	Joints	8 10	
Richardson & Son	Leather	3 30	
J. Boivin	Iron	6 12	1,556 37
	PERCE.		
O. Bourget	Nine months' salary as Keeper	75 00	
do	Cartage.....	4 60	
J. Vandry	Cloth	5 45	
O. Robin & Co	Lamp and chimneys	10 00	
Gulf Ports Steamship Co	Freight	1 90	96 95
	<i>Carried forward</i>		44,523 79

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		44,523 79
ENTRY ISLAND.			
J. Cassidy.....	Fourteen months' salary as Keeper.....	331 90	
J. J. Fox.....	Repairs.....	197 76	
J. Boivin.....	Hardware.....	19 08	
Archer & Co.....	Lumber.....	25 00	
J. Eden.....	Board.....	12 25	
J. Vaudry.....	Cloth.....	4 52	
J. Cassidy.....	Expenses.....	5 05	
Grenier & Parent.....	Casks.....	9 00	
Audet & Robitaille.....	Flag.....	8 90	
			613 46
ELLIS BAY.			
R. Setter.....	Twelve months salary as Keeper.....	197 48	
H. Laroche.....	Medicines.....	30 80	
G. Bouchard.....	Provisions.....	175 00	
J. Vaudry.....	Blankets.....	42 20	
A. P. Frechette.....	Hardware.....	3 15	
			448 63
PORT ST. JOHN.			
C. Langlois.....	Fourteen months salary as Keeper.....	349 06	
do.....	Fuel.....	12 00	
do.....	Stovepipe.....	4 95	
E. Chanteloup.....	Repairs.....	40 00	
Geo. Bissett.....	Screw hire.....	20 00	
L. Gagné.....	Repairs.....	10 75	
A. P. Frechette.....	Hardware.....	13 13	
Audet & Robitaille.....	Canvas.....	2 20	
			451 09
PROVISION DEPOTS.			
M. Dion & Cie.....	Provisions.....	74 00	
Connolly & Co.....	do.....	268 60	
J. Eden.....	Potatoes.....	129 00	
G. A. Paré.....	Salt.....	8 25	
J. Vaudry.....	Flour, pork &c.....	898 00	
L. Bourget.....	Provisions.....	939 66	
A. Talbot.....	Freight.....	80 00	
			2,395 51
BUOYS.			
Tetreau & Frères.....	Sinkers.....	530 01	
L. Gagne.....	Chains.....	601 68	
G. Seifert.....	Telescope.....	27 50	
Capt. Després.....	Expenses placing buoys.....	9 00	
T. Beaulieu.....	Placing buoys.....	750 00	
St. Lawrence Steam Na- vigation Company.....	do do.....	220 00	
P. Dessien.....	Salvage.....	16 00	
A. P. Frechette.....	Paint and brushes.....	17 85	
F. Vezina.....	Painting.....	10 00	
J. O'Reilly.....	do.....	26 00	
H. S. Scott & Co.....	Iron.....	273 53	
A. P. Frechette.....	do.....	12 45	
J. O. Belanger.....	Mooring buoys.....	45 00	
R. H. Montgomery.....	Services.....	28 00	
J. J. Fox.....	do.....	10 00	
	<i>Carried forward.....</i>	2,577 02	48,433 48

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	2,577 02	48,433 48
BUOYS.—Continued.			
E. Adams	Services.....	16 00	
Jos. Edén	Buoys.....	75 00	
Grenier & Parent.....	do	40 00	
Audet & Robitaille.....	Rope and chain	9 74	
Pay List Labour.....	Shovelling snow.....	69 30	
Jno. Giblin	Coal.....	80 00	
Jos. Archer	Cedar.....	12 00	
J. J. Foote	Advertising.....	12 24	
			2,891 30
BEACONS.			
Archer & Co.....	Lumber.....	10 00	
A. P. Frechette.....	Iron	2 04	
			12 04
CHICOUTIMI LIGHT.			
O. Tremblay.....	Six months' wages as Keeper.....	331 72	
F. T. Thomas	Wicks	7 50	
			339 22
LARK ISLET.			
P. Boulliaume.....	Twelve months' salary as Keeper.....	177 70	
do	Repairs.....	20 00	
do	Boat and fuel.....	25 20	
A. P. Frechette.....	Hardware.....	36 75	
F. Bourgoyne.....	Supplies	19 07	
J. M. Tardivel.....	Paper.....	7 20	
F. O. Vallerand.....	Lantern.....	4 90	
Grenier and Parent.....	Lime.....	5 30	
Audet & Robitaille.....	Rope.....	17 88	
J. Vaudry	Cloth	2 35	
T. Routier.....	Repairs	9 00	
J. Radford.....	Freight.....	3 60	
St. Lawrence Steam Na- gation Company.....	do	10 05	
			339 00
METIS.			
J. Martin.....	Eleven and one-third months' salary as Keeper.....	279 78	
do	Fuel.....	12 00	
do	Repairs.....	17 94	
F. O. Vallerand.....	Lamp and wicks	10 15	
Dinning & Webster.....	Wire rope	1 48	
J. Vaudry	Cloth	4 11	
A. P. Frechette.....	Putty.....	1 08	
S. J. Shaw	Brushes	4 10	
Gulf Ports Steamship Co.	Freight.....	2 50	
			333 14
SCHOONER "DUNSCOMB."			
Pay List.....	Wages of crew	1,560 64	
T. Connolly.....	Provisions	89 20	
G. Bouchard.....	do	335 36	
L. Arel	do	429 08	
P. Côté.....	do	41 27	
J. Edén	do	30 20	
	<i>Carried forward.....</i>	2,485 75	52,348 18

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward.....</i>		2,485 75	52,348 18
SCHOONER "DUNSCOMB."— <i>Continued.</i>			
H. A. Paré.....	Provisions.....	26 39	
L. Bourget.....	do.....	62 51	
M. Dion et Cie.....	do.....	14 50	
L. Marvois.....	Vegetables.....	170 09	
J. Davidson.....	Bread.....	43 23	
F. Plamondon.....	Fish.....	14 89	
Mrs. Powell.....	Milk.....	3 29	
O. Picard.....	Repairs.....	16 90	
L. Gagné.....	do.....	37 75	
R. Blakiston.....	do.....	326 36	
J. O'Donohoe.....	do.....	6 00	
Mrs. Ph. Rouillard.....	Washing.....	60 00	
Audet & Robitaille.....	Rope.....	127 52	
N. Turcot.....	Rockets.....	18 09	
Middleton & Dawson.....	Stationery.....	1 65	
A. McCallum.....	Code signal.....	5 00	
J. Marmen.....	Firewood.....	11 50	
Corporation Pilots.....	Pilotage.....	35 54	
Archer & Co.....	Lumber.....	22 00	
R. Borland.....	Moorage.....	3 75	
R. Blakiston.....	Sails.....	524 52	
A. P. Frechette.....	Hardware.....	16 39	
F. O. Vallerand.....	Chimneys.....	9 30	
Tetreau & Frères.....	Stove plate.....	6 00	
E. Giroux.....	Medicine.....	4 85	
Dussault et Cie.....	Towage.....	8 00	
J. Marmen.....	Cartage.....	3 75	
F. Dauglade.....	Travelling expenses.....	20 66	
W. Murville.....	Labour.....	11 00	
A. Després.....	Harbour duty.....	5 00	
Capt. A. Després.....	Two months' salary.....	133 32	
			4,235 45
SCHOONER "NICKERSON."			
Capt. M. Graburn.....	Salary.....	628 81	
do.....	Board.....	33 00	
do.....	Expenses.....	276 40	
do.....	Pilotage.....	16 00	
Pay List.....	Wages of crew.....	1,389 88	
R. R. Call.....	Fitting out.....	792 57	
Wm. Watson.....	Sails.....	504 49	
G. T. Davie.....	Repairs.....	716 43	
L. Gagné.....	do.....	82 65	
Audet & Robitaille.....	Rope.....	212 01	
Gulf Ports Steamship Co.....	Freight.....	34 50	
Middleton & Dawson.....	Stationery.....	12 45	
J. O'Donohoe.....	Repairing compass.....	1 00	
Archer & Co.....	Lumber.....	30 00	
Connolly & Co.....	Provisions.....	27 25	
L. Marvois.....	Vegetables.....	37 05	
G. Bouchard.....	Provisions.....	46 32	
L. Aréol.....	Beef.....	113 49	
John Davidson.....	Bread.....	2 98	
Joseph Eden.....	Provisions.....	94 45	
M. Dion et Cie.....	do.....	3 00	
H. A. Paré.....	do.....	12 81	
M. Campbell.....	do.....	286 02	
L. Bourget.....	do.....	4 26	
F. Vezina.....	Painting.....	38 22	
R. R. Call.....	Towage.....	16 00	
<i>Carried forward.....</i>		5,412 04	56,583 59

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward.....</i>		5,412	04	56,593	59
<i>SCHOONER "NICKERSON."—Continued.</i>					
Dussault et Cie.....	Towage.....		16 00		
W. E. Brunet.....	Medicines.....		10 92		
F. M. Dechene.....	Table cloth.....		25 00		
H. S. Scott.....	Iron.....		9 64		
Belanger & Garipey.....	Knives and spoons.....		15 72		
T. V. Vallerand.....	Lantern.....		7 95		
Martineau & Thibaudeau.....	Crockery.....		5 63		
J. J. Fox.....	Expenses.....		28 21		
M. Marsau.....	Paint oil.....		13 40		
A. P. Frechette.....	Hardware.....		15 54		
				5,560	05
<i>RED ISLAND LIGHT-SHIP.</i>					
<i>Special Account—Repairs.</i>					
L. Gagné.....	Repairs.....	3,576	38		
J. Boivin.....	Hardware.....		61 85		
P. Carroll.....	Services, raising.....		658 47		
H. Dinning.....	Diving.....		890 00		
Archer & Co.....	Lumber.....		46 68		
T. Beaulieu.....	Towage.....		393 75		
G. B. Hall.....	Use of barges.....	1,844	00		
G. Bisset.....	Screw hire.....		75 90		
Tweedell & Campbell.....	Repairs.....		39 00		
J. O. Belanger.....	do.....		17 00		
Dussault et Cie.....	Towage.....		40 00		
D. Levesque.....	Salvage.....		151 40		
St. Lawrence Steam Na-	Towage.....	2,047	91		
vigation Co.....	do.....		20 00		
Flamand & Barras.....	do.....		125 61		
H. S. Scott & Co.....	Iron.....		1,688 67		
G. Glassford.....	Plates.....		13 06		
A. P. Frechette.....	Iron.....		9,005 67		
G. T. Davie.....	Repairs.....		16 13		
Richelieu Co.....	Freight.....				
St. Lawrence Steam Na-	do.....		23 71		
vigation Co.....	do.....		184 88		
Grand Trunk R.R. Co.....	Cartage.....		3 33		
J. Marmen.....	Blocks.....		58 92		
A. Tranquille.....	Oil and paint.....		100 05		
Belanger & Garipey.....	Rubber packing.....		34 72		
T. J. Shaw.....	Repairs.....		23 66		
Tetreau & Frères.....	Cement.....		130 00		
G. Glassford.....	Coals.....		80 00		
J. Giblin.....	Paint.....		355 95		
F. Vezina.....	Boats.....		231 00		
Z. Lapierre.....	Cementing.....		68 50		
G. H. Gore.....	Repairs.....		4 00		
E. Power.....					
				22,010	20
<i>Recapitulation of Red Island Light-Ship.</i>					
Raising.....			9,987 95		
Repairs and outfit.....			12,022 25		
				22,010	20
<i>Carried forward.....</i>				84,153	84

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward.....</i>				84,153	84
GENERAL ACCOUNT.					
Chinic & Beaudet.....	Powder.....	853	55		
E. Chanteloup.....	Chimneys.....	2,444	75		
Fitzgerald & Co.....	Petroleum.....	3,490	40		
Wm. Barbour.....	Expenses.....	262	30		
J. Rolph.....	Wages and travelling expenses.....	300	00		
J. C. Hamel.....	Storage of oil.....	217	75		
J. Marmen.....	Firewood.....	293	20		
L. Fournier.....	Freight.....	285	00		
J. Vaudry.....	do.....	185	40		
J. Onelette.....	do.....	130	00		
Gulf Ports S.S. Co.....	do.....	66	10		
W. C. Scott & Co.....	do.....	19	95		
Richelieu Co.....	do.....	4	93		
W. Barbour.....	Salary.....	625	00		
Mitchell & Co.....	Chimneys.....	193	40		
J. Boivin & Co.....	Hardware.....	333	75		
F. O. Vallerand.....	Chimneys, wicks, &c.....	262	00		
J. Marmen.....	Cartage.....	476	45		
L. Gagné.....	Repairs.....	3,873	23		
Archer & Co.....	Lumber.....	147	11		
A. P. Frechette.....	Hardware.....	470	35		
M. Dion & Co.....	Barrels.....	17	00		
Dinning & Webster.....	Buckets.....	80	15		
Duquet & Co.....	Clocks.....	117	00		
H. Fabre.....	Printing.....	175	99		
J. Vaudry.....	Cloth.....	132	41		
O. Picard.....	Boxes.....	327	25		
W. Crawford.....	Coals.....	260	00		
Jos. Eden.....	Services.....	212	18		
J. U. Gregory.....	Travelling expenses.....	93	00		
Aug. Villars.....	Re-silvering reflectors.....	48	00		
J. J. Foote.....	Advertising.....	214	40		
O. Poston.....	Coals.....	92	75		
H. Hicks.....	Travelling expenses.....	12	00		
H. S. Scott & Co.....	Hardware.....	127	96		
L. Bourge.....	Stores.....	235	85		
Felthausen & Russell.....	Lamps.....	144	44		
W. Crawford.....	Hay.....	147	24		
Jno. Giblin.....	Coals.....	120	00		
A. Côté & Co.....	Advertising.....	6	24		
Belanger & Gariépy.....	Oil.....	238	71		
Tetreau & Frères.....	Castings.....	12	76		
E. Giroux.....	Medicines.....	10	30		
J. P. Déry.....	Stationery.....	6	85		
Grenier & Parent.....	Casks and lime.....	20	48		
A. Tranquille.....	Oars.....	4	90		
Middleton & Dawson.....	Stationery.....	65	14		
P. Gauvreau.....	Cement.....	9	00		
Audet & Robitaille.....	Rope.....	70	46		
S. J. Shaw.....	Hammer.....	5	44		
E. Desgagné.....	Chimney cleaner.....	16	80		
G. T. Cary.....	Advertising.....	8	96		
G. Glassford.....	Vices.....	54	00		
C. & W. Wurtele.....	Rope.....	46	89		
Jos. Eden.....	Salary.....	25	00		
L. A. Blanchet.....	Petty expenses.....	5	22		
Receiver General.....	Superannuation tax on Light-keepers salaries.....	218	77		
Total.....				18,318	16
				102,472	00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON, Accountant.

APPENDIX No. 3.

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, ended 30th June, 1875.

SALARIES.—CENTRAL OFFICE.				\$	cts.	\$	cts.
G. T. Kingston, M.A.	Twelve months' salary as Superintendent			1,000	00		
C. Carpmac, M. A.	do do Deputy Superintendent			1,500	00		
S. A. Roberts	do do Inspector of Stations			800	00		
T. Menzies	do charge of constructing apparatus			250	00		
W. A. Stewart	do reducing statistical returns			300	00		
W. F. Davidson	do salary as Accountant of Supplies			300	00		
C. P. Butler	do do General Assistant			600	00		
R. J. Stupart	do map drawing			400	00		
B. C. Webber	do salary as General Assistant			220	00		
J. Young	Nine do do do			300	00		
C. E. Stewart	Twelve do do do			200	00		
C. Sturgeon	do do Messenger			60	00		
						5,930	00
CHIEF STATIONS.							
Sydney	T. C. Hill, twelve months' salary as Superintendent and assistance			300	00		
Halifax	F. Allison, do do do			700	00		
St. John, N.B.	G. Murdoch, C.E., do do do			740	00		
Frederictown	Prof. Harrison, do do do			500	00		
Montreal	C. H. McLeod do do do			500	00		
Woodstock	J. Montgomery do do do			400	00		
Winnipeg	St. John's College, do do do			800	00		
Spence's Bridge, B.C.	J. Murray, do do do			400	00		
						4,340	00
TELEGRAPH STATIONS.							
Sydney	T. C. Hill, twelve months' salary as Superintendent and assistance			432	00		
Halifax	F. Allison, M. A., do do do			300	00		
Chatham	G. A. Blair, do do do			432	00		
Cape Rozier	A. Trudeau, do do do			260	00		
Father Point	D. Lawson, do do do			218	00		
Quebec	E. D. Ashe, R.N., do do do			250	00		
Ottawa	J. B. Hancy, do do do			300	00		
Kingston	S. Woods, M.A., do do do			432	00		
Port Dover	H. Morgan, do do do			432	00		
Port Stanley	M. Payne, do do do			432	00		
Saugeen	Mrs. J. R. Stewart, do do do			360	00		
Ferry Sound	Rev. R. Mosley, nine and ½ do do			253	00		
Port Garry	J. Stewart, twelve months' salary do			432	00		
						4,533	00
RESERVE TELEGRAPH STATIONS.							
St. Andrews	Dr. Gove, twelve months' salary as Superintendent and assistance			300	00		
Charlottetown	H. J. Cundall, do do do			300	00		
Brockville	W. R. Bigg, do do do			120	00		
Stayner	R. J. Cole do do do			120	00		
						840	00
	Carried forward					15,643	00

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward</i>			15,643	00
DRUM STATIONS.					
St. John, N.B.	Jas. B. Longley, twelve months' salary	60	00		
Digby, N.S.	W. H. Taylor, do do	60	00		
Liverpool, N. S.	J. L. Lemmon, do do	60	00		
Halifax	Corporal Marshall, do do	24	00		
Cow Bay	C. Archibald, do do	60	00		
Little Glace Bay	C. H. Rigby, nine do	45	00		
Port Hastings	P. Grant, do do	60	00		
Pictou	M. Campbell, do do	60	00		
Point du Chêne	J. B. Forster, six do	30	00		
do do	G. B. Pick, three do	15	00		
Yarmouth	Jas. Clements, six do	30	00		
Bathurst	J. Ferguson, do do	100	00		
Dalhousie, N.B.	H. A. Johnson, do do	61	80		
Quebec (Citadel)	F. X. Belanger, two do	10	00		
do do	J. B. Donaldson, ten do	50	00		
Cobourg	H. B. White, do do	60	00		
do do	do special expenses	4	20		
Port Hope	T. F. Jones, nine months' salary	45	00		
Toronto Wharf (Queen's)	R. Kerr, do	45	00		
do Gibraltar Point	G. Durnan, three do	15	00		
Hamilton	G. Black, nine do	45	00		
Port Dalhousie	E. F. Dwyer, twelve do	60	00		
Port Colborne	D. Hughes, nine do	45	00		
Goderich	G. N. Macdonald, twelve do	60	00		
Kincardine	Dr. Martyn, do	100	00		
Saugeen	T. Davis, do	60	00		
Presqu' Isle	J. McKenzie, do	60	00		
Collingwood	A. Bligh, do	75	00		
Gaspé	Jos. Eden, nine do	45	00		
Fisgard Light, Esquimalt	W. H. Bevis, twelve do special	120	00		
				1,565	00
INSTRUMENTS AND APPARATUS.					
W. Menzies	Twelve lever clock anemometers	168	00		
W. H. Sparrow	Rain gauges, vanes, thermometer cases, &c.	270	97		
C. Potter	Two barometers, \$110, and eight thermometers, \$44	154	00		
Electric and Hardware Co.	Electric batteries and sundry apparatus	603	93		
Montreal Telegraph Co.	Box of insulators	12	50		
W. Elliott	Shutters and blinds for thermometer sheds	34	54		
W. Beatty	Lanterns for Parry Sound	4	90		
Chas. Carnegie	Two clocks	11	00		
Jas. Foster	Sundry apparatus	111	50		
R. H. Scott	An emograph and sundry apparatus from England, £21 14s. 10d.	1,176	54		
Hall, Gibbon & Co.	An emograph from United States	562	90		
F. Pastorelli & Co.	Apparatus from England	321	79		
E. Layton	Arithmometer do	66	63		
J. Green	Barometers, anemometers, &c., (U.S.)	245	55		
M. & L. Samuel	28lbs. copper wire	9	24		
E. Hooper & Co.	6lbs. mercury, \$12; box, 7 cts.	12	07		
				3,766	06
FIXTURES AND REPAIRS OF APPARATUS AT STATIONS.					
J. Osler	Anemometer Tower, Parry Sound	120	00		
T. Hamblly	Fitting thermometer house, Parry Sound	2	68		
C. Carpmael	Sundry expenses	10	07		
Geo. Thompson	Setting up anemometer at Halifax	11	74		
Thos. Storey	Plank walk rails to anemometer, mast and screen, at Fisgard	101	20		
	<i>Carried forward</i>	245	69	20,974	06

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	245 69	20,974 06
	FIXTURES AND REPAIRS OF APPARATUS AT STATIONS.—		
	<i>Continued.</i>		
A. Trud-au.....	Fitting and repairs at Cape Rozier.....	7 00	
H. J. Cundall.....	Sundry repairs at Charlottetown, P. E. I.....	15 51	
S. Woods, M. A.....	Paid for repairing anemometer at Kingston.....	1 75	
T. W. Huff.....	Repairs at Parry Sound.....	2 00	
G. H. Davis.....	do Goderich.....	4 25	
G. Murdoch.....	do St. John.....	10 79	
F. Allison.....	Signal mast repairs, Halifax.....	9 20	
M. Bowman.....	Sundry repairs, Halifax.....	10 00	
H. Morgan.....	do Port Dover.....	5 88	
M. Payne.....	do Port Stanley.....	9 88	
Mrs. Stewart.....	Painting and repairs, Saugeen.....	5 00	
J. Mackenzie.....	Erecting mast-head, Pre-qu' Isle.....	10 00	
W. H. Bevis.....	Painting, &c., Esquimalt, B.C.....	3 75	
			340 70
	SIGNAL MASTS AND GEAR.		
Goderich.....	Balance of \$75, of which \$69 was paid in 1873-74....	6 00	
Quebec.....	Moving to Citadel.....	41 00	
Perce.....	A. J. Frechet, wire rope.....	13 69	
do.....	P. Vibert, erecting mast.....	146 65	
do.....	J. U. Gregory, rope and iron.....	4 19	
Gibraltar Point.....	H. Pim, one drum and bolts.....	13 50	
Little Glacé Bay.....	C. H. Rigby, erecting and fitting up storm-signal mast.....	81 69	
Gaspé.....	Jos. Eden, work and material on signal drum.....	6 00	
Toronto.....	C. Robertson, erecting mast and shelter-house on the Island.....	475 00	
do.....	Harbour Commissioners, grant towards cost of storm drum at Queen's Wharf.....	200 00	
do.....	W. Strickland, plans and superintending same.....	23 75	
Louisburg.....	S. Lewin, making and erecting storm signal.....	84 00	
do.....	W. Caldwell & Son, storm drum.....	21 15	
St. John, N.B.....	do do do.....	19 75	
Sydney.....	T. C. Hill, lengthening, &c., signal mast.....	60 60	
Burlington Beach.....	J. Perry, spars, &c.....	50 00	
			1,246 37
	TELEGRAPHY.		
Montreal Co.....		6,007 94	
Montreal and Cape Rosier.....		163 43	
Montreal and Parry Sound.....		247 85	
Dominion Co.....		320 01	
Western Union Co.....		721 73	
Anglo-American Co.....	Storm signals in Cape Breton.....	28 12	
Central Office.....	Thos. Hope, twelve months' salary as Operator.....	480 00	
do.....	H. W. Burnet, eleven do do.....	400 00	
do.....	R. F. Stupart, twelve do do.....	144 00	
do.....	B. C. Webb, seven and a 1/2 do do.....	60 00	
do.....	T. Winter, occasional.....	31 00	
Halifax.....	J. Fitzgerald, twelve months' salary as Messenger.....	96 00	
do.....	E. Leard, salary as Messenger and night warnings.....	27 00	
Sydney.....	T. C. Hill, rent of line.....	108 00	
do.....	E. Murphy, special service.....	105 00	
Port Stanley.....	T. N. Payne, Special Messenger.....	16 25	
Parry Sound.....	F. Mosley, do.....	77 00	
			9,033 13
	<i>Carried forward.....</i>		31,594 26

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		31,594 26
	TRAVELLING EXPENSES.		
G. Kingston.....		60 65	
C. Carpmæl.....		310 29	
S. A. Roberts.....			370 94
	FREIGHT, CARTAGE AND CUSTOMS DUES.		
C. Sturgeon.....	Freight and cartage paid at Central office.....	70 88	
American Express Co.....	Freight and charges, Toronto to Victoria, &c.....	51 00	
G. Black.....	Box to Halifax.....	3 20	
N. Milloy & Co.....	Freight and charges on 10 cases.....	21 00	
T. D. King.....	do do Montreal to Toronto.....	27 00	
A. Trudeau.....	Carriage of instruments at Cape Rosier.....	4 00	
Grand Trunk Co.....	Freight of instruments from England.....	19 60	
Wells, Fargo & Co.....	do do Victoria to New Westminster.....	17 40	
C. Barnaby.....	do do from Halifax.....	6 35	
Canadian Express Co.....	Sundry freight and charges.....	7 10	
J. D. Irwin.....	Freight and charges from Washington.....	3 80	
Lord Bishop of Rupert's Land.....	Freight and charges to North-West Territory.....	25 00	256 33
	BOOKS AND STATIONERY.		
W. F. Davidson.....	Binding registers and other books.....	72 88	
Rowse & Hutchinson.....	Stationery and printing.....	283 70	
Brown Bros.....	Paper and printing.....	293 18	
Copp, Clark & Co.....	Printing and stationery.....	563 20	
Hart & Rawlinson.....	Books.....	40 80	1,253 76
	RENT.		
C. Sturgeon.....	Room for office, twelve months'.....	60 00	
Jno. Beaupre.....	do do Port Dover.....	30 00	
M. Payne.....	Ground rent for an anemometer tower for 14 months, Port Stanley.....	28 00	
H. Morgan.....	Rent of room, Port Dover.....	15 00	133 00
	PETTY EXPENSES AT STATIONS.		
Chatham.....	G. A. Blair.....	20 00	
Port Dover.....	H. Morgan.....	25 00	
Port Stanley.....	M. Payne.....	24 90	
Parry Sound.....	Lumber Company, \$3.55; Rev. R. Mosley, \$10.....	13 55	
Saugeen.....	Thomas Davis.....	7 28	
Kincardine.....	Dr. Martyn.....	6 15	
Goderich.....	Elijah Moore, \$3.50; G. N. Macdonald, \$5.....	8 50	
Halifax.....	F. Allison, \$2.04; Corporal Brown, 75c.....	2 79	
Esquimault.....	W. H. Bevis.....	15 75	
Cobourg.....	H. B. White.....	5 11	
Collingwood.....	J. Henderson.....	3 51	
Toronto.....	G. T. Kingston.....	42 70	175 24
	MISCELLANEOUS.		
G. T. Kingston.....	Postages, \$139.90; cost of remitting payments, \$11.18.....	151 08	
do.....	Sundry expenses.....	16 89	
E. Holt.....	Deal table.....	1 75	
	<i>Carried forward</i>	169 72	33,783 53

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc — *Continued.*

		\$ cts.	\$ cts.
	<i>Carried forward.....</i>	169 72	33,783 53
	MISCELLANEOUS.—Continued.		
H. Tollis.....	Building water-closet.....	15 00	
W. H. Sheppard.....	Building two fire-places, &c.....	113 66	
Rice, Lewis & Son.....	Hardware.....	86 91	
R. T. Parish.....	Paper cases and boxes.....	47 00	
M. C. Piper & Son.....	Filter.....	6 00	
W. Burke.....	Oak staves, \$6.50; blinds for sheds, \$33.60.....	40 10	
W. Menzies.....	Building thermometer sheds and carpenters' work..	185 00	
J. Myles.....	Coal and wood.....	231 50	
Toronto Gas Co.....	Gas and rent of meter.....	53 35	
Pullen & Son.....	Brushes, leather, &c.....	8 70	
O. Thompson.....	Soap, alcohol, &c.....	7 60	
Cape Breton Times.....	Advertising storm signals.....	4 00	
Harrison, Osler & Co.....	Professional fee <i>re</i> Beaupre.....	5 00	
T. Downey.....	Lumber, &c.....	74 43	
W. Milligan.....	Painting, &c.....	28 01	
Blake & Kingsford.....	Professional services, <i>re</i> Beaupre's lease.....	2 00	
R. Hay & Co.....	Office furniture.....	16 00	
Fire Extinguisher Co.....	Three fire extinguishers.....	150 00	
Ridout & Co.....	Hardware.....	1 85	
T. W. Huff.....	Painters' work at Parry Sound.....	6 40	
B. Lever.....	Two office desks, and cupboards for maps.....	44 00	
			1,296 23
	Total expenditure.....		35,079 76

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 4.

STATEMENT of Expenditure on account of Dominion Steamers for the Fiscal Year ended 30th day of June, 1875.

STEAMER "NAPOLEON III."		\$ cts.	\$ cts.
Mrs. Fecteau	Two months salary of the late E. Fecteau paid as gratuity	56 00	
Leon Arel	Meat	145 44	
F. T. Thomas	Crockery	40 05	
Jas. Davidson	Bread	33 37	
W. Crawford	Coals	45 34	
R. Neil	Repairs to boiler, coal bunkers, &c	1,718 11	
L. Bourget	Provisions	8 25	
F. Laflamme	Bread	26 00	
Capt. Despres	Seven months salary	466 64	
do	Paid for cartage, ferriage, &c	20 00	
O. L. Richardson & Sons	Leather	12 86	
Audett & Robitaille	Cordage, canvas, &c	45 25	
A. P. Frechette	Hardware, \$20.84; olive oil, \$134.51	155 35	
W. Barbour	Salary as engineer, April	83 33	
J. U. Gregory	Wages of officers and crew	816 25	
			3,672 24
<i>Special Account.—Raising.</i>			
P. Begin	Diving	325 00	
H. Dinning	Pumps, diving, &c	2,097 14	
G. T. Davie	Pumps	1,862 50	
R. Blakiston	Canvas, oakum, &c	939 79	
C. Giguere	Material and stages	310 00	
Harbour Commissioners	Wharfage	30 00	
Ls. Gagné	Pay-list, labour	1,094 85	
J. Marwen	Cartage	49 74	
E. H. Taylor	Supplies	21 81	
L. Fortier	Bateau hire	9 00	
J. Blais	do	36 00	
J. O. Belanger	Supplies	27 69	
O. Lemieux & Co.	Wages	20 00	
O. Ouellette	Board of crew	44 00	
G. T. Cary	Advertising	13 20	
J. J. Foote	do	13 00	
J. Carroll	do	6 50	
Jacques Blais	Compensation for injury to wharf		6,900 22
			1,100 22
<i>Repairs and putting on Spar Deck.</i>			
Ls. Gagné	Pay-list, labour	26,572 84	
A. C. Leslie & Co.	Plates, anvil, &c	854 51	
G. Glassford	Plates, rivets, cement	2,650 04	
D. Davidson	Plates, angle iron	2,316 90	
H. S. Scott	Iron	527 27	
Jas. Boivin	do	376 16	
J. Samson	Angle iron	39 75	
C. & W. Wurtele	Plates and rivets	77 00	
A. P. Frechette	Iron	12 06	
Archer & Co.	Lumber	5,273 69	
H. Dunning	do	10 62	
Geo. Bisset	Screw hire	53 81	
P. Whitsy	Punching, &c	1,107 35	
H. Black	Castings	28 75	
Carried forward		39,900 65	8,000 22

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	39,900	65	8,000	22
	<i>Repairs and putting on Spar Deck.—Continued.</i>				
J. M. Tardif	Spars.....	46	50		
J. Blais	Bateau hire	26	00		
G. T. Philips	Repairs	1,200	00		
G. Bisset	do	1,281	60		
Tweedell & Campbell.....	do	1,650	00		
J. Marmen	Cartage	654	72		
Grand Trunk R. R. Co.	Freight	942	56		
Richelieu Co	do	14	91		
Dussault & Co	Towage	680	00		
Audet & Robitaille	Cordage	154	41		
E. Routier.....	Saws	5	00		
Terran & Freres	Castings.....	266	76		
Ang Despres	Expenses	25	30		
Ant. Rousseau	Bolts and repairs	50	10		
C. Vezina.....	Brace	7	00		
J. Marmen	Coals	64	00		
J. Tweedell	Iron plate.....	3	25		
F. Rousseau	Mouldings	4	40		
H. Black	Forge front	16	40		
Jno. Giblin.....	Coals	80	00		
L. Lemieux.....	Services, testing hull.....	25	00		
J. O. Belanger	Repairs	27	00		
L. Leclerc	Screw hire	141	20		
A. Cote & Co.	Advertising	8	00		
David & Beausoleil	do	17	85		
Le National	do	6	82		
S. J. Shaw	Rubber packing	138	00		
C. P. Champion	Coals	60	00		
F. LeBel	Wages, guardian	158	00		
J. D. Marsau.....	Rigging	172	75		
F. Vezina	Painting.....	171	60		
				47,999	78
				56,000	00
	STEAMER "DRUID."				
Captain Marmen.....	12 months salary as captain.....	882	00		
J. U. Gregory.....	Pay-list of officers and crew.....	4,866	40		
Receiver General.....	Superannuation tax on Capt. Marmen's salary.....	18	00		
L. Gagné.....	Repairs	241	70		
L. Guerard.....	do	235	05		
R. & R. M. Shaw.....	Provisions.....	314	17		
Crawford & Sons.....	Coals	1,520	50		
R. Blakiston.....	Repairs.....	169	96		
A. Kane.....	Hardware	116	51		
John A. McConnell.....	Vegetables	126	86		
M. Dion & Co.....	Provisions.....	90	50		
A. P. Frechette.....	Hardware and olive oil.....	167	85		
Leon Arel.....	Meat, provisions, &c.....	1,193	12		
L. Marois.....	Vegetables	370	35		
F. T. Thomas.....	Crockery	55	23		
Dinning & Webster.....	Flag	18	25		
G. Bouchard.....	Provisions, &c.....	281	14		
M. Dickey	do	23	40		
Benjamin Huot.....	Castings.....	11	60		
Ph. Rouillard.....	Washing	100	00		
J. U. Gregory.....	Travelling expenses.....	15	00		
Mrs. Powell	Milk	24	63		
John Davidson.....	Bread	147	66		
Archer & Co.....	Lumber.....	23	61		
F. M. Dechene.....	Uniforms, \$187.50; supplies for Governor General, \$451.35	638	85		
	<i>Carried forward.....</i>	11,652	34		

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$	cts.	\$	cts.
	<i>Brought forward</i>	11,652	34		
STEAMER "DRUID"—Continued.					
Geo. Brush.....	Iron shaft.....	321	00		
T. Beaubien.....	Towage.....	228	12		
Capt. Marmen.....	Expenses.....	77	51		
Geo. Bissett.....	Turning, fixing, &c., shaft.....	323	09		
R. Neil.....	Repairs to boiler, &c.....	82	50		
Dunn & Samson.....	Use of dock and charges.....	177	66		
H. Hamelin.....	Pilotage.....	42	00		
F. Plamondon.....	Fish.....	49	17		
H. S. Scott & Co.....	Hardware.....	54	08		
J. Marmen.....	Cartage.....	36	36		
H. A. Paré.....	Provisions.....	28	80		
Tache & Co.....	Tallow.....	34	38		
M. Paradis.....	Butter.....	68	75		
L. Bourget.....	Provisions and groceries.....	187	94		
F. Laflamme.....	Bread.....	15	60		
Currier, Laine & Co.....	Rivets, punching boiler plates, &c.....	2	25		
Flamand & Barras.....	Towage from Sampson's Dock to Wharf.....	15	00		
Belanger & Gariépy.....	Hardware.....	8	00		
Thos. Norris.....	Crockery.....	85	15		
J. Hoyt.....	Coals.....	100	00		
Charles Kerr.....	Towage from Governor's Wharf to Dunn & Co.....	15	00		
J. Leblanc.....	Labor, self and assistant.....	31	66		
J. Parke & Sons.....	Rags.....	9	31		
O. L. Richardson & Sons.....	Leather.....	5	12		
F. O. Vallerand.....	Glassware.....	4	10		
H. Staveley.....	Self and eight others preparing steamer for wintering.....	158	91		
S. Carroll.....	Cartage, \$4.65; preparing steamer, \$99.87.....	104	52		
D. Davidson.....	Cotton waste and brooms.....	80	13		
Jos. Smith.....	Beef, mutton, &c.....	82	56		
Audet & Robitaille.....	Cordage, canvas, brooms, &c.....	72	99		
N. Turcot.....	Rockets.....	12	00		
Alex. Fraser.....	Groceries.....	21	00		
Middleton & Dawson.....	Stationery.....	2	44		
S. J. Shaw.....	Hardware.....	27	33		
Jos. Lachance.....	Watching and shovelling snow.....	137	60		
J. O. Donohoe.....	Repairing clock and compasses.....	2	00		
Tweedell & Campbell.....	Forging piston rod and turning same.....	143	00		
T. Routier.....	Paid four men for caulking.....	144	00		
W. Barbour.....	do for coaling.....	31	50		
John Giblin.....	Coals.....	20	00		
Paul Poirier.....	Mooring and watching during winter 1874-'75.....	18	50		
Terreau & Frères.....	Stove fixtures.....	7	48		
W. E. Brunet.....	Medicines.....	4	10		
J. Boivin.....	Hardware.....	15	80		
L. Leclerc.....	Oakum.....	28	00		
F. A. Mayrand.....	Pilotage and detention.....	70	00		
L. A. Blanchet.....	Paid for cartage, &c.....	5	07		
				14,843	82
STEAMER "LADY HEAD."					
H. W. Johnston.....	Pay list of officers and crew.....	9,847	39		
George Matson.....	Sundry disbursements for steamer.....	1,221	07		
Joggins Coal Co.....	Coal, \$58.50; freight, \$18.00.....	76	50		
H. & W. Meagher.....	Beef and vegetables.....	55	16		
Michael Whelan.....	Loading and trimming coal.....	163	08		
W. S. Symonds & Co.....	Repairing shaft.....	151	90		
W. Roche, jun.....	Coals.....	2,053	74		
Peter Judge.....	Water.....	103	20		
J. Muirhead.....	Sheet iron.....	1	00		
	<i>Carried forward</i>	13,673	04		

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	13,673 04	
	STEAMER "LADY HEAD.—Continued.		
J. P. Mott	Tallow and soap	158 86	
W. Barrow	Flour and provisions	209 61	
C. & W. Anderson	Groceries and provisions	1,169 11	
Acadia Coal Co.	Coals	270 00	
E. Albro & Co.	Hardware, oil, paint, white lead, &c.	1,466 32	
W. Wells	Washing, \$34.10; provisions and milk, \$54.69	88 79	
W. H. Nauffts	Fish and vegetables	384 26	
Jas. Duggan	Force pump	35 00	
Henry Cook	Pork	75 00	
Thos. Casey	Meat	1,050 10	
J. E. Butler	Oars	20 20	
Jno. Patterson	Repairing boiler	21 80	
J. J. Scriven	Bread	217 38	
S. W. Marvin	Plumbing and iron repairs	160 87	
Jas. McDaniel	Firewood	4 10	
S. Crawford	Oil	24 06	
Cunard & Morrow	Coal	274 68	
Jas. Kelly	Beef and provisions	74 78	
J. W. Gordon	Groceries	41 49	
R. R. Call	Coal	134 00	
J. Hogan & Sons	Lumber	13 50	
J. D. B. Fraser	Oil	66 00	
G. J. Hamilton	Bread	20 48	
J. Eden & Son	Provisions	170 55	
Dawson, Gordon & Co.	Cotton waste, &c.	5 85	
Edward Bowes	Ice	22 00	
Kenneth Nicholson	Loading and trimming coal	13 60	
Alexander Stewart	do do	18 02	
Peter Britt	Labor	2 84	
P. A. Dahl	Tallow	24 87	
J. R. Jennett & Co	Crockery	7 22	
Isaac Melvin	Deck buckets	8 40	
E. C. Watson	Coal	352 00	
Lawson, Harrington & Co	Oil, \$18.60; services of tug boat, \$40.00	58 60	
J. J. Richards	Sundry groceries, &c.	3 30	
Thos. Vanstone	Beef and vegetables	59 44	
Intercolonial Coal Co.	26 tons coal	65 00	
Burns & Murray	Damage to nets	12 00	
A. Robinson	Blacksmith's account	13 50	
Brackett & Duffy	Fish	14 21	
A. McKay	Repairs to boiler, iron ware, &c.	497 19	
W. Campbell	Coal	75 00	
A. & H. Creighton	Stationery	3 10	
Thos. W. Offen	Blocks, &c.	8 36	
Jno. Hunter	Brass founder's repairs	97 82	
W. H. Tully	Lumber	22 66	
T. Holloway & Son	Blocks	10 10	
Chebucto Marine R.R. Co	Placing steamer on slip, \$87.80; slip hire, \$439.00	526 80	
M. F. Eagar	Drugs and medicines	34 18	
Black, Bros. & Co.	Surveyor's chain	2 00	
A. McDonald	Fee for surveying hull of steamer	5 00	
J. Bowser	Groceries	3 20	
Arch. Warner	Ferriages	3 50	
Forsyth & Co	Castor oil, &c.	79 70	
W. Sutherland	Wheeling and trimming coal	5 10	
Geo. Adams	Labor and materials for repairing machinery	378 70	
Lewis Wilson	Blacksmith's account	27 45	
Wm. Reed	Cartage of boat	1 00	
R. H. Cogswell	Hire and rating of chronometer	17 00	
T. Walsh & Co	Painting	285 51	
D. Murray & Co.	Linoleum, oil cloth, mats, &c.	83 10	
Essex & Co.	Provisions	78 73	
	<i>Carried forward.....</i>	22,750 03	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

	Brought forward.....	\$ cts.	\$ cts.
		23,750 03	.....
STEAMER "LADY HEAD."—Continued.			
International Coal Co...	40 tons coal, \$100.00; freight, \$8 00	108 00	
Peter Grant & Co.....	Mattresses and bedding	103 86	
A. & H. Creighton.....	Log book and charts.....	4 35	
Brookfield, Romans & Co	Cement and sand.....	14 70	
Wallace & Balcolm	Crockery and glassware	5 68	
T. R. Almon, M.D.....	Professional attendance on John Jordrey	6 00	
			22,992 62
STEAMER "SIR JAMES DOUGLAS."			
Capt. Cooper.....	Pay list of officers and crew.....	3,599 09	
R. Brodrick	Freight on lumber, \$66.85; services and labour, \$1.50.....	224 85	
Edgar Marvin.....	Hardware	6 00	
John Field.....	Labour.....	15 50	
Lockhart Smith.....	On account of contract for hauling out, caulking and repairing steamer.....	3,180 00	
do	Shipwright's labour, \$2,142; rent of yard, \$40.....	2,182 00	
Fenesty Bros.....	Lumber.....	20 00	
David Powers.....	Labour.....	44 50	
Richard Wright.....	Taking out masts, scraping hull, &c	29 00	
Jos. Spratt.....	Iron for, and building new boiler, surface conden- ser, &c	11,250 00	
T. C. Nuttall	Insurance on \$6,000 on ship and carpenter's shop during repairs.....	146 25	
Eph. Powers.....	Repairing fore part of keel.....	35 50	
George Stelly.....	Hauling funnel and timber.....	66 00	
E. B. Marvin.....	Felt, tar, metal, &c	3,308 07	
Samuel Booth.....	Spinning t' reads for caulking	20 00	
W. A. Elliott.....	Survey on boiler.....	20 00	
Jacob Sehl	Lumber, redwood, mattresses, bedding, linoleum, &c	749 39	
Jos. Spratt.....	Materials for and repairing machinery	8,061 15	
J. N. Williamson.....	Lumber.....	124 83	
J. C. Bates.....	Rent of Watchman's cottage.....	10 00	
Samuel Shea	Labour.....	3 75	
T. H. Long & Co.....	Advertising.....	3 00	
W. McCurdy & Co.....	Building two deck houses, water closets, &c	975 00	
T. Ewen.....	Two days' labour.....	5 00	
Charley Indian	Seven do	7 00	
Alexander Watson.....	Hire of scow.....	15 00	
W. P. Sayward	Lumber.....	692 49	
P. McQuade & Son.....	Hardware, metal, paint, rubber, packing, &c	2,697 47	
W. V. Kane.....	Towing.....	5 00	
Thomas Hicks	Labour.....	6 25	
Silas J. Frost	Preparations for taking in boiler.....	30 00	
Langley & Co.....	Oil and whiting	57 20	
Henry Saunders.....	Groceries, provisions, &c	906 22	
O. W. Smith.....	Copper escape pipe.....	103 70	
J. A. Raymur.....	Lumber, \$162.72; wharfage, \$158.50.....	321 22	
John Crowther.....	Painting, graining and varnishing cabin.....	141 00	
Thomas C. Jones.....	Repairing quarter boat.....	35 00	
Hudson's Bay Company..	Wharfage, use of scow, shears, rubber, packing, cutlery, &c	234 35	
H. Rhodes & Co.....	Fire bricks.....	8 70	
Kelly & Taylor	Hardware and coppersmith's materials and labour.....	1,388 77	
G. G. Walker.....	Use of scow.....	9 00	
T. N. Hibben & Co.....	Stationary and charts.....	28 62	
Hayward & Jenkinson..	Planing and sawing black walnut, mouldings, &c ..	58 80	
Matthew, Richards & Tye	Brass hooks.....	2 25	
W. Bond.....	Water	6 87	
M. Muir.....	Oil, \$48.75; two spars, \$6.....	54 75	
Dunsmuir, Diggle & Co..	104½ tons coal, \$5.50.....	574 75	
Engelhardt & Co.....	Coal, \$29; labour, coaling, \$3.37.....	32 37	
T. G. Asken.....	Spars.....	20 00	
	Carried forward.....	41,515 66	.....

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

	<i>Brought forward</i>	\$ cts.	¢ cts.
		41,515 66	
STEAMER "SIR JAMES DOUGLAS."—Concluded.			
William Lewis.....	Conveying C.P. R. party to Bute Inlet.....	12 00	
John McTeigh.....	Drayage of coal.....	4 00	
Mee H. ug.....	Washing.....	4 25	
A. W. Husen.....	7½ cords wood, &c.....	24 00	
Captain Cooper.....	Paid Indians for cutting and bringing eight cords wood.....	21 75	
George Balhatchet.....	Nine days assistance to engineer.....	22 50	
John Holden.....	Blacksmith's account.....	69 95	
Thomas Pamphlet.....	Nine days charge of steamer with division of survey party to Bute Inlet.....	63 00	
Moody, Nelson & Co.....	Lumber.....	34 63	
Henry C. Courtney.....	Drawing out contracts for repairs.....	25 00	
			41,796 74
GENERAL ACCOUNT.			
M. Parad's.....	Butter.....	162 85	
Acadia Coal Co.....	Coal.....	275 00	
R. Borland.....	Hire of engine.....	81 50	
J. Ampleman.....	Labour.....	14 25	
Jno. Laird.....	152 tons coal, \$2 50.....	380 00	
A. Tatbot.....	Freight.....	330 00	
Dussault & Co.....	Towage.....	74 00	
Jos. Eden.....	Wharfage, \$230; services, \$62.50.....	292 50	
A. Fraser & Co.....	Coals, \$688; coffee, \$21.90.....	700 90	
H. A. Pare.....	Provisions.....	214 32	
Allans. Rue & Co.....	Freight.....	32 28	
J. & W. Reid.....	Felt and paper.....	22 00	
O. L. Richardson & Son.....	Leather.....	5 20	
Anlet & Robitaille.....	Rope, chains, &c.....	121 00	
Grand Trunk.....	Flags.....	5 86	
Belanger & Garipey.....	Oil and turpentine.....	281 48	
Grenier & Parent.....	Empty barrels.....	11 65	
Mitchell & Co.....	160 tons coal.....	1,280 00	
H. S. King & Co.....	Nautical Magazine and postage.....	5 02	
J. Auld.....	1 barrel solvent.....	40 00	
Jos. Boivin.....	Paint.....	128 04	
J. J. Foote.....	Subscription to paper, \$18; printing, \$20.....	38 00	
W. O. Scott.....	Express charges—box per "Polynesian".....	4 97	
Capt. A. Despres.....	Expenses to Father Point to assist delayed steamers.....	5 50	
T. Routier.....	Paid for lumber.....	5 47	
Canadian Express Co.....	sample Naval clothing.....	6 85	
			4,527 64
SUMMARY.			
Napoleon III.....	Special Account—Raising.....	\$6,900 22	
do.....	Compensation for injury to wharf.....	1,100 00	
do.....	Repairs and putting on spar deck.....	47,999 78	
		56,000 00	
do.....	Maintenance.....	3,672 24	
Druid.....	do.....	14,843 82	
Lady Head.....	do.....	22,992 62	
Sir James Douglas.....	do and repairs.....	41,796 74	
	General Account.....	4,527 64	
	Total Expenditure of Dominion Steamers for the Fiscal Year ended 30th June, 1875.....	143,833 06	

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 5.

REPORT OF THE AGENT OF THE DEPARTMENT OF MARINE AND FISHERIES AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

DEPARTMENT OF MARINE AND FISHERIES,
QUEBEC AGENCY, 11th October, 1874.To the Hon. A. J. SMITH,
Minister of Marine and Fisheries.

SIR,—I have the honour to transmit the Annual Report of this Agency for the fiscal year ended 30th June, 1875.

In my Report of last year, particulars were given of the state of the steamer "Napoleon III," resulting from the terrible crush she had endured from ice on the preceding 8th of May, which had left her apparently a hopeless wreck, and had deprived this agency of her services at the time they were the most urgently needed to meet the constantly increasing demands made upon the Government steamers by light-house supplies of this district. Acting upon your instructions, I took the necessary steps to raise her, which was successfully accomplished, under the management of the late Mr. Louis Gagné, master carpenter, in this employ since 1856, a clever and energetic man whose death is to be regretted as a loss to the Department. As you had in contemplation such repairs to her as would enable her to replace the Red Island Light-ship, which latter had been wrecked at the preceding close of navigation, the "Napoleon" was placed in a floating dock, so that she could undergo thorough examination. This survey showed the serious extent of her injuries, but at the same time it made apparent the unusual excellence of her hull, the iron of which being of extra quality and thickness; and further, the way in which it had been put together, giving her greater strength than is usual in ships of the present day. Meanwhile the Red Island Light-ship having been recovered and found capable of repair, as detailed elsewhere in this report, it left the "Napoleon" free for other purposes. In the face of the facts deduced by the survey and the comparatively little damage done to her powerful engines, I was led to believe that she could possibly be repaired, at a cost which would make it advantageous to the Department to put her again in working order, rather than incur the heavy outlay of supplying her place with another vessel which would certainly not equal her in strength and durability. In pursuance of this idea, I consulted every one to whom I had access, whose knowledge or experience would enable them to give me reliable advice, and having thus obtained all the information possible, I submitted the case for your consideration, at the same time suggesting that to increase her carrying capacity, and also to make her more seaworthy, she should be fitted with a spar-deck. This deck would enable her to carry about 2,500 barrels more than before, thus meeting the demand caused by increased number of light-houses to be supplied, and also making her more fit to cope with the severe weather which she is oftentimes called to meet towards the close of navigation. These plans having received your approval, I at once had the steamer placed in the locality which afforded during the winter greatest facilities for carrying on the work. Iron plates and framing were imported from England and the United States as circumstances dictated. The iron work was placed under the control of Mr. Charles Vezina who has had charge of the forge of this establishment since 1856, while the wood work was under the superintendence of Mr. T. Routier, who had replaced the

late Mr. Gagné as foreman of the carpenters, both of whom have acquitted themselves of their several duties in a manner very much reflecting to their credit. Early after the opening of navigation the hull was in a sufficiently advanced state to allow the steamer to be set afloat, and energetic work having always been pressed upon her, she was ready for sea upon the 5th of August, at which date she proceeded down the river with supplies for the different light-houses in the Gulf of St. Lawrence, Straits of Belle Isle, &c. The outlay upon the "Napoleon" has necessarily been great, but a large portion of the sums expended upon her can hardly be put down to her refit, over \$8,000 having had to be spent in raising her from the bed of the river at Blais Booms, and the ordinary expenses of wintering, together with the cost of her spring outfit have also to be deducted. At the present time she is unquestionably one of the strongest and most powerful vessels of her class in this country, she is in every way fitted for the service in which she is employed, and I am glad to be able to report that her commander, Captain Dupres, speaks in the highest terms of her sea-going qualities.

The work done in repairing the "Napoleon" has been pronounced by all competent authorities to be unexceptionably first-class, and I think that in any light in which this undertaking can be viewed, both as to cost and result, it will bear the most rigorous scrutiny. Independently of the great boon this has been in giving employment to a large number of hands during the past hard winter season, it has afforded many of them experience in the working in iron, which in view of the repairs to iron ships that will necessarily increase after the establishment of a graving dock at this port, thus providing a staff of workmen equal to the occasion which may almost be said to create a new industry, a fact seen and appreciated by those interested in the subject.

STEAMER "DRUID."

This steamer required but the ordinary spring outfit last season, and is still under the command of Captain A. Marmen, employed in light-house service between Quebec and Montreal, and the buoy, beacon, fog-signal and light-house duties below Quebec, as far as Point des Monts.

POLICE STEAMERS "DOLPHIN" AND "ADELE."

These small steamers are in good condition and actively employed in police and harbour duties. At the latter end of the season, the boiler of the "Adele" is removed to the machine shop of this Agency, and furnishes the motive power for turning lathes, &c.

In the fall of 1873, the Red Island Light-ship was wrecked on her way up to winter quarters, upon White Island Reef, where she remained during the winter. In the spring she was found to be turned completely over, but as it appeared possible to recover her, in pursuance of your instructions, work to this effect was undertaken by Mr. P. Carroll, of Chatham, N.B., who eventually got her off and brought her up to Quebec. This service was performed in a highly creditable manner by Mr. Carroll, for as the tide runs at the rate of seven or eight knots an hour at the place where the disaster occurred, the operations became a peculiarly difficult task. Upon arrival here the light-ship was placed in a floating dock and examined, the result of which was that her repairs were undertaken, and on the 16th June, 1875, she resumed her station, where she has since performed them in a very satisfactory manner.

Manicouagan Light-ship and steam Fog-whistle, Captain T. Connell, keeper, during the period of the wreck of the Red Island light-ship, was sent to that station, and only resumed her own position at Manicouagan Shoal after the 16th June, 1875.

The light-ship originally intended for Halifax Harbour has been handed over to this Agency and placed in charge of Captain I. Gourdeau, and stationed at the lower traverse in place of the wooden ship condemned as unseaworthy. The fog-alarm has proved of utmost service, in enabling vessels to work through the channel in thick weather.

The schooner "J. W. Dunscomb" was fitted up by your orders and despatched to Lake Erie, to serve as a light-ship at Bar Point.

The ten beacon range lights, near Chicoutimi, River Saguenay, have been furnished with new lanterns and frames; the lights are now seen much further off, and the beacons, owing to the increased height of the upper ones, are more useful by day; a light has also been placed on Chicoutimi wharf. Two range lights have been built at the entrance of the Saguenay and put into operation on the 15th September last; they are credited with being very serviceable to the navigation of that river, particularly by vessels entering from the east. Lit upon 15th September. Four range lights have been built leading through the North Traverse Channel, two at east end of the Island of Orleans and two at Cape Rouge or Monte du Lac. The towers were built at this Agency. These lights were lit upon the 1st October.

A new tower was erected at Cape Chatte, 480 yards E. N. E. from the former one, and the revolving apparatus removed from that tower and put in operation on the 5th August. This tower was also built and put up by this Agency.

A new light-house has been built at Point aux Origineux, Rivière Ouelle, and will soon be in operation.

The repairs at Cape Gaspé Light-house and steam fog-whistle have been completed, the dam raised so as to secure sufficient water, and a road made from the tower to the engine-house.

A new light-house has been erected at Seven Islands, and will soon be put in operation.

A new light-house is under construction at Martin River. A pier and powerful reflector is under contract to be placed on Algernon Rock, near the Pillar Light.

The lamps at Biquet Light-house took fire and were completely destroyed. The information having reached me at 10 o'clock at night, I immediately despatched the steamer "Druid," with Mr. Barbour and assistant, and was fortunate in getting the light in operation again after a stoppage of only eight hours; owing to the great heat in the lantern from the burning oil, all the glass, 48 panes, were cracked and had to be replaced.

At Portneuf (*en bas*) a building has been erected to lodge the keeper's family; owing to the action of the sea on the pier upon which the light-house is built, it was replanked and an addition found necessary to strengthen it; the house for the keeper has been placed upon the new position.

Repairs of different kinds, due to wear and tear, at several other lights, were found necessary and made. New boats were supplied to some as well as oil tanks, medicine chests, telescopes, &c. Kamouraska, Green Island, Cape Rosier, West, Southwest, South and East Point of Anticosti, Point Rich, Cape Norman, Belle Isle and Forteau Light-houses were painted and repaired by men sent down for the purpose in the steamer "Napoleon."

Two new towers have been erected and lights put in operation on Ash and Bloody Islands in the Richelieu River, near the boundary line, and repairs and painting made to some of the lights between Quebec and Montreal; these lights were supplied by the steamship "Druid" and inspected by Captain Marmen.

A buoy has been supplied by the Department to mark the entrance to Fox River; it is maintained at the expense of the inhabitants of that place.

The green buoy placed to mark the wreck of the barque "Preciosa" was found no longer necessary, there being no indication of any remaining vestige of that vessel.

LIFE BOATS.

Life boats or canoes have been stationed at eight different points below Quebec; these canoes are built upon the same principle as those employed by ferrymen in crossing at Quebec when the river is full of ice. They are sheathed with iron for protection against the ice and provided with twelve paddles. They should carry about thirty men each. In the event of disasters similar to those of November, 1871, when several valuable ships were cut and sunk by the ice, the crews frost-bitten and very nearly lost, these life canoes could reach them when no row-boat could make

its way through the ice. They are so stationed as to be able to concentrate at any point, and are in charge of competent keepers, distributed thus:—

L'Islet.....	In charge of Mr. J. B. Dussault.
St. Jean, Port Joli.....	do do D. Babin.
Rivière Ouelle.....	do do A. Casgrain.
Crane Island.....	do do A. Marois.
Murray Bay	do do J. Tremblay.
Kamouraska	do do R. LeBlanc.
Ste. Anne.....	do do P. Lafrance.
Trois Pistoles.....	do do D. Damour.

There has been reported to this Agency the following wrecks within its district: Foreign vessels wrecked are looked after by their respective Consuls. Of British registered vessels wrecked in the Dominion, the crews are supplied with board, clothing and other assistance of which they may be in need.

List of British registered vessels wrecked, the crews of which were supplied with board, clothing, &c.

Date of Casualty.

- 11th August, 1874.—Barkentine "James Seed," run down off Bic by steamship "Norma."
- 9th Oct., 1874.—Ship "Shandon," wrecked on South Point, Anticosti.
- 5th Nov., 1874.—Barque "Maggie Lauder," wrecked on South-west Point, Anticosti.
- 5th Nov., 1874.—Steamship "Delta," wrecked at Cape Chatte.
- 6th Nov., 1874.—Barque "Dauntless," wrecked on Anticosti.
- 3rd Nov., 1874.—Barque "Essex," wrecked at Cape Whittle, Labrador.
- 13th May, 1875.—Barque "Favorite," cut through by ice 18 miles E.N.H. from Bird Rock.
- 16th May, 1875.—Barque "Rising Sun," wrecked at Cape Chatte.
- 16th May, 1875.—Barque "Earl of Elgin," wrecked at Cape Chatte.
- 13th May, 1875.—Ship "Giant's Causeway," wrecked on Anticosti.
- 21st June, 1875.—Brig "Henry's," wrecked on Green Island.
- 21st June, 1875.—Steamship "Strathtay," wrecked at Bicquette.
- 10th Sept., 1875.—Ship "Chillanwallah," wrecked between East and South Point, Anticosti.

Notices have been sent to the Labrador coast to the following effect:—

"In the event of any vessels being wrecked on the north shore of the River or Gulf of St. Lawrence, or on the coast of Labrador, the inhabitants of these localities are hereby requested to render such assistance as may be necessary to the crews of such vessels, and any reasonable claims for such assistance, or for provisions furnished to them, will be defrayed by this Department.

"If such crews should be sent to Quebec by any vessel, a reasonable amount will be paid for their passages.

(Signed.) "WM. SMITH,
"Deputy Minister of Marine and Fisheries."

A large stock of coal, with oil and other necessary articles, are kept at Gaspé Basin in charge of Mr. Joseph Eden, Harbour Master, to meet any demands in that neighbourhood and the Gulf. The prompt and efficient manner in which Mr. Eden has attended to any service requested of him, has rendered his assistance in this matter very convenient. Mr. Fox, Collector of Customs, Magdalen Islands; Mr. Bellefeuille, Harbor Master at Sorel; Captain Jones, of St. John's, Province of Quebec, and Mr. Rooney, of the Montreal Harbor Commissioners' Office, have also willingly complied with any request I have made them, tending to further the interests of navigation and the service generally of this agency.

The oil furnished by Messrs. Fitzgerald & Co., of London, Ont., has continued to maintain its reputation for durability and illuminating quality. The lamps and

reflectors obtained from Mr. Chanteloup are powerful as well as being of the most modern and improved description.

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

I beg to offer you my thanks for the continued courtesy and confidence exhibited by you and your efficient deputy, the manifestation of which has greatly assisted me in the discharge of the multifarious duties I am called upon to perform. I am also indebted to the officers under my control for the prompt and willing manner in which they have aided me in carrying out your instructions.

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

Maintenance of lights, steam fog-whistles, buoys and beacons, and provision depôts below Quebec.....	\$102,472
Maintenance of lights above Quebec	15,000
Construction of new lights	17,500
Dominion steamers	79,000
River police.....	24,500
Dominion cruiser "La Canadienne".....	8,800
Fish-breeding	1,200
Contingencies	1,100
Total.....	\$249,572

I shall lay before you detailed statements in connection with each service, beginning with the coast and river service, which comprises the light-houses, fog-alarms, provision depôts, buoys and beacons.

The district under the supervision of this Agency commences at the Straits of Belle Isle, Newfoundland, and takes in the north shore of Newfoundland, Labrador, Anticosti Island, Magdalen Islands, Baie des Chaleurs, Gaspé Coast, both sides of the River St. Lawrence to Quebec, and all the light-houses and light-ships between Quebec and Montreal, as well as the light-houses at the outlet of Lake Champlain (the Richelieu River) between St. Johns and the boundary line. A description of the lights in this district is given in the "List of Lights on the Coasts, Rivers and Lakes of the Dominion of Canada," supplement (No. 1) to the annual report for the current fiscal year, and taken with the other matters connected with this section, comprises:—

- 119 fixed and revolving lights,
- 8 light-ships,
- 7 steam fog-whistles,
- 8 fog cannons,
- 67 buoys,
- 55 beacons,
- 8 provision depôts,

With several new lights in course of construction or under consideration.

I would respectfully recommend that all persons hereafter appointed keepers of revolving lights, be obliged, as a condition of their appointment, to come to this Agency several days before taking charge, so that they may be properly instructed in the nature of their functions and the means to be taken to remedy any ordinary defects. By the adoption of this course simple pieces of machinery that may become temporarily out of order can be rectified without the expense consequent upon having to send a mechanic specially for the purpose.

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

(MARTIN COLTON, *Keeper.*)

A first order dioptric fixed white light; five flat-wick mammoth lamps: consumes about 200 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 2,000 pounds of powder per season, together with a proportionate number of friction tubes and cartridges. One of F. H. Holme's (of London, England,) fog-horns has been ordered for this point, and will be put in operation as soon as possible.

The provision dépôt for distressed seamen is supplied with 15 barrels of flour, 7 barrels pork, 5 barrels peas, sugar and tea, 12 each of pea jackets, pairs pants, pairs drawers, pairs socks, caps, comforters, flannel shirts, pairs mits, pairs boots, 6 pairs each of snow-shoes and moccasins, and extra this season 12 blankets and 2 cases of preserved meats. Those are renewed as occasion requires. The keeper is furnished with a horse to draw fuel, water and supplies. The tower and buildings have been painted, and some repairs attended to. Was inspected this season, and reported in good order.

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

Report of Ice in the Straits of Belle Isle for 1875.

November 18th, 1874.—Dominion steamship "Quebec" outward bound at 8 a.m., last steamer seen this fall.

December 2nd, 1 p.m.—One schooner bound north.

December 17th.—Some slab ice making in the Straits.

December 21st.—Thermometer 9 below zero. Straits to the west covered with slab ice.

December 25th.—A large quantity of slab ice drove out from N. E. to the westward side of the Island; a good many lakes of open water amongst it; very little slab ice to the east.

January 5th, 1875.—Ice in the Straits getting pretty heavy. Steamers might navigate the Straits up to this date from as far as can be seen to east, and from here to Cape Norman with very little difficulty.

January 10th.—A good deal of ice to eastward and westward. Clear water from here to Cape Bauld.

January 13th.—A good deal of open water among the ice.

January 20th.—A great quantity of ice drove out in the Straits by late winds; no clear water to be seen; would be impossible for vessels of any description whatever to pass through the Straits.

January 24th.—Straits still blocked with ice as far as can be seen; no clear water.

January 31st.—Straits still blocked with ice; no clear water.

February 5th.—Straits blocked with ice, the heaviest I have seen in the Straits yet, and remained jammed the remainder of this month; no clear water to be seen.

March.—On no day during this month could vessels of any description pass through the Straits; during the entire month the Straits have been completely jammed with ice.

April 1st.—Ice slackening in the Straits.

April 2nd.—One schooner to the south seal hunting; first vessel seen this spring; ice to the south shore pretty slack.

April 4th.—Strong breeze from N.N.E. From this date to the 6th of May the wind remained from N. to N.E., driving out immense quantities of ice and icebergs.

April 21st.—141 icebergs in the Straits.

April 30th.—A little clear water along the Labrador coast.

May 1st.—Clear water along the Labrador shore, 7 p. m. steamship "Walrus" to the N.W.

May 2nd.—At 4 a.m. steamship "Walrus," Captain P. Delaney, of St. Johns, Newfoundland, seal hunting, second trip, arrived here, and made fast under the lee of the island to await a chance to get to the eastward. Captain Delaney reports having left St. Johns, April 15th, for the Gulf. Encountered immense quantities of field ice, also several ships off St. George's Bay in the ice, and from St. Paul's to the Mecatinas, a solid jam of ice, not able to make an entrance in any part of it. Worked the ship down all the way according as the ice would draw off the shore. Was down as far as Cape Charles, and steamed here to await a chance to get to the south-east.

May 4th.—Steamship "Walrus" left at 9 a.m., to try to get through; entered the ice about three quarters of a mile, but could not force through; returned at 5 p.m.

May 7th.—Light air, clear weather, wind N.W., 10 a.m.; steamship "Walrus" left for the S. E. at 7 p.m., was about five miles in the ice.

May 8th.—Light breeze; steamship "Walrus" about eight miles off.

May 9th.—6 p.m. steamship "Walrus" 26 miles to S. E.; 265 icebergs to be seen.

May 10th.—Strong breeze of west wind; ice slack in the Straits.

May 15th.—A great deal of ice in the Straits; remained during the remainder of this month.

June 5th.—Strong breeze from the west; ice driving out of the Straits.

June 9th.—Straits clear of ice to west.

June 10th and 11th.—Strong breeze of west wind, fog and rain.

June 12th.—Straits clear of ice.

June 25th.—A good deal of scattered ice drove out from the N.E., but nothing to impede navigation; 10 brigs, 19 brigantine, 18 schooners bound north.

June 28th.—No ice to be seen; 51 icebergs in the Straits.

July 9th.—One ship outward bound.

July 16th.—At 4.30 p.m. one steamer inward bound, supposed to be steamship "Quebec;" first steamer passed through this spring.

TABLE showing the coldest days on which the thermometer marked below zero.

Observation taken at 8 A.M., 2 P.M., and 8 P.M.

1874-'75.	8 A.M.	2 P.M.	8 P.M.	1875.	8 A.M.	2 P.M.	8 P.M.	1875.	8 A.M.	2 P.M.	8 P.M.
Dec. 21	9	6	6	Feb. 5	3	0	2	Feb. 19	5	3	...
do 22	5	4	3	do 6	3	3	6	do 28	5	3	5
January 4	2	1	1	do 7	10	9	7	March 1	5	4	5
do 6	3	...	...	do 8	12	10	13	do 2	5	...	...
do 7	5	3	5	do 9	6	3	5	do 3	4	...	...
do 10	2	3	3	do 10	5	5	10	do 7	12	10	6
do 11	5	4	5	do 11	10	10	10	do 9	5	10	6
do 12	3	1	3	do 12	13	12	13	do 10	4	10	6
do 15	3	5	4	do 13	10	16	14	do 11	2	10	2
do 16	2	...	...	do 14	13	12	13	do 20	6	3	2
do 17	2	...	...	do 15	10	10	14	do 23	6	3	...
do 18	5	...	...	do 16	19	17	15	do 31	2	3	2
do 19	3	1	...	do 17	12	13	14				
do 20	2	6	0	do 18	18	12	14				

CAPE NORMAN LIGHT-HOUSE, STRAITS OF BELLE ISLE.

(HENRY LOCKE, Keeper.)

A white revolving catoptric flash light every two minutes; six No. 1 circular lamps, with 20-inch reflectors; iron lantern, 9 feet in diameter; size of glass, 60 x 30 x 1/2 inch: consumes about 500 gallons of oil per season. Owing to the scarcity of

fuel in the neighbourhood, three tons of coal have been allowed for the purpose of heating the tower.

The tower has been painted this season. Reported in good order.

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

(P. GODIER, *Keeper.*)

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

Tower painted this season. Reported in good order.

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

(R. RENNIE, *Keeper.*)

A revolving flash catoptric white light; flash every ten seconds; twelve No. 1 circular lamps with 20-inch reflectors; iron lantern, 9 feet diameter; size of glass, 60x30x $\frac{1}{2}$ inch: consumes about 900 gallons of oil per season.

Tower was painted this season. Reported in good order.

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

(PETER WHALEN, *Keeper.*)

Fixed white fourth order dioptric light; one mammoth circular lamp; iron lantern, 10 feet diameter: consumes 180 gallons of oil per season. The fog-gun is fired every hour during fogs and snow-storms, expending about 2,000 pounds of powder, and a proportionate number of cartridges and friction tubes during the season. Fifteen barrels flour, seven barrels pork, and three barrels beef are kept in the provision depôt. A fuel shed has been erected. The keeper furnishes the Meteorological Office with meteorological observations. Reported in good order.

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

(TIMOTHY O'BRIEN, *Keeper.*)

A revolving white catoptric light; six No. 1 circular lamps, with 20-inch reflectors; wooden lantern, 9 feet 3 inches in diameter; size of glass, 60 x 28 x $\frac{3}{8}$ inch: consumes about 500 gallons of oil per season. Reported in good order.

AMHERST ISLAND LIGHT-HOUSE, MAGDALEN ISLANDS.

(WM. CORMIER, *Keeper.*)

A revolving catoptric alternate red and white light every thirty seconds; four No. 1 circular lamps, with 20-inch reflectors; size of glass, 60 x 30 x $\frac{1}{2}$ inch: consumes about 500 gallons of oil per season. Reported in good order.

ENTRY ISLAND LIGHT-HOUSE, MAGDALEN ISLANDS.

(J. CASSIDY, *Keeper.*)

A fixed red catoptric light; number of lamps, six—four No. 1 circular and two mammoth flat-wicks; six reflectors; four of which are of 21 $\frac{1}{2}$ inch diameter, and two of 20-inch diameter; iron lantern, 7 feet 8 inches diameter; size of glass, 36 x 28 x $\frac{3}{8}$ inch: consumes about 500 gallons of oil per season. Reported in good order.

HEATH POINT (EAST POINT OF ANTICOSTI) LIGHT-HOUSE AND PROVISION DEPÔT.

(THOS. GAGNÉ, *Keeper.*)

A fixed white catoptric light; seventeen No. 1 flat-wick lamps; 21-inch reflectors: consumes about 400 gallons of oil per season. The lantern is of gun metal, and 13 feet in diameter.

The provision depôt contains the same amount of supplies as that at Belle Isle. The tower has been painted this season. Reported in good order.

SOUTH POINT (ISLAND OF ANTICOSTI) LIGHT-HOUSE AND PROVISION DEPÔT.

(DAVID TÊTU, *Keeper.*)

Flash catoptric light every twenty seconds; twelve No. 1 circular lamps, 20-inch reflectors; iron lantern, 9 feet diameter; size of glass, 60 x 30 x $\frac{1}{2}$ inch: consumes about 950 gallons of oil per season. The fog-whistle is blown during fogs and snow-storms, ten seconds in every minute. Owing to the proximity of wood the keeper is enabled to supply a great portion of the necessary fuel, a horse which he maintains at his own expense having been furnished him by the Department, and a reasonable amount per cord is allowed for the wood. The supplies in the provision depôt are similar to those at Belle Isle.

The tower has been painted during the season. Reported in good order.

SOUTH-WEST POINT (ISLAND OF ANTICOSTI) LIGHT-HOUSE AND PROVISION DEPÔT.

(E. POPE, *Keeper.*)

A revolving white catoptric light showing a flash every minute; twenty-one No. 1 flat-wick lamps; 21-inch reflectors; gun-metal lantern, 13 feet in diameter: consumes about 900 gallons of oil per season. The provision depôt contains the same quantity of supplies as that at Belle Isle. Reported in good order.

Mr. Pope and his Assistant, William Nadeau, were each presented by Her Majesty's Government with a testimonial in recognition of their gallant conduct in saving and attending the crew of the barque "Russia," wrecked near that point on the 7th December, 1873. The former received a valuable gold watch and the latter a silver watch, both bearing suitable inscriptions.

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

(L. MALOUIN, *Keeper.*)

Fixed white dioptric light, second order; five mammoth flat-wicks; iron lantern, 10 feet 3 inches in diameter: consumes about 220 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,200 pounds of powder per season, with a proportionate number of cartridges and friction tubes. A quantity of provisions and other supplies, similar to that lodged at Belle Isle, are sent to the depot established here. A horse is furnished the keeper to draw water, fuel and other supplies. A number of old settlers on the island have taken forcible possession of all the provisions in the depôt, and, until severely punished for such bare-faced robbery, will doubtless continue to do the same every winter. These supplies have been renewed this season. The tower has been painted and repairs to the foundation made by workmen sent down in the steamer "Napoleon."

CARLETON POINT LIGHT-HOUSE, BAY DES CHALEURS.

(E. LANDRY, *Keeper.*)

A fixed red catoptric light; five flat-wick mammoth lamps, 18-inch reflectors: consumes about 180 gallons of oil per season. Reported in good order.

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

(L. STRONG, *Keeper.*)

Fixed white catoptric light; two No. 1 circular lamps, and one No. 1 flat-wick lamp; 15-inch reflectors: consumes about 120 gallons of oil per season. Reported in good order.

POINT MAQUEREAU LIGHT-HOUSE, BAY DES CHALEURS.

(A. BROTHERTON, *Keeper.*)

A revolving catoptric light, every minute, showing red and white alternately; four No. 1 circular lamps with 20-inch reflectors: consumes about 120 gallons of oil per season. Reported in good order.

CAPE DESPAIR LIGHT-HOUSE, BAY DES CHALEURS.

(J. BECK, *Keeper.*)

A revolving white catoptric light, showing a flash at intervals of half a minute; lantern 9 feet in diameter; six No. 1 circular lamps, with 20-inch reflectors: consumes about 500 gallons of oil per season. Reported in good order.

WHITEHEAD CAPE LIGHT-HOUSE, PERCÉ ROADSTEAD.

(C. BOURGET, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps, 20-inch reflectors; size of glass, 36 x 30 x $\frac{1}{4}$ inch. Reported in good order.

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

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

GASPÉ LIGHT-SHIP, SANDY BEACH.

(N. ASCAH, *Keeper.*)

This vessel, moored off the extremity of the spit, has two dioptric lanterns, one red and the other white. The red light is 29 feet, and the white light 35 feet above the deck. The vessel is painted red, with the words "Light Ship" on her sides.

GASPÉ POINT LIGHT-HOUSE AND STEAM FOG-WHISTLE.

(C. ESNOUF, *Keeper.*)

Fixed red catoptric light; two No. 1 circular and two No. 1 flat-wick lamps; 20-inch reflectors; size of glass 28 x 60 x $\frac{3}{4}$ inch: consumes about 250 gallons of oil per season. The lantern is of wood. A new road from the light-house to the fog-alarm was completed this fall. The tower, engine-house and dam have been thoroughly repaired. Reported in good order.

CAPE ROSIER LIGHT-HOUSE—FOG-GUN STATION.

(A. TRUDEAU, *Keeper.*)

Fixed white, first order dioptric light; five mammoth flat-wick lamps; size of glass 24 x 28, 39 $\frac{1}{2}$ x 28, 24 x 28 x $\frac{1}{4}$ inch: consumes about 220 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, with a proportionate number of friction tubes and cartridges. The keeper is also telegraph operator, and furnishes meterological reports to the Meteorological Office. The tower was painted and the building, &c., shingled.

SEVEN ISLANDS LIGHT-HOUSE

A new light-house has been built here, and will soon be put in operation.

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

(F. FAFFARD, *Keeper.*)

Fixed white catoptric light; seventeen No. 1 flat-wick lamps, 21-inch reflectors; size of glass, $23\frac{3}{4} \times 23\frac{1}{4} \times \frac{1}{8}$ inch: consumes about 400 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, with a proportionate number of cartridges and friction tubes.

The provision dépôt contains the same amount of supplies as that at Belle Isle. The keeper is furnished with a horse to draw fuel, water and supplies. The provisions at this dépôt were given to the inhabitants, who suffered great distress last winter; they have been replaced this season. Reported in good order.

EGG ISLAND LIGHT-HOUSE, ON THE ISLAND.

(P. COTÉ, *Keeper.*)

A revolving white catoptric light, interval of revolution $1\frac{1}{2}$ minute; four No. 1 circular lamps, 20 inch reflectors; size of glass, $60 \times 30 \times \frac{1}{2}$ inch: consumes about 300 gallons of oil per season. Reported in good order.

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

(G. LAVERGNE, *Keeper.*)

Red and white catoptric revolving light, every four minutes, with an interval of two minutes between each flash; six No. 1 circular lamps, 20-inch reflectors; size of glass, $60 \times 30 \times \frac{1}{2}$ inch: consumption of oil per season about 300 gallons. A store shed as well as an oil shed have been built. P. Savage resigned on August 31st, when he was replaced by the present keeper. Reported in good order.

MARTIN RIVER LIGHT-HOUSE.

A new light is being put up at this point, and will be in operation next season, when description will be given.

MANICOUAGAN SHOAL LIGHT-SHIP AND FOG WHISTLE.

(T. CONNELL, *Keeper.*)

Moored in twenty-five fathoms of water. Two dioptric white lights, on separate masts, one 27 and the other 24 feet above the deck. The fog-whistle is sounded with a blast of eight seconds duration, and after an interval of eight seconds it is followed by another blast of eight seconds, which is succeeded by an interval of two minutes and twenty seconds. Should the vessel from any cause be off her station, this will be denoted in the day-time by a ball at her foremast head, and at night by a globe lantern, so that in the latter case she may appear like an ordinary vessel at anchor. This vessel resumed her station in June last. Reported in good order.

PORTNEUF LIGHT-HOUSE, NORTH SHORE.

(D. TREMBLAY, *Keeper.*)

This light, a new one, stands on a pier, and is a fixed white catoptric light, elevated about forty feet above high water; in clear weather it will probably be seen about a distance of fifteen miles. The tower is a square wooden building, twenty-seven feet high and painted white. Three No. 1 circular and two mammoth flat-wick lamps, 20-inch reflectors; size of glass, $36 \times 28 \times \frac{1}{2}$ inch: consumption of oil, about 500 gallons per season. A house has been put up for the keeper, and the

pier enlarged, the latter not being found sufficient to stand the action of the sea. Z. Warren resigned, and has been replaced by the present keeper. Reported in good order.

CAPE CHATTE LIGHT-HOUSE, SOUTH SHORE.

(T. COTÉ, *Keeper.*)

Flash catoptric white light, having an interval of thirty seconds between each flash; six No. 1 circular lamps, 20-inch reflectors; size of glass, 60 x 30 x $\frac{1}{2}$ inch: consumes about 500 gallons of oil per season. The site of the new tower erected here this season, is 480 yards E.N.E. of the one it has replaced. Reported in good order.

MATANE LIGHT-HOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

(F. DIONNE, *Keeper.*)

Fixed red catoptric light; two No. 6 circular and two No. 1 flat-wick lamps, with two 20-inch and two 18-inch reflectors; size of glass, 36 x 27 $\frac{3}{4}$ x $\frac{3}{8}$ inch: consumes about 250 gallons of oil per season. A boat has been furnished to this station. Reported in good order.

METIS LIGHT-HOUSE, SOUTH SHORE, COUNTY RIMOUSKI.

(J. MARTIN, *Keeper.*)

A white revolving catoptric light, shewing a flash every minute and making a complete revolution in two minutes. A boat has been supplied to this station. Reported in good order.

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

(D. LAWSON, *Keeper.*)

Fixed white catoptric light; five mammoth flat-wick lamps, 21-inch reflectors; size of glass 27 x 36 x $\frac{1}{4}$ inch: consumption of oil about 220 gallons per season.

The signal gun stationed here is used to enable steamers to distinguish the Point: it consumes about 500 pounds of powder with a proportionate number of cartridge and reflection tubes. The keeper is also telegraph operator. Reported in good order.

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

(T. LEBEL, *Keeper.*)

A revolving white catoptric light, every two minutes; twenty-one No. 1 flat-wick lamps, 21-inch reflectors; size of glass, 29 $\frac{1}{2}$ x 27 x $\frac{1}{4}$ inch: consumption of oil about 500 gallons per season. The fog-gun stationed here is fired every hour during fogs and snow storms: it consumes about 1,800 pounds of powder, with the proportionate number of cartridges and friction tubes. From some reason, all the lamps in this tower took fire, and were so injured in consequence as to unfit them for further use. At the same time, the great heat caused the breakage of all the glass (48 panes), the keeper narrowly escaping with his life. Information of the accident reached me about 10 o'clock the same night, and I immediately despatched Mr. Barbour, with an assistant, in the steamer "Druid," supplying him with sufficient lamps to replace those destroyed. By the next night they succeeded in having the light again in operation, so that a stoppage of only eight hours occurred through this accident. Several complaints having reached me that the gun was not regularly fired, I made a personal investigation of the matter at the station. I found most of the powder very damp, and had it changed as soon as was possible. I further directed the keeper to continue firing the cannon, in thick weather, until he could see distinctly from six to eight miles to the northward, instead of stopping when he could see that distance to the southward, as has hitherto been the practice. I have not had any complaint since.

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

(G. LINDSAY, *Keeper.*)

Fixed white catoptric light; thirteen No. 1 flat-wick lamps, 21-inch reflectors—size of glass, $24 \times 23 \times \frac{1}{4}$ inch: consumption of oil per season, about 375 gallons. The fog-gun stationed here is fired every half hour during fogs and snowstorms: the average consumption of powder in the season is 3,000 pounds, with cartridges and friction tubes in proportion. Reported in good order.

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

(J. LEVESQUE, *Keeper.*)

Two fixed white lights; one of these is a catoptric lantern, containing six No. 2 circular lamps, and the other a dioptric lantern; the former is 34 feet, and the latter 22 feet, above the deck. The vessel is to the north-east of the Island, moored in ten fathoms of water. During fogs and snowstorms a steam fog-whistle is sounded, giving a blast of ten seconds during each minute. If, from any cause, the vessel should be off her station, it will be indicated during the day by a ball at the foremast head, and at night by a circular lantern, giving her the appearance of an ordinary vessel at anchor; during fogs, under such circumstances, the whistle will be sounded irregularly like an ordinary steamer, as will be seen by the report of the master. Reported in good order.

CHICOUTIMI, RIVER SAGUENAY.

Ten fixed white range lights, and on the wharf. A sum of \$500 having been voted to improve these lights, I proceeded to Chicoutimi and arranged to have new frames made in the form of beacons; I also sent ten new lanterns with more powerful lamps, together with one for the wharf. I am informed, by the captains of the Saguenay steamers, that they are now very satisfactory lights.

SAGUENAY RANGE LIGHTS.

(L. GUAY, *Keeper.*)

Two new lights situated at the entrance of the River Saguenay, one upon Point Noir, and the other 608 yards distant. Two fixed white catoptric lights, visible in clear weather nine miles. These lights are for the purpose of leading vessels clear of Prince's shore, Bar Reef, and Vaches Shoal; first exhibited on the 15th September, 1875.

LARK ISLET LIGHT-HOUSE, ENTRANCE TO THE SAGUENAY.

(P. BOUILLIAUME, *Keeper.*)

A fixed white catoptric light; three mammoth flat-wick lamps: consumes about 110 gallons of oil per season. A small building for fuel has been erected here. Reported in good order.

RED ISLET LIGHT-HOUSE.

(E. FRASER, *Keeper.*)

Fixed red catoptric light; 24 No. 1 flat-wick lamps, 21-inch reflectors; size of glass, $30 \times 27\frac{1}{2} \times \frac{1}{2}$ inch: consumes about 700 gallons of oil per season. Reported in good order.

LONG PILGRIMS LIGHT-HOUSE, ON THE ISLAND.

(J. C. MARQUIS, *Keeper.*)

Fixed white, fourth order dioptric light; one mammoth flat-wick lamp: consumption of oil, about 70 gallons in the season. Reported in good order.

BRANDY POTS LIGHT-HOUSE, ON THE ISLAND.

(W. RICHARD, *Keeper.*)

Fixed white, fourth order dioptric light; one mammoth flat-wick lamp; size of glass, $43 \times 28\frac{1}{2} \times \frac{1}{2}$ inch: consumes about 70 gallons of oil per season. Reported in good order.

GRAND ISLE LIGHT-HOUSE, KAMOURASKA, NORTH-EAST END OF THE ISLAND.

(J. R. DESJARDINS, *Keeper.*)

Fixed white catoptric light; four flat-wick mammoth, and two circular No. 1 lamps, 21-inch reflectors; size of glass, $16 \times 14 \times \frac{1}{2}$ inch: consumption of oil about 200 gallons per season. Reported in good order.

STONE PILLARS LIGHT-HOUSE, ON THE ISLAND.

(D. BABIN, *Keeper.*)

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

ALGERNON ROCK, NEAR THE PILLARS.

A pier and powerful reflecting apparatus is under contract for erection here; it is expected to be ready next season.

LOWER TRAVERSE LIGHT-SHIP AND STEAM FOG-ALARM, N.E. PART OF ST. ROCH'S SHOAL.

(I. GOURDEAU, *Keeper.*)

Two fixed dioptric lights, one upon each mast. If, from any cause, the light-ship moves from her station, one light only will be shown, and during the day a red ball shown from the main mast. The steam fog-whistle is sounded during thick weather, fogs and snowstorms, for twelve seconds in each minute, leaving an interval of forty-eight seconds between each blast. Reported in good order.

UPPER TRAVERSE LIGHT-SHIP, N.W. EDGE OF ST. ROCH'S SHOAL.

(M. DECHENE, *Keeper.*)

Two fixed dioptric lights; one lantern eight feet above the other: consumption of oil about 50 gallons per season. Should the vessel be out of place, the light on the foremast is alone exhibited; and during the day the ball on the foremast head is taken down. A bell is tolled during thick weather, fogs and snow storms. This vessel went into winter quarters at Éboulements this fall. Reported in good order.

CRANE ISLAND LIGHT-HOUSE, ON THE ISLAND.

(G. PAINCHAUD, *Keeper.*)

Fixed white catoptric light, five mammoth flat-wick lamps, 22-inch reflectors; size of glass, $16 \times 14 \times \frac{1}{2}$ inch: about 200 gallons of oil is consumed during the season. Reported in good order.

MONTE DU LAC LIGHT-HOUSE, NORTH SHORE.

(H. SIMARD, *Keeper.*)

Fixed white catoptric light; one No. 1 flat-wick and one No. 1 circular, 20-inch reflectors: consumes about 60 gallons of oil per season. The light showing to the westward has been withdrawn owing to its interference with the range lights along ed in good order.

BELLECHASSE LIGHT-HOUSE, SOUTH SHORE.

(E. THIVIERGE, *Keeper.*)

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

NORTH CHANNEL TRAVERSE RANGE LIGHTS.

Two range lights, 1,379 yards apart, at St. Francis, east end of the Island of Orleans. They indicate the channel between the West Sands and the Traverse Spit. Both lights are fixed white catoptric lights, circular No. 1, with 20-inch reflectors.

Two range lights are also placed at Cape Rouge, 100 yards apart, they indicate the channel between the Traverse Spit and the Brûlé Bank. These lights also are fixed white catoptric. They were put in operation on the 1st instant, 1875, and may require slight changes in size and description of lamps.

POINT ST. JEAN LIGHT-HOUSE, ISLAND OF ORLEANS.

(C. LANGLOIS, *Keeper.*)

A revolving white catoptric light, shewing a flash every thirty seconds; two lamps, one a No. 1 circular and the other a mammoth flat-wick; 21-inch reflectors; size of glass, $36 \times 28 \times \frac{3}{8}$ inch. The building has been raised four feet to keep it clear of the ice in the spring and fall; but during the storms of the present season the wharf has been injured so much as to greatly endanger the safety of the tower, and immediate repairs to the extent of from \$2,000 to \$3,000 are necessary to put it in a safe condition.

POINT ST. LAURENT LIGHT-HOUSE, ISLAND OF ORLEANS.

(J. CHABOT, *Keeper.*)

Fixed white catoptric light; five mammoth flat-wick lamps, 18-inch reflectors; size of glass, $26\frac{1}{2} \times 16\frac{1}{2}$ inch: consumption, about 180 gallons of oil per season. Reported in good order.

BUOYS.

There are sixty-seven buoys in this district; they are situated between Red Island and Cape Santé, in the Rivers St. Lawrence, Chicoutimi and Saguenay, and the Magdalen Islands and Gaspé Basin. In the River St. Lawrence they are frequently injured or displaced by passing vessels, necessitating constant supervision; and several trips have been made by one of the Dominion steamers to put them in order, when information has reached this Agency relative to their derangement. In the River St. Lawrence all the black buoys are on the south side of the channel, except those at Beaujeu's Patch and White Island, which can be passed upon either side: the one at Vache's Patch, near the Saguenay, must be passed on the south side only; the red buoys are all placed on the north side of the channel. White and chequered buoys indicate rocks or ends of shoals, and can be passed on either side, except the white and chequered buoys of the Saguenay, which must be passed to the north. Green buoys indicate sunken wrecks; that one marking the wreck of the barque "Preciosa" has been removed, no vestiges of this wreck being any longer apparent. A black buoy has been placed on the patch lately discovered three-quarters of a mile off Crane Island; it is anchored in three fathoms at low water; Crane Island Light-house bearing W. by E. $\frac{1}{2}$ E.

A black buoy has also been placed at Berthier, and another at Paspébiac, Bay des Chaleurs, for the convenience of passenger steamers; also a black buoy at Fox River to indicate entrance to the harbour.

BEACONS.

This Agency has fifty-five beacons under its supervision. Those on the River St. Lawrence act as bearings to station buoys and as marks to vessels leading up and down the channel. Owing to the general sameness of the coast upon the Island of Anticosti, and also between Cape Chatte and Cape Rosier, the beacons upon these localities are intended to enable vessels to recognize their position. The two on the Labrador shore also distinguish points upon the coast, and mark the entrance to Bonne Espérance and Coacochoo Bay, both excellent harbours of refuge.

The beacon upon Lark Islet has been removed, the light-house answering its purpose. They are reported in good order, and distributed as follows:—

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

Total 55

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

ST. ANTOINE, SOUTH SHORE.

(L. LAFLEUR, *Keeper*.)

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

STE. OROIX, SOUTH SHORE.

(J. THURBER, *Keeper*.)

Fixed white catoptric light; two No. 1 circular lamps, 17-inch reflectors; consumes about 120 gallons of oil in the season. Reported in good order.

PORTNEUF, NORTH SHORE.

(F. RODRIQUE, *Keeper*.)

Two fixed white catoptric lights, about 180 yards apart. Upper tower—one mammoth flat-wick lamp, 16-inch reflectors. Lower tower—two No. 1 circular lamps, one 22-inch and one 20-inch reflector: consumption of oil, about 200 gallons per season. The out-buildings have been thoroughly repaired this season. Reported in good order.

PLATON POINT, SOUTH SHORE.

(P. BEAUDET, *Keeper.*)

Two fixed white catoptric lights, 169 yards apart. In consequence of complaints made during the past season by the captains of the Richelieu line of steamers, to the effect that the lights at this point were too weak, a change was made from No. 1 flat-wicks to No. 1 circulars. The upper tower, therefore, now contains one No. 1 circular lamp, 21-inch reflector; size of glass, $34 \times 32 \times \frac{1}{8}$ inch. The lower tower is provided with a similar lamp and reflector, and the size of the glass is $24 \times 24 \times \frac{1}{8}$ inch. The consumption of both lights is about 150 gallons of oil per season. Reported in good order.

RICHELIEU ISLET, SOUTH SHORE, ON THE ISLET.

(H. BLAIS, *Keeper.*)

Fixed white catoptric light; two No. 1 flat-wick lamps, one $14\frac{1}{2}$ and one $15\frac{1}{2}$ inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inch: consumes about fifty gallons of oil per season.

LOTBINIÈRE, LOWER LIGHT, SOUTH SHORE.

(O. BEAUDET, *Keeper.*)

Fixed white catoptric light; one mammoth flat-wick lamp, 14-inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Reported in good order.

LOTBINIÈRE, UPPER LIGHT, SOUTH SHORE.

(O. C. DE LACHEVROTIERE, *Keeper.*)

Fixed white catoptric light; one mammoth flat-wick lamp, 14-inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. A lofty spruce tree on the hill about two acres from this light, has been reserved as a beacon for the navigation of the Richelieu, of which it is an important aid. Thirty square feet round the beacon has been retained, together with a right of passage thereto. Reported in good order.

RIVER DUCHENE, SOUTH SHORE, ON LANGLOIS POINT.

(O. LANGLOIS, *Keeper.*)

Fixed white catoptric light; two No. 1 flat-wick lamps, 14-inch reflectors; size of glass, $34\frac{1}{2} \times 29 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Reported in good order.

GRONDINES, NORTH SHORE.

(UPPER TOWER—E. TROTTIER, *Keeper*; LOWER TOWER—J. TROTTIER, *Keeper.*)

Two fixed white catoptric lights, 1,350 yards apart. Upper tower—one mammoth flat-wick lamp, 15-inch reflector; size of glass, $18\frac{1}{2} \times 19 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Lower tower—one mammoth flat-wick lamp, 15-inch reflector; size of glass, $16 \times 25 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Reported in good order.

CAPE CHARLES, SOUTH SHORE.

(F. BOISVERT, *Keeper.*)

Two fixed white catoptric lights, eighty yards apart. Upper tower—one mammoth flat-wick lamp, 20-inch reflector; size of glass, $28 \times 35 \times \frac{1}{8}$ inch. Lower tower—two No. 1 flat-wick lamps, 15-inch reflectors; size of glass, $28 \times 35 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Reported in good order.

ST. PIERRE DES BECQUETS, SOUTH SHORE.

(S. FRANCŒUR, *Keeper.*)

Fixed white catoptric light; one No. 1 flat-wick lamp, and one No. 1 circular, 15-inch reflectors; size of glass, $38 \times 27\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 70 gallons of oil per season. Reported in good order.

BATISCAN, NORTH SHORE.

(J. MARCHAND, *Keeper.*)

Fixed white catoptric light; one No. 1 dual flat-wick lamp, 15-inch reflector; size of glass, $36\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 50 gallons per season. Reported in good order.

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

(J. FUGÈRES, *Keeper.*)

Fixed white catoptric light; one No. 1 dual flat-wick lamp, 15-inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inch: consumes about 50 gallons of oil per season. Reported in good order.

POINT AU CITROUILLE, NORTH SHORE.

(C. BRUNEL, *Keeper.*)

This is a temporary light on the top of a frame to indicate the point. It is a fixed white light, mammoth flat-wick. A tower and lantern with two lamps is much needed.

CHAMPLAIN, NORTH SHORE.

(N. HARDY, *Keeper.*)

Fixed white catoptric light; two mammoth flat-wick lamps, 17-inch reflectors; size of glass, $35 \times 27 \times \frac{1}{8}$ inch: consumes about 100 gallons of oil per season. Reported in good order.

CAPE DE LA MADELEINE, NORTH SHORE.

(P. MANUEL, *Keeper.*)

Two fixed white catoptric lights, 200 yards apart. Upper tower—one No. 1 flat-wick lamp, 15-inch reflector; size of glass, $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ inch. Lower tower—one No. 1 flat-wick lamp, 15-inch reflector; size of glass, $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ inch. Both lights consumes about 50 gallons of oil per season. The tower has been removed 45 feet back, owing to the caving in of the bank. Reported in good order.

CAPE DE LA MADELEINE, NORTH SHORE.

(P. MONTPLAISIR, *Keeper.*)

Two fixed white catoptric lights, 235 yards apart. Upper tower—one No. 2 circular lamp, 20-inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inch. Lower tower—one No. 2 circular lamp, 20-inch reflector; size of glass, $28 \times 35 \times \frac{1}{8}$ inch. Both lights together consume about 100 gallons of oil per season. Reported in good order.

PORT ST. FRANCIS, SOUTH SHORE.

(C. DUVAL, *Keeper.*)

Two fixed white catoptric lights. Upper tower—two No. 1 flat-wick lamps, 15-inch reflectors; size of glass $20 \times 32 \times \frac{1}{8}$ inch. Lower tower—one No. 1 flat-wick lamp, 15-inch reflector; size of glass $27 \times 31\frac{1}{2} \times \frac{1}{8}$ inch. They consume about 70 gallons of oil per season. Reported in good order.

POINT DU LAC, NORTH SHORE.

(M. PAQUIN, *Keeper.*)

Fixed white catoptric light; one No. 1 flat-wick lamp, 15-inch reflector: consumes about 25 gallons of oil per season. Reported in good order.

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

(AMADIE MAGNON, *Keeper.*)

Fixed white catoptric light; three No. 1 flat-wick lamps attached to one fountain; size of glass $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$: consumes about 120 gallons of oil per season. She underwent considerable repairs last winter.

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

(HECTOR FISET, *Keeper.*)

Fixed white catoptric light; one mammoth circular-wick lamp; size of glass, $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 120 gallons of oil per season. Repaired last winter.

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

(A. AUGER, *Keeper.*)

Fixed white catoptric light; one mammoth circular-wick lamp; size of glass, $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 120 gallons of oil per season.

ISLE AUX RAISINS, ON THE ISLAND.

(O. LETENDRE, *Keeper.*)

Fixed white catoptric lights; two towers about ten acres apart, each of which is fitted with a No. 1 flat-wick lamp and a 15-inch reflector. Size of glass, upper lantern, $36 \times 36 \times \frac{1}{8}$, and $36 \times 21 \times \frac{1}{8}$; lower lantern, $20 \times 31 \times \frac{1}{8}$ inch. Consumption of oil about 100 gallons per season. Canal between two lights requires some repairs.

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

(J. LAMOUREUX, *Keeper.*)

Fixed white catoptric light; two No. 1 flat-wick burners, 15-inch reflectors; size of glass $28 \times 36 \times \frac{1}{8}$, $30 \times 28 \times \frac{1}{8}$ inch: consumes about 60 gallons of oil per season. The Department has taken steps to secure some wooded land for a protection against the ice, which would carry the tower away if the trees were cut down. Reported in good order.

ISLE DE GRACE, ON THE ISLAND.

(EDWARD PAUL, *Keeper.*)

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

BOREL HARBOUR.

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

LAVALTRIE, SOUTH SIDE OF THE ISLAND,

(D. GIGUÈRE *Keeper.*)

Fixed white catoptric light; two mammoth flat-wick lamps, 15 inch-reflectors in each of the two towers, which are 320 yards apart; size of glass, $25 \times 20\frac{1}{2} \times \frac{1}{8}$ and $23 \times 28 \times \frac{1}{8}$ inch. Consumption, about 120 gallons of oil per season. The pier has been repaired this season. Reported in good order.

CONTRECŒUR, SOUTH SIDE.

(F. LACROIX, *Keeper*.)

A fixed white catoptric light on a small pier near the water's edge, situated above Contrecoeur Church: one No. 1 flat-wick lamp, 15-inch reflector, size of glass, $25\frac{1}{2} \times 34 \times \frac{1}{2}$ inch: consumes about 25 gallons of oil per season. Reported in good order.

CONTRECŒUR, SOUTH SIDE.

(J. GERVAIS, *Keeper*.)

A fixed white catoptric light, precisely similar to the other, and is situated about two and a half miles above Contrecoeur Church. It consumes about 25 gallons of oil per season. Reported in good order.

ISLE AUX PRUNES, ON THE ISLAND.

(J. B. LAROSE, *Keeper*.)

This light is a fixed white catoptric; two No. 1 flat-wick lamps, with 15-inch reflectors; size of glass $32 \times 20\frac{1}{2} \times \frac{1}{2}$ inch: consumes about 25 gallons of oil per season. Reported in good order.

REPENTIGNY, NORTH SIDE.

(C. RIVET, *Keeper*.)

Fixed white catoptric light; one No. 1 flat-wick lamp, 15-inch reflector; size of glass $36 \times 36 \times \frac{1}{2}$ inch: consumes about 25 gallons of oil per season. Reported in good order.

REPENTIGNY, 170 YARDS FROM OTHER TOWER.

(J. B. LACHAPELLE, *Keeper*.)

Similar in every respect to the preceding light, except its being but 14 feet high. Consumes about 25 gallons of oil per season. Reported in good order.

ILE À LA BAGUE, NORTH SIDE OF THE ISLET.

(J. ETHER, *Keeper*.)

Fixed white catoptric light; two No. 1 flat-wick lamps, 15-inch reflectors; consumption per season, about 50 gallons of oil. On account of the ice, this light is always removed at the end of the season. Reported in good order.

STE. THERESE, NORTH SIDE, ON THE ISLAND.

(THEO. BRODEUR, *Keeper*.)

Fixed white catoptric lights; two towers 220 yards apart, with three No. 1 flat-wick lamps and 15 inch reflectors in each tower; size of glass, $34 \times 34 \times \frac{1}{2}$ and $36 \times 34 \times \frac{1}{2}$ inch: consumes about 150 gallons of oil per season. Reported in good order.

STE. THERESE, NORTH SIDE, ON THE ISLAND.

(SAMUEL REEVES, *Keeper*.)

Fixed white catoptric light; one No. 1 flat-wick lamp, 15-inch reflector; size of glass $36 \times 34 \times \frac{1}{2}$ inch: consumes about 25 gallons of oil per season. Reported in good order.

POINTE AUX TREMBLES, NORTH SHORE.

(ANTOINE LAMOUREUX, *Keeper*.)

Two fixed white catoptric lights, 600 yards apart; one mammoth flat-wick lamp with 16-inch reflectors in each tower; size of glass, $33 \times 36 \times \frac{1}{2}$ and $30 \times 33 \times \frac{1}{2}$ inch. Consumption of oil per season, about 100 gallons. Reported in good order.

MONTREAL HARBOUR.

(WILLIAM JEFFS, *Keeper.*)

Two fixed red lights, 73 yards apart; one 38 and the other 29 feet above the water's edge. They indicate the deepest channel to and from the harbour. There is a mammoth flat-wick lamp, with a 16-inch reflector, in each tower; consumption of oil, about 100 gallons per season.

All the foregoing lights between Quebec and Montreal have been visited and inspected by Captain Marmen with the steamship "Druid" during the past season, and have been supplied with all requisite stores.

LIGHT-HOUSES BETWEEN ST. JOHN'S, PROVINCE OF QUEBEC,
AND THE BOUNDARY LINE.

ASH AND BLOODY ISLAND.

Ash and Bloody Islands Range Lights are about three-quarters of a mile apart. They are placed in range with the channel, above the islands, and the side-lights are to show the channel past the west side of both islands.

Ash Island Lighthouse is a square-framed tower, with small dwelling attached, and painted white. The lights are about 44 feet above water; the main one showing in the direction of the low light on Bloody Island.

The lights on Bloody Island are in a small white building on a timber pier, about 14 feet above water; the main light showing up stream in the direction of the channel. There are two flat-wick lamps and two reflectors in each building.

LACOLLE.

(W. H. VANVLIET, *Keeper.*)

Two towers, forming range lights, leading between Lacolle and St. Valentine. Upper tower—one mammoth flat-wick lamp, 15 inch reflector; size of glass, 32 x 36 x $\frac{1}{4}$ -inch. Lower tower—two mammoth lamps, 15-inch reflectors; size of glass, 36 x 30 x $\frac{1}{4}$ -inch. A side-lamp indicates these points to passing vessels before they come into range. Reported in good order.

ST. VALENTINE.

(P. MARTIN, *Keeper.*)

Two towers, eleven-and-a-half miles from St. John's, and six-and-a-half miles from North of Half-way Point. These are range lights, leading across the river at the foot of Ile aux Noix. Upper tower—one mammoth flat-wick lamp, 16-inch reflectors; size of glass, 36 x 20 x $\frac{1}{4}$ -inch. Lower tower—two mammoth flat-wick lamps, 16-inch reflectors; size of glass, 32 x 36 x $\frac{1}{4}$ -inch. Reported in good order.

NORTH OF HALF-WAY POINT.

(D. MENARD, *Keeper.*)

Two towers, on the south side of the river, five miles from St. Johns. These are range lights, leading between Half-way Point and Ile aux Noix. Upper tower—one mammoth flat-wick lamp, 20-inch reflector; size of glass, 36 x 36 x $\frac{1}{4}$ inch. Lower tower—two mammoth flat-wick lamps, 16-inch reflectors; size of glass, 32 x 36 x $\frac{1}{4}$ -inch. Consumption of oil per season, gallons. Reported in good order.

DOMINION STEAMERS.

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

The steamship “Napoleon III” is a powerful iron screw steamer; she was built in 1856 by Messrs. R. Napier & Sons, Glasgow, and is nominally of 300 horse-power, which can be worked up to 700. She is of 494 tons gross tonnage, and can carry about 2,500 barrels, with a magazine capable of containing 10,000 pounds of powder. She has just completed extensive repairs and alterations, which has made her one of the staunchest vessels of her size afloat. She is commanded by Captain Despres, a branch pilot of good standing.

The side-wheel paddle steamer “Druid” was built of iron, in 1856, by Messrs. Todd & McGregor, of Glasgow. She is of 170 horse-power, can carry about 1,000 barrels, and has a powder magazine capable of holding 6,000 pounds. She is commanded by Captain Anselme Marmen, a branch pilot for the Lower St. Lawrence, who has been seventeen years in the service.

The police steamer “Dolphin” is a small yacht-built vessel, 48 feet long, with 12-foot beam; runs about eight knots per hour, and consumes about one-and-a-half bushel of coal per hour under full speed.

The police steam yacht “Adele” is a still smaller craft than the last mentioned; she is yacht-built 36 feet 9 inches long, and 7 feet beam; runs about eight knots per hour, and consumes about one bushel of coal per hour when in full steam.

MOVEMENTS OF THE STEAMER “DRUID” FROM THE FALL OF 1874 UP TO
30TH JUNE LAST.

September 23rd.—Left Quebec with a buoy, some timber and other supplies on board for Platon and Cape Charles. Left for Platon at 11.45 a.m., and on the way up replaced the old buoy at Platon with a new one. Anchored at Platon at 5 p.m., and inspected light.

September 24th.—Left Platon at 5.20 a.m. and proceeded up river, inspecting the light-houses at the Richelieu, Lotbinière and Cape Charles; after leaving supplies at the latter light-house, returned to Quebec, where we arrived at 7.45 p.m., and put the old Platon buoy ashore.

October 5th.—Left to supply lighthouses below Quebec. Put up a new beacon at Crane Island and repaired the old one.

October 6th.—Whitewashed seven beacons at Crane Island, and supplied the light with stores.

October 7th.—Left Crane Island at 5.45 a.m. Put up a red beacon at Goose Island. Inspected and supplied Kamouraska Light-house. At 7.30 p.m. anchored at Brandy Pots, inspected and supplied the light-house with a large boat and other stores.

October 8th.—Left Brandy Pots at 5.40 a.m. Left a large boat at Rivière du Loup for the telegraph operator. Visited and supplied Red Island Light-house. Anchored at Portneuf, inspected and supplied the light-house.

October 9th.—Left Portneuf at 1.40 a.m. Upon arriving at the Pilgrims, found that the Pilgrims buoy was missing, therefore returned to Brandy Pots and painted black a spare red buoy on board, so that the missing buoy could be replaced.

October 10th.—Left at 6.45 a.m. and replaced the Pilgrims buoy. Inspected and supplied the Pilgrims Light-house. Returning up the river, supplied Monte du Lac Light-house and anchored at 6 p.m. at St. Johns, Island of Orleans. Weather very thick.

October 14th.—Left for Quebec at 1 a.m., where we arrived at 9.30 a.m.

October 19th.—Left Quebec at 11 a.m. to place the buoys in the Upper Traverse.

October 20th.—Returned to Quebec at 3.30 p.m.

October 27th.—Left Quebec at 5 a.m. to inspect Cape Charles Light-house. Anchored at Grondines all night to inspect light.

October 28th.—Inspected Cape Charles Light-house, and returned to Quebec at 2 p.m.

November 14th.—Left Quebec at 4.30 a.m., to go down the river to pick up the buoys. Anchored at Brandy Pots at 7.35 p.m.

November 15th.—Picked up nine buoys and supplied the Red Island Light. Returned to Brandy Pots at 3 p.m. Very strong breeze with snow.

November 16th.—Picked up three buoys. At 9.40 p.m. anchored off Hare Island. Blowing very strong all day.

November 17th.—Picked up eight buoys, and supplied the Upper Traverse Light-ship. At 5.15 p.m. anchored at Crane Island. Weather very foggy with snow.

November 18th.—Picked up three buoys. Returned to Crane Island at 3 p.m. Blowing very strong.

November 19th.—Picked up six buoys and returned to Quebec at 4.30 p.m., and started putting the buoys ashore.

November 20th.—Completed disembarking buoys and sinkers.

November 22nd.—Went into winter quarters.

April 26th, 1875.—Left winter quarters at Gilmours' Blocks, and came up to the Government wharf.

April 28th.—Left Quebec at 4.20 a.m. with the buoys. Supplied Pillars Light-house. Towed the Lower Traverse Light-ship to her station, after which left supplies for the Upper Traverse Light-ship at Les Eboulement Wharf and left the black buoys on the batture of Coudres Island.

April 29th.—Marked a place at Cap aux Oies for a new light-house.

April 30th.—Remained at anchor at Coudres Island all day. Fog, with strong breeze.

May 4th.—Weather moderated. Proceeded to the Saguenay and laid three buoys. Anchored at Tadousac at 4.15 p.m.

May 5th.—Laying buoys all day. Anchored at Crane Island at 6.15 p.m.

May 6th.—Laying down buoys. Anchored at Coudres Island.

May 7th.—Laying down buoys. Anchored at Coudres Island.

May 12th.—Left at 4 a.m. for Les Eboulement Wharf for the Upper Traverse Light-ship. Towed her to her station. Laid buoys in the St. Roch Traverse. Blowing heavy, came to an anchor off Goose Island. Wind increased to a gale.

May 14th.—Weather moderated. Laid nineteen buoys. Anchored at 6.30 a.m. off the east point of the Island of Orleans.

May 15th.—Blowing a gale. Anchored at St. Patrick's Hole for shelter.

May 17th.—Weather moderated. Employed in laying buoys. Marked the sites of the two new light-houses at Monte du Lac, and also those for the two new light-houses at St. François, Island of Orleans. At 4 p.m. left for Quebec, where we arrived at 6.30 p.m.

May 21th.—Left Quebec with supplies. Sounded the North Channel from St. François, Island of Orleans, to Monte du Lac, where we supplied light-house and left timber for new beacons. Returned to St. François, sounding as we went.

May 25th.—Built two beacons at St. François. Sounded the North Channel between this place and Monte du Lac, and returned to Quebec, where we arrived at 1.40 p.m.

May 31st.—Left Quebec at 3.30 p.m. to lay buoys in the Saguenay; anchored at Tadousac at 9 p.m.

June 1st.—Marked the site of the two new light-houses at the entrance to the Saguenay.

June 2nd.—Sounded the entrance to the Saguenay. Supplied Lark Island Light house. Inspected and supplied Portneuf Light-house.

June 3rd.—Proceeded to Quebec, where we arrived at 5.40 p.m.

June 9th.—Left Quebec at 4.45 a.m. for Montreal, with the Bar Point Light-ship in tow.

June 10th.—Arrived in Montreal at 1.30 p.m. Visited and supplied the light-houses in Montreal harbor.

June 11th.—Left Montreal at 4.40 a.m., and supplied the following light-houses on our way down:—Pointe aux Trembles, Ste. Therese, Repentigny, Isle à la Bague, Ile au Prune, Contrecoeur and Lavaltrie. Anchored at Sorel.

June 12th.—At 5 a.m. left Sorel and supplied the following lighthouses:—Isle de Grace, Isle à la Pierre, Isle aux Raisins, the three light-ships on Lake St. Peter and Port Ste. François.

June 13th.—Supplied and inspected Pointe du Lac Light-house. Anchored at Three Rivers at 10 a.m.

June 14th.—Supplied following light-houses:—Cape Madeleine, Champlain, Batis-can, Point au Citrouille and St. Pierre de Bequets.

June 15th.—Supplied Cape Charles, Grondine, Rivière de Chene and Platon Light-houses.

June 16th.—Supplied Richelieu and Lotbinière Light-houses, and grappled for and relaid the missing buoy at Platon. At 1 p.m. arrived at Quebec.

June 21st.—Left Quebec at 4 p.m. to supply the light-houses down below. Anchored at Crane Island at 9.15 p.m.

June 22nd.—Very smoky; anchored at Murray Bay.

June 24th.—Clear; placed a buoy in the Lower Traverse; supplied the Pilgrims Light-house with a large boat and other supplies.

June 25th.—Arrived at Egg Island; inspected and supplied the light-house.

June 28th.—Attempted to leave Egg Island to proceed up the river, but the wind increased to a gale from the N.E., the vessel had to put back for shelter.

June 29th.—At 2 a.m. left Egg Island for Point des Monts; inspected and supplied light-house and dépôt, and supplied Cape Chatte Light-house.

June 30th.—Inspected and supplied Matane, Metis, and Father Point Light-houses. Anchored at Father Point.

QUEBEC RIVER POLICE.

The accounts and disbursements of this service are under the supervision of this Agency.

BOARD OF STEAMBOAT INSPECTORS.

The examinations are held in the office of the Agency.

BOARD OF EXAMINERS OF MASTERS AND MATES.

These examinations are also held upon the premises.

The Nautical School classes are also held in the building.

I have the honour to be, Sir,

Your most obedient servant,

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

APPENDIX No. 6.

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, for the Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
	GRINDSTONE ISLAND LIGHT.		
John R. Styles.....	12 months' salary as Keeper.....	395 00	
	Repairs and supplies	132 40	527 40
	CAPE ENRAGE LIGHT.		
G. Tingley	Salary to 8th September	75 13	
W. S. Starratt.....	Salary from 9th September to 30th June	319 86	
	Repairs and supplies.....	456 35	851 34
	QUACO LIGHT.		
W. Love	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	2,561 48	2,956 48
	PARTRIDGE ISLAND LIGHT.		
Jas. Wilson	12 months' salary as Keeper.....	395 00	
	Repairs and supplies	462 73	857 73
	BEACON LIGHT.		
Timothy Clark.....	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	3,331 21	3,726 21
	POINT LEPREAUX LIGHT.		
George Thomas	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	135 54	530 54
	SWALLOW TAIL.		
J. W. Kent	12 months' salary as Keeper	395 00	
	Repairs and supplies.....	945 25	1,340 25
	HEAD HARBOUR LIGHT.		
H. McLaughlin	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	431 45	826 45
	ST. ANDREW'S LIGHT.		
George Pendlebury	12 months' salary as Keeper.....	296 28	
	Repairs and supplies.....	817 98	1,114 26
	GANNET ROCK LIGHT.		
W. B. McLaughlin	12 months' salary as Keeper	823 20	
	Repairs and supplies.....	959 11	1,782 31
	Carried forward.....		

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

	<i>Brought forward</i>	\$ cts.	\$ cts.
MACHIAS SEAL ISLAND LIGHT.			
John Conley	Salary as Keeper, to September 4th	116 70	
	Repairs and supplies.....	121 25	
Wright Edmundson.....	Salary from 4th September to 30th June	425 29	663 ²⁴
JOURIMAIN LIGHT.			
John Bert	12 months' salary as Keeper.....	222 20	
	Repairs and supplies.....	36 85	259 05
CASSIE'S POINT LIGHT.			
C. P. Le Blanc	12 months' salary as Keeper.....	246 88	
	Repairs and supplies.....	120 98	367 86
CAPE SPENCER LIGHT.			
George Blacklock.....	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	687 00	1,082 00
SHELDRAKE ISLAND LIGHT.			
John McKay.....	12 months' salary as Keeper.....	296 28	
	Repairs and supplies.....	28 59	324 87
MISCOU LIGHT.			
G. McConnell	12 months' salary as Keeper.....	493 72	
	Repairs and supplies.....	27 41	521 13
ESCUMINAC LIGHT.			
Thomas Philipps.....	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	216 90	611 90
RICHIBUCTO LIGHT.			
Fabien Richard.....	12 months' salary as Keeper.....	158 00	158 00
FOX ISLAND LIGHT.			
Wood Williston	12 months' salary as Keeper.....	296 28	
	Repairs and supplies.....	184 39	480 67
PORTAGE ISLAND LIGHT.			
George Davidson	12 months' salary as Keeper.....	197 52	
	Repairs and supplies.....	54 08	251 60
SHEDIAC ISLAND LIGHT.			
M. Robinson.....	12 months' salary as Keeper.....	197 52	
	Repairs and supplies.....	127 58	325 10
	<i>Carried forward</i>		

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

	<i>Brought forward.....</i>	\$ cts.	\$ cts.
	FOG ALARM, PARTRIDGE ISLAND.		
James Wilson	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	1,568 24	1,963 24
	FOG ALARM, POINT LEPREAU.		
Wm. Gallant	12 months' salary as Keeper.....	395 00	
	Repairs and supplies.....	422 64	817 64
	CARAQUET LIGHT.		
Narcisse Parlier	12 months' salary as Keeper.....	197 52	
	Repairs and supplies.....	429 68	627 20
	GREEN HEAD LIGHT.		
T. N. Williams	12 months' salary as Keeper	80 00	
	Repairs and supplies	30 29	110 29
	SAND POINT LIGHT.		
James Clark.....	12 months' salary as Keeper.....	80 00	
	Repairs and supplies.....	6 90	86 90
	OAK POINT LIGHT.		
Chas. Theal	12 months' salary as Keeper.....	80 00	
	Repairs and supplies.....	16 40	96 40
	NO MAN'S FRIEND LIGHT.		
E. Buzza.....	12 months' salary as Keeper.....	80 00	
	Repairs and supplies.....	7 00	87 00
	OROMOCTO SHOALS LIGHT.		
T. K. Hazen	12 months' salary as Keeper.....	80 00	80 00
	WILMOT'S BLUFF LIGHT.		
T. D. Wilmot.....	12 months' salary as Keeper	80 00	
	Repairs and supplies.....	6 10	86 10
	GRANT'S BEACH LIGHT.		
G. Grant.....	12 months' salary as Keeper.....	100 00	
	Repairs and supplies.....	49 49	149 49
	OAK POINT, MIRAMICHI LIGHT.		
T. Coughlan.....	12 months' salary as Keeper	100 00	
	Repairs and supplies.....	27 59	127 59
	<i>Carried forward.....</i>		

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>				
	PRESTON'S BEACH LIGHT.				
Thos. Lewis.....	12 months' salary as Keeper.....	100	00		
	Repairs and supplies.....	57	12		157 12
	SHIPTEGAN LIGHT.				
F. Dumaresq.....	12 months' salary as Keeper.....	237	00		
	Repairs and supplies.....	276	64		513 64
	BATHURST LIGHT.				
John Connors.....	12 months' salary as Keeper.....	100	00		
	Repairs and supplies.....	25	33		125 33
	TRACADIE LIGHT.				
W. Archer.....	12 months' salary as Keeper.....	237	00		
	Repairs and supplies.....	222	09		459 09
	DALHOUSIE LIGHT.				
L. Arseneau.....	12 months' salary as Keeper.....	100	00		
	Repairs and supplies.....	398	34		498 34
	COX'S POINT LIGHT.				
M. J. Cox.....	12 months' salary as Keeper.....	80	00		
	Repairs and supplies.....	27	96		107 96
	SOUTHERN WOLF.				
Edward Snell.....	12 months' salary as Keeper.....	493	72		
	Repairs and supplies.....	482	65		976 37
	BLISS ISLAND LIGHT.				
Jarvis Clarke.....	12 months' salary as Keeper.....	296	28		
	Repairs and supplies.....	423	02		719 30
	MISCOU FOG ALARM.				
W. Watt.....	Supplies.....	19	65		
D. & J. Ritchie.....	Bricks.....	20	00		
R. Pattin.....	Carting and bricks.....	2	50		
R. Young.....	Canvass.....	55	65		
Patrick Lawlor.....	Labour.....	27	20		
Wm Muirhead.....	Supplies.....	58	00		
James Grey.....	Supplies.....	13	82		
George McConnell.....	Labour.....	6	60		
J. W. Cassidy.....	Freight on stores.....	20	00		223 43
	BSCUMINAC FOG ALARM.				
Thomas Philipps.....	12 months' salary as Engineer.....	395	00		
	Repairs and supplies.....	744	09		1,139 09
	<i>Carried forward.....</i>				

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		
	GRAND MANAN.		
J. Tatton.....	12 months' salary as Keeper.....	526 64	
	Repairs and supplies.....	922 06	1,448 70
	ROBINSON'S POINT, GRAND LAKE.		
S. Robinson.....	12 months' salary as Keeper.....	80 00	
	Repairs and supplies.....	12 38	92 38
	FANJOY'S POINT.		
W. Fanjoy.....	12 months' salary as Keeper.....	80 00	
	Repairs and supplies.....	6 75	86 75
	SCHOONER "J. H. NICKERSON."		
James Copp.....	Watching vessel.....	96 00	
James Gray.....	Paint, &c.....	2 00	
J. H. Phinney.....	Lamps.....	5 10	
T. F. Gillespie.....	Deep sea lead.....	3 00	106 10
	GOOSE LAKE LIGHT.		
W. & G. Watt.....	Supplies.....	66 31	
James Gray.....	Stove and pipe.....	27 70	
James Marks.....	Watching lighthouse.....	36 00	
J. Doran.....	Travelling expenses.....	10 00	
J. Marks.....	Watching building.....	26 40	
W. Taylor.....	Travelling expenses.....	20 00	
A. K. McDougall.....	Surveying land.....	46 00	
D. Robichau.....	Salary from 1st April to 30th June.....	48 75	281 16
	HERON ISLAND LIGHT.		
G. Moffatt.....	Supplies.....	35 45	
John Dutch.....	Salary from 7th May to 30th June.....	38 98	
John Dutch.....	Superannuation tax.....	0 58	75 01
	NEGUAC LIGHT.		
H. F. Letson.....	Salary as Keeper.....	91 24	
W. Morrison.....	do.....	36 93	
	Repairs and supplies.....	28 93	157 10
	TABUSINTAC.		
Thomas Savoy.....	12 months' salary as Keeper.....	197 52	
	Repairs and supplies.....	37 53	235 05
	LOWER FOX ISLAND.		
R. Rainsborough.....	12 months' salary as Keeper.....	197 52	
	Repairs and supplies.....	47 69	245 21
	MIDDLE ISLAND.		
Alexander Jessiman.....	Salary as Keeper.....	296 28	
	Repairs and supplies.....	113 01	409 29
	<i>Carried forward</i>		

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		
	MIRAMICHI BAY LIGHT-SHIP.		
Geo. Rogers.....	12 months' salary as Keeper.....	690 50	
	Repairs and supplies.....	1,194 89	1,885 39
	CAPE ENRAGE FOG ALARM.		
W. S. Starratt.....	9 months and 22 days' salary as Engineer.....	319 86	
	Repairs and supplies.....	517 43	837 29
	MACHIAS SEAL ISLAND ALARM.		
T. H. Crosby.....	2½ months' salary as Engineer.....	88 54	
Wright Edmundson.....	9¼ do do.....	420 29	
	Repairs and supplies.....	3,620 47	4,129 30
	GENERAL ACCOUNT.		
H. Chubb & Co.....	Printing returns.....	87 30	
J. Mitchell.....	Salary as Inspector of Lights from 1st June, 1874, to 30th June, 1875, viz., thirteen months.....	1,274 00	
do.....	Travelling expenses and disbursements.....	416 85	
W. Sandall.....	Storage on oil.....	43 20	
Geo. Russell.....	Charge of office.....	60 00	
National Alarm Co.....	Fog trumpets.....	40 00	
Topley, Bros.....	Saving oil from wreck of scow.....	35 00	
G. F. Sancton.....	do do.....	35 00	
J. R. Cameron & Co.....	Chimney glasses, \$111.75, oil, \$220.85.....	332 60	
Jos. King.....	Boating.....	144 15	
W. Elder.....	Advertising.....	171 60	
J. H. Harding.....	Travelling expenses and disbursements.....	125 75	
R. A. Smith.....	Inspector's telegraph bill.....	1 98	
W. & G. Watt.....	Stationery.....	11 43	
J. Drake.....	Rent of Warehouse to 1st May, 1875.....	50 00	
W. Parke.....	Oil.....	71 28	
C. C. Watt.....	Freight.....	11 36	
J. J. Fox.....	Expenses selecting sights, "Etang du Nord".....	36 00	
C. Milner.....	Advertising.....	35 10	
Thos. Forrest.....	Carting, labor, &c.....	5 29	
Ellis & Armstrong.....	Advertising.....	31 00	
L. D. Clarke.....	Two copies of private signals, St. John, N.B.....	4 00	
G. F. Everett & Co.....	Glassware.....	2 05	
Alfred Mills.....	Charts and compasses.....	15 65	
Montreal Telegraph Co.....	Messages.....	26 61	
Receiver General.....	Superannuation tax on salaries.....	199 65	
Western Union Telegraph Co.....	Messages.....	181 43	
Hevenor & Co.....	Charcoal, \$5.40; reflector, \$18.50.....	23 90	
A. Quick.....	Repairing flags.....	12 44	
Quebec Agency.....	Twenty barrels petroleum, 944 galls. @ 16cts., \$151.04, and storage, \$10.....	161 04	
J. J. Johnston.....	Postage account.....	35 64	
Fitzgerald & Co.....	4,466 gallons oil, @ 16cts.....	714 56	
T. W. Anglin.....	Advertising.....	30 62	
J. & T. Robinson.....	Storage on oil.....	95 40	
Jos. Miller.....	Freight of supplies.....	7 04	
T. M. Reid.....	Drugs.....	1 75	
H. Chanteloup.....	Wicks.....	118 20	
R. B. Gull.....	Coal.....	25 51	
W. & J. Auslow.....	Printing bill-heads.....	7 10	
	<i>Carried forward.....</i>		

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

	<i>Brought forward.....</i>	\$ cts.	\$ cts.
GENERAL ACCOUNT.—Continued.			
Adelaide Thomas	Telegraph operator at Point Lepreaux, to 31st Dec., 1874.....	217 00	
Montreal Telegraph Co.....	Telegraph messages at Newcastle, N.B.....	12 60	
Alonzo Bowes.....	Advertising.....	24 00	
Jno. Walker & Co.....	Laws of Shipping.....	4 50	
Geo. Foster.....	Brooms.....	3 75	
Allan Bros.....	Oil cans.....	8 00	
J. R. Stone.....	Express charges on cheque books.....	3 15	
H. S. King & Co.....	One years' subscription to <i>Nautical Magazine</i>	5 16	
Baines & Co.....	Advertising.....	33 04	
A. W. Smith.....	do.....	21 00	
H. J. Stevens.....	do.....	35 75	
G. Hutchinson.....	Two telescopes and new glass.....	120 90	
Jas. Dow.....	Advertising.....	17 50	
S. Paterson.....	do.....	29 00	
J. B. Longley.....	Keeper of Signal Station.....	120 96	
Jno. Conley.....	Superannuation allowance, Sept. 1874 to Jan. 1875.....	48 00	
M. A. Tracey.....	Advertising.....	5 50	
R. P. & W. F. Starr.....	Coal for Signal Station.....	4 03	
Bowes & Evans.....	Ten galvanized iron tanks.....	175 00	
J. B. Hamen.....	Carriage hire to Point George Harbour.....	12 00	
W. M. Smith.....	Travelling expenses examining light vessels at Shediac.....	31 00	
Jno. Nugent.....	Carting lanterns.....	11 00	
D. G. Smith.....	Advertising.....	1 80	
Jno. Bain.....	Carting oil.....	26 00	
			5,662 12
"ELLA G. MCLEAN."			
J. V. Purdy.....	Salary as Captain, from 1st May, 1874, to 30th June, 1875.....	644 03	
do.....	Pay list of wages to officers and crew.....	2,417 79	
W. Cotton & Sons.....	Beef and vegetables.....	752 05	
H. Chubb & Co.....	Stationery.....	20 90	
T. McAvity & Sons.....	Hardware and brass work.....	48 06	
Everett & Butler.....	Canvas.....	16 18	
J. N. Purdy.....	Contingencies.....	62 56	
E. Rose.....	Water casks.....	9 00	
R. B. Boggs.....	Groceries.....	19 57	
Welsh Bros.....	do.....	1,160 30	
J. Drake.....	Blocks.....	24 60	
W. McFee.....	Repairing anchor.....	14 75	
W. J. Davison.....	Towing.....	12 00	
R. W. Ruggles.....	Groceries and provisions.....	14 50	
Alexander Duff.....	Towing.....	67 25	
G. Johnson.....	Boarding two workmen.....	16 50	
G. F. Everett & Co.....	Oil, paint, &c.....	37 80	
Jas. McDaniel.....	Firewood.....	3 50	
Thos. Casey.....	Beef.....	8 35	
C. & W. Anderson.....	Groceries, &c.....	45 72	
A. & H. Creighton.....	Five admiralty charts.....	7 00	
George Russell.....	Vegetables, &c.....	23 38	
Tool & O'Brien.....	Carpenters' repairs.....	53 15	
Jos. King.....	Boating.....	3 60	
T. B. Wilbur.....	Beef, fish, &c.....	45 71	
W. McLeod.....	Labour.....	10 63	
E. Ross.....	Oars and wedges.....	24 40	
Jno. Walker & Co.....	Water.....	12 52	
R. Robertson & Sons.....	Repairing sails.....	223 14	
W. Elder.....	Advertising.....	4 50	

Carried forward.....

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		
	<i>"ELLA G. MOLHAN."—Continued.</i>		
C. Gregory.....	Freight per steamer "Norman".....	4 00	
G. F. Smith.....	Oil, paint, canvas, rope, locks, &c.....	207 79	
Allan Bros.....	Warping chocks, iron piping, &c.....	4 70	
S. Dixon.....	Refitting rigging.....	79 80	
G. G. Berryman.....	Twenty-one coal baskets.....	7 50	
W. Dunlavy.....	Wharfage from November, 1874, to April, 1875.....	13 00	
W. Rising.....	One boat (17 feet).....	38 00	
Benjamin Tippet.....	Fitting main gaff.....	16 00	
Tobias Perry.....	Self and assistant labor on board.....	18 00	
A. Lamoreaux.....	Repairs to boats.....	48 49	
Wm. Whalen.....	Caulking and carpenter's work.....	133 25	
G. E. Harding.....	Lumber.....	22 77	
Jas. Dyall.....	Plumber's work.....	38 38	
St. John City Corporation	Wharfage, 26 days, @ 35 cents.....	9 10	
Chas. Seely.....	Digging and making trenches.....	2 50	
Richard Fitzgerald.....	Joiner's work.....	22 00	
Adams & Thompson.....	Lumber.....	1 80	
McLachlin & Wilson.....	Blockage and wharfage.....	5 00	
D. Bridges.....	Boarding seaman whilst steamer preparing for sea.....	16 75	
Jas. H. Armstrong.....	Repairing iron work and hardware.....	18 12	
R. Barbour.....	Painting.....	74 67	
Leonard & Westmore.....	Lumber.....	9 01	
Eaton, Harrington & Co.....	Coal baskets.....	23 83	
L. C. Ansley.....	Freight.....	2 00	
Alexander Griffiths.....	Painting.....	10 30	
Jas. Shea.....	Storing coal.....	4 00	
Michael Coody.....	Boarding workmen.....	6 00	
B. B. Barnhill.....	Storing coal.....	4 00	
			6,644 17
	BUOYS AND BEACONS.		
	QUACO LEDGES.		
W. Firth.....	Winch, &c.....	41 00	
P. F. Green.....	Paid for labour.....	747 50	
T. McAvity & Sons.....	Hardware, lead, forgo, anvil, &c.....	143 73	
Captain Belmore.....	Charter of schooner "May Flower".....	344 62	
Levi H. Young.....	Iron work.....	117 97	
C. E. Harding.....	Lumber.....	11 03	
S. B. Raber.....	Iron work.....	780 33	
T. Drake.....	Blocks and freight.....	14 80	
L. C. Ansley.....	Freight.....	88 36	
W. H. & J. Rourke.....	Spars.....	10 00	
T. Harris & Co.....	Iron and labour.....	142 20	
Geo. F. Smith.....	Rope, oars, &c.....	55 94	
Geo. F. Everett & Co.....	Sulphur and Sal Ammoniac.....	22 60	
			2,520 08
	OLD PROPRIETOR LEDGES.		
P. F. Green.....	Paid for labour.....	818 00	
S. P. Raber.....	Iron work, &c., on spindles.....	1,024 46	
Capt. Belmore.....	Charter of schooner "May Flower".....	434 63	
S. P. Raber.....	Freight on spindles.....	89 56	
Geo. W. Gerow.....	Freight on spindles to St. John.....	95 00	
			2,461 65
	DALHOUSIE.		
Donald Stewart.....	Placing and lifting buoys.....		89 95
	<i>Carried forward.....</i>		5,071 68

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		5,071 68
	BATHURST.		
Jno. Ferguson & Co.....	Placing and lifting buoys		217 89
	CARAQUET.		
G. B. Paulin.....	Lifting and placing buoys.....		166 68
	SHIPPEGAN.		
Wm. Taylor	Lifting and placing buoys.....		114 48
	MIRAMICHI.		
W. Kelly	Making new buoys.....	23 50	
M. Martin	Placing do	24 00	
James Walls	New stones for buoys.....	20 00	
do	Lifting buoys.....	160 00	
Charles Sargent	Iron and repairs.....	133 67	
J. T. Taragie.....	Scraping and painting	20 00	
Daniel Lewis.....	Picking up buoy.....	6 00	
J. T. Millar & Co.....	New buoys	49 00	
			436 17
	RICHIBUCTO.		
John Whiten	Moorings buoy	11 66	
J. Jardine	Making and placing, and chains.....	353 53	
			365 19
	BUCTOUCHE.		
H. B. Smith	Placing buoys.....		46 29
	SHIMOGUE.		
Wm. Arard.....	Making buoys		49 50
	COCAIGNE.		
Thomas Ewing.....	Placing and lifting buoys	55 49	
John Brooks.....	Making two buoys.....	22 00	
			77 49
	SHEDIAC.		
Daniel McPherson.....	Two stones for buoys	10 00	
Placide White	Spar buoys.....	50 00	
G. J. Millar.....	New do	84 50	
John Foster	Freight on buoys.....	15 00	
Charles Sargent	Joining do	55 30	
C. J. Berryman.....	Chain.....	21 00	
			235 80
	SHEPODY RIVER.		
John McAlmon	Lifting buoys.....	20 00	
H. A. Turner.....	Assisting in placing buoys	9 00	
Clark and Stackhouse ..	Chain for buoys	124 00	
Samuel Dunlop	Winch hire	9 20	
Edward Pyc.....	Eight new buoys, and placing.....	455 00	
			617 37
	<i>Carried forward.....</i>		7,398 45

**STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>			7,398	45
	DIPPER HARBOUR.				
Clark & Stackhouse.....	Making and placing buoys.....			59	10
	BELL BUCY.				
Willis & Mott.....	Advertising	7	00		
John Wilson.....	Painting	10	00		
James Haulon.....	Chopping ice.....	3	00		
W. Lewis.....	Labour.....	2	00	22	00
	ST. ANDREWS.				
Wm. Whitlock.....	Placing buoys, &c.....			291	70
	ST. GEORGE.				
James Campbell.....	New buoys and placing	570	90		
do	Lifting and placing buoys, Beaver Harbour.....	181	50	752	40
	REED'S POINT.				
W. E. Everett	Iron railing.....	68	00		
Jos. Knowles	Gas bill to 30th April, 1875	80	00	148	00
	DORCHESTER BUOYS.				
John Holstead.....	Two anchors and chain.....	64	93		
Walter Lane.....	On account of contract for new buoys.....	125	00		
Joshua King.....	Picking up buoy.....	6	00	195	93
	ST. STEPHEN.				
Z Chipman.....	Placing and lifting buoys.....			162	52
	BAY VERTE.				
Jacob Silliker	Six new buoys and placing.....			40	00
	NEGUAC.				
Brunin Pourier	Placing and lifting buoys.....			14	00
	TRACADIE.				
Alex. McDermott.....	Placing buoys.....			30	00
	Total expenditure of buoys			9,114	10

**SUMMARY of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.**

	\$ cts.
Maintenance of Lights, &c.....	44,360 75
do Supply Schooner "Ella G. McLean".....	6,644 17
do Buoys and Beacons	9,114 10
Total Expenditure of Maintenance of Lights, &c.....	60,119 02

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant

APPENDIX No. 7.

REPORT OF THE NEW BRUNSWICK AGENCY OF THE DEPARTMENT
OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED THE
30TH JUNE, 1875.AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,
ST. JOHN, N. B., October, 18th, 1875.

SIR,—I have the honour to submit the Report of the several operations which have been carried out in the New Brunswick Agency of the Department for the year ended the 30th June, 1875.

I take pleasure, in forwarding my usual Annual Report, to inform you that the Light House Service, an important one on these coasts, has been maintained in an efficient condition during the past year; and also that the arrangements for increasing that service by the erection of new lights has been prosecuted successfully. Present appearances warrant me in saying that these will soon be in operation, and will provide additional means for the safety of life and property on this coast.

LIGHT-HOUSES AND COAST SERVICE.

The district under the supervision of this Agency embraces all the light-house stations on the coast of the Province of New Brunswick, situated in the Bay of Fundy, River St. John, Straits of Northumberland, and Bay des Chaleur; all the buoys and beacons, fog-whistles, hospitals and temporary lodgings for sick and distressed seamen who may be landed upon our shores; all fog-whistles and light-houses now in course of construction, together with the various accounts connected with the above works, and the accounts of Fishery Branch.

LIGHT-HOUSES.—There are fifty-seven lights under the supervision of this Agency of the Department, and these require the attendance of forty-nine light-house keepers.

FOG-WHISTLES.—There are seven fog-whistles in operation on the coast of this Province, five of which are in the Bay of Fundy and two in the Gulf of St. Lawrence.

EXPENDITURE.—The total amount of expenditure for the maintenance of lights, support of the coast service, with repairs and improvements; and for salaries of light-house keepers, engineers and other officers and employees for the fiscal year ended 30th June, 1875, was \$60,119.02.

A detailed statement of the expenditure of the different services in this branch of the Department will be found under their respective headings in the immediately foregoing Appendix, and in referring to the different items of expenditure I may be permitted to notice other outlays on works of an important character at some of the stations either finished or still in progress, up to the close of the calendar year, in addition to the regular expenditure of the fiscal year ended the 30th June, 1875, to which this report is intended specially to refer.

ORDER OF REFERENCE.—In noticing the different light-house stations, I shall refer to them in the following order, viz:—First. Those on the southern coast of the Province, beginning with the stations at the head of the Bay of Fundy and including those on the St. John River. Second. Those on the north shore of the Province to include the stations on the Northumberland Straits and those in the Bay des Chaleur.

GRINDSTONE ISLAND (FIXED WHITE.)

Latitude N. 45 43 13 N.; Longitude W. 64 37 25 W.

Mr. J. R. Styles is the keeper at this station. I visited it on the 3rd of August, 1875. The work of burnishing the reflectors and fitting them with new and larger burners, which as I stated in my last report was to be done at the close of navigation in the fall of 1874, was delayed. Owing to the severe winter weather setting in so early and continuing so long, the keeper states that he was unable to cross to the mainland to forward them to St. John for that purpose. The desired change, therefore, was not made on the regular lamps, but the larger burners were put in temporarily, and supplied the increased light which I urged as necessary in my last report.

On the occasion of my last visit I delivered two barrels of oil, making a total quantity on hand of four barrels.

The station was clean and well kept. The roof of the keeper's dwelling house requires shingling, and the building and the light-houses both require a coat of paint. Shingles and paint were both supplied, the latter in sufficient quantity to give the light-house a second coat during the summer.

CAPE ENRAGE (FIXED WHITE.)

Latitude N. 45 35 34 N.; Longitude W. 64 46 55 W.

I visited this station on the 3rd of August. The light-house and fog-whistle are under the charge of Mr. William S. Starratt, who employs his son as assistant. The improvements lately made in repainting the light-house and making some other repairs, with the care of the keepers to preserve the building and surroundings in good order, render the condition of this station very satisfactory.

Mr. George Tingley, the late keeper, was allowed the sum of \$150 for extra work performed by him at the station as a settlement of his claim in full. It will be remembered that Mr. Tingley's claim was for road-making and other improvements at the station, and was for a large sum, but he concluded to accept the above amount and the claim has been satisfactorily adjusted.

In addition to the erection of the fog-whistle and keeper's dwelling-house and coal-shed at this station, arrangements have been made with Mr. Daniel Tingley for a right of way from the main road leading to the light-house to the beach, by which the coal and supplies may be landed on the beach and carted directly to the station. Mr. Tingley has also given the Department the privilege of erecting a shed on the beach for the storage of coal, if such a building is required. For this privilege the Department is to pay Mr. Tingley the sum of \$10. The papers in acknowledgment of this contract are being drawn up. By the latter arrangement the Department agrees to accept the road now open along the side of the bank to the beach as the permanent road to the light-house, and to relinquish the right of way across the meadow. As it was found that the barn erected by Mr. George Tingley, the former keeper, obstructed the sound of the fog-whistle, it has been removed and rebuilt on another part of the station grounds, at a cost of \$164.40.

QUACO (REVOLVING WHITE.)

Latitude N. 45 19 20 N.; Longitude W. 65 31 55 W.

This light-house, built on a reef of rocks a short distance from the main land, is one of the most important in the Bay of Fundy. The reef, with the exception of the portion on which the light-house stands, is covered with water at high tides. The protective wall or block built recently to protect the light-house from the force of the waves on the east, south and west sides has been formed to answer the purpose admirably, and will, it is hoped, prove a source of security to the building for many years to come.

The rude and primitive machinery for producing a flash-light, to which I alluded in my former report, has, I am glad to say, been replaced by a new lantern and lighting apparatus with modern machinery for revolving the same. This I took with me on the occasion of my visit to the station on the 4th of August last. The cost of the lighting apparatus and machinery, which was manufactured by Messrs. Chanteloup, of Montreal, was \$2,469.25. Mr. D. W. Clark, of Clark & Stackhouse, Carleton, was entrusted with the charge of taking down the old lantern, making the necessary alterations, repairing the tower and fitting it for the new lantern, and placing the same with apparatus and machinery in position. The work was performed at so much per diem. The cost of alterations and repairs will appear in the accounts for the year ending the 30th June, 1876. The rate of wages agreed upon with Mr. Clark was as follows: D. W. Clark, for general supervision and providing materials, &c., \$3 per day; Saunders Clark, overseer of work and men, \$2.50 per day; other workmen (with expense of board), \$2 per day.

The above wages will be found to be moderate considering that the greater part of the work was done from home. The names of the men employed were D. W. Clark, Saunders Clark, Michael Cain, Henry Clark, George Milan, and William Warren.

While the repairs and alterations were being made, a fixed white light was regularly hoisted in place of the revolving light, of which due notice was given in the different newspapers. This will be taken down and the new and improved apparatus substituted on Monday, 18th October, 1875.

The boat which was at this station was eighteen feet four inches long by four feet seven inches beam. It was too large to be of effectual service to the keeper, and had not been in the water for upwards of a year. I therefore took it to St. John, had it repaired and painted, and sent it to the Jourimain Station. The boat at that station had been taken to Prince Edward Island by Mr. Bent, the 1st keeper, and, sad to relate, on returning the boat was swamped and Mr. Bent and three others were drowned. The boat was afterwards picked up, and it was found that the cost of repairing and placing it in good condition would be more than that of providing a new boat for Quaco Station.

On my last visit I delivered seven barrels of oil at this station.

CAPE SPENCER (REVOLVING RED AND WHITE ALTERNATELY.)

Latitude N. 45 12 30 N.; Longitude W. 65 54 0 W.

The light at this station is kept in effective working order and maintains its reputation of being the best light in the Bay of Fundy. It is situated on the east side of the entrance to St. John Harbour, on the pitch of Cape Spencer, and throws a strong light far out over the bay toward the Nova Scotia shore. The light is a revolving white and red alternately for periods of forty-five seconds, and an interval of forty-five seconds.

The site of this light-house, which originally comprised ten acres, was purchased from Mr. John Carney. He owned, in addition, 100 acres of land surrounding the station. As this land was wooded with a growth chiefly of hardwood, I advised the Department to secure it, if possible, as it would supply an abundance of fuel for this and other stations for years to come. In consequence of this representation as to the present and prospective value of the land, I was directed to negotiate for its purchase, and secured it by paying for the 100 acres \$360. A deed conveying the rights of the property to the Crown was subsequently executed. Afterwards Mr. Patrick Gorman was paid \$40 for the right of way through his land, and to cover a portion of the cost of a survey of the boundaries between the Carney lot and the land owned by P. Gorman.

In the above named purchase the Department has secured a very valuable tract of wooded land, the facilities for cutting and shipping it to the fog-whistles, and to other stations destitute of wood, are excellent, and will be attended with comparatively little expense.

The extending of the road from the public highway to the light-house has been proceeded with during the past fiscal year, \$75 having been paid for that purpose, twenty-five rods of the road being constructed by H. Anthony at \$1.50 per rod. It will, when completed, be a mile and a quarter in length, and must prove of great convenience in carrying to the light-house oil and other supplies. As a large portion of the road extends through a swamp, the expense and difficulty attending its construction are considerable.

A boat was purchased during the past year for the keeper, to enable him to carry his supplies to the station, at a cost of \$28.25.

PARTRIDGE ISLAND (FIXED WHITE.)

Latitude 45 14 20 N.; Longitude 66 3 20 W.

The light at this important station, which commands the entrance to St. John Harbour, continues to be maintained in that efficient manner which its importance demands. No expense has been incurred beyond that of the ordinary cost of maintenance. Mr. James Wilson, with an assistant, continues the double duty assigned him of taking charge of the light-house and fog-whistle.

BEACON LIGHT, ST. JOHN HARBOUR (FIXED WHITE.)

Latitude 45 15 10 N.; Longitude 66 3 60 W.

The precarious position of this beacon, situated in an exposed portion of the harbour, between Reed's Point and Partridge Island, was brought to the notice of the Department in my former annual report. When southerly storms occur, and especially when the tides are receding, the waves are of tremendous force, sometimes passing completely over the beacon house. Such repeated shocks loosen the foundation timbers, and frequent repairs are necessary to preserve the building from being swept away. In my last report I mentioned that the foundation had been undermined by the spreading of the block timbers on the east and west sides, and recommended, in order to make a permanent repair, the removal of the old covering and replacing and re-setting the timbers, also the extending of the facing below the timbers so as to prevent the water forcing itself up and undermining the foundation logs. Mr. D. W. Clark was employed to make the necessary repairs, which occupied a considerable time, as the greater portion of the work could only be performed at low water. The work, though tedious, has been successfully completed, and the block, it is believed, has been strengthened sufficiently to make it withstand the force of the elements for some time to come.

In addition to the above effective repairs, a bell tower has been built on the south side of the light-house tower, and the bell which was formerly rung by hand has been connected with the machinery, and is now sounded without the necessity of manual labour. It rings continuously during foggy weather, where formerly it was only rung in response to any signal from a passing steamer or sailing vessel.

The total cost of the repairs, including the erection of the bell tower, was as follows:—

G. M. Stevens, for clock work machinery.....	\$122 87
Messrs. Clark & Stockhouse, bill of labour and materials..	2,710 94

POINT LEPREAUX (FIXED WHITE.)

Latitude 45 3 40 N.; Longitude 66 27 39 W.

This station was visited by me on the 2nd of August, 1875, and the needed supplies delivered from the steamer "Lady Head." The station is kept in a clean and orderly condition, and the lights are well maintained, as the importance of this station,

occupying one of the most conspicuous positions in the Bay of Fundy, demands that they should be. This is also a telegraphic station. Vessels going in and out the Bay are noted, their course indicated, and the intelligence, with a morning and afternoon weather report at Point Lepreaux, sent to St. John. Miss Thomas, the daughter of the light-house keeper, is the telegraphic operator, and receives a yearly salary of \$150 from the Department of Marine and Fisheries, for her services. The telegraph office has been kept in the sitting-room of the keeper's dwelling, and has occasioned no little inconvenience to the family. I represented this fact in my last report, and the Department has been pleased to order the construction of an addition to the house. A contract was made with Mr. Hanson, of Lepreaux, to carry out this much needed extension. The following is a copy of the letter forwarded by Mr. Thomas to me stating the terms of the contract.

(Copy.)

POINT LEPREAUX, July 3rd, 1875.

SIR,—Mr. Hanson will put up a building 20 x 16 feet with stone foundation. There will be a hall and stairway, front door, with side lights, two windows in the lower flat, a dormer window on the roof and one window on the end. The building to be double plastered, covered with sheathing paper outside and between lower floor, will furnish all materials, doors and windows. He thinks he can have it finished in September, for the sum of \$475. He will make agreement with you.

I remain,

Your obedient servant,

(Signed,)

GEORGE THOMAS.

J. H. HARDING, Esq.,

Agent of Marine and Fisheries, St. John, N.B.

The additional structure is to rest on a stone wall raised to the level of the main building on its west side. When completed, the addition will contain one sitting-room and two bedrooms on the ground floor, with two or more bedrooms in the attic. The roof of the new building is to connect with and extend across that of the old one, so far as to make the connection water-proof.

On September 22nd, 1875, Mr. Thomas wrote me that the addition to the building has been completed according to the agreement. Mr. Thomas wrote on April 29th that "the light-house will require painting during the coming summer; also, that in consequence of the heavy gales during the past winter, the glazing of the lanterns has become damaged so that it will require glazing and repairing." This was attended to early in the summer.

The road over which the coal is hauled to the fog-whistle requires some repairs. A small amount will be expended to keep it in good condition.

The substitution of improved lanterns with larger panes of glass which I recommended last year has not yet been made. The old style of lanterns with narrow panes of glass does not afford that effective light which could be secured with larger panes of glass,—the present size being only 11 x 14 inches and twelve panes in each sash.

BLISS ISLAND (FIXED RED.)

Latitude 41 1 15 N. ; Longitude 66 51 0 W.

A red fixed light visible from all points of the compass is exhibited from the light-house at this station.

I made my annual visit of inspection on the 2nd of August, and delivered supplies from the steamer "Lady Head." I found the light was well maintained, and everything about the station kept in a neat and orderly manner. In my last report, I alluded to the acquisition by purchase of six acres of land adjoining the light-house, the value of which for building purposes and for the supply of fuel for years to come, must prove of great advantage to the Department.

I also alluded in my last report to the want of house accommodation for the keeper, who is compelled to live in the light-house, which necessarily provides him limited accommodation and not very comfortable quarters for a large family. I have just received a letter from him, in which he states his hope that the Minister of Marine will provide for the erection of a house next season.

The light-house requires painting, but this will be attended to before the close of the present season; also the strengthening of the foundation wall by pointing with cement.

The lantern has a wooden frame with five panes of plate glass. The floors are covered with zinc, and the light consists of five mammoth flat-wick burners.

BEAVER HARBOUR.

This harbour, situated to the west of Mace's Bay, has been selected as a light-house station, and is frequently resorted to as a harbor of refuge. The site was selected in the autumn of 1874, and the ground purchased for the new light-house on Drew's Head. The contract for its construction was awarded to Messrs. W. B. Deacon and John Ward, of Shediac, for \$1,650. The work is completed, and is reported by the Inspector, Mr. Joshua Prescott, to be very satisfactory. No keeper has yet been appointed, and the light is consequently not yet in operation.

ST. ANDREWS (FIXED WHITE.)

Latitude 45 4 10 N.; Longitude 67 2 50 W.

I visited this station and delivered supplies on the 2nd day of August, at the same time I delivered the lantern and lighting apparatus for the new light-house on the sand bar in the Passamaquoddy Bay. These were delivered at the railway shed from the steamer "Lady Head," and placed in charge of Mr. Ross, the Inspector.

The old light-house at this station has for some time been represented in a dilapidated condition, owing to its not being in a proper place and of comparative little service in that position, it was deemed prudent to expend very little money thereon. Arrangements were completed during the past season for its removal from the public wharf in the town, where the Department was subject to rent, to the old light-house block on the eastern side of the public wharf. This old light-house block had been repaired and raised, to protect it and the keeper's dwelling from the sea. The removal was done under the supervision of Mr. Whitlock, and the light-house has been kept in operation under the care of the keeper, Mr. Pendlebury. The old light-house had been repaired and supplied with lamps previous to removal. The lantern is an octagon, the size of the panes of glass being $10\frac{1}{2}$ x 13 inches, and the eight squares consist of twelve panes each. There are four flat-wick lamps, sun burners, and four reflectors, $14\frac{1}{2}$ inches in diameter, and with a concavity of $3\frac{1}{2}$ inches. The diameter across the lantern is 6 feet 8 inches inside, and the light 4 feet 8 inches from the floor.

The new light-house has been built on the sand reef, so-called, directly in the track of vessels going up the Bay from West Quoddy and Head Harbour to St. George and Didgequash, where many vessels load; it is also in the immediate track of steamers and vessels coming through Le Tête Passage to St. Stephen, and those bound to St. Andrews. This was brought to the attention of the Department, and a light, valuable to the navigator who has to find his way along this shore, has been erected. The new building was put up by Mr. Angus Fisher for the sum of \$4,740. I did not visit it while at St. Andrews, but it presents a fine appearance, and when completed and in operation will prove a most valuable addition to the light-house service.

In my last report allusion was made to the necessity for the erection of a block on a reef about a mile outside the western bar, towards the American shore. The reef covers a large space, and is very dangerous to vessels approaching St. Andrew's Har-

bour. The old block on this reef was carried away some years ago, and it is hoped that the Department may see the necessity of erecting a new one as soon as possible.

POINT MIDGIC.

This point near the entrance to St. George's Harbour, where a large number of vessels load every year, and where the steamer to the border ports calls is to be supplied with a beacon light. The site having been selected and the deed for the land secured for that purpose.

HEAD HARBOUR (FIXED WHITE.)

Latitude 44 57 40 N.; Longitude 66 54 10 W.

This station is on Campobello Island, near the entrance to Eastport Harbour. I visited the place on the 2nd of August, 1875, and delivered the supplies from the steamer "Lady Head." I found the lights and everything about this important station kept in good order and condition. The new landing ways which have been recently constructed are a source of great convenience in approaching the station. By the facilities they afforded, we were enabled to deliver the supplies from the steamer in about half an hour. During the last winter, after a very high tide, Mr. McLaughlan, the keeper at this station, observed what he supposed to be a vessel bottom up drifting toward the new landing ways. This proved to be a part of a wharf (probably the Dipper Harbour Wharf) which had been lifted from its foundation, and had drifted toward this shore. It grounded on the landing ways, and the sea being rough, it broke down the lower end of the ways. Mr. McLaughlan was directed in the spring to repair the damage, which has been done.

A new boat was supplied to the keeper at a cost of \$44.30. The boat formerly in use was the keeper's private property, and had become unsafe from long service.

The commanders of the International Steamship Company have borne testimony to the great value of this and other lights and fog-whistles on this portion of the coast of the Bay of Fundy, and to their increased efficiency during the past few years. Mr. Hersey, President of the Company, has drawn my attention again to the necessity of a steam fog-whistle at Head Harbour Light-house. I informed him that the matter was under the consideration of the Department, who would probably consider the importance of the position sufficient to recommend its construction.

The light-house building requires painting, and this will be attended to before the close of the present season.

The iron lantern is nine feet in diameter on the inside, and 36 feet 6 inches in circumference on the outside. There are seven mammoth flat-wick lamps with reflectors 18 inches in diameter, and 8½ inches deep. Size of the window, seven feet in length and five feet in depth. Size of glass, 20 by 15 inches. Height of lantern inside to the eave of the roof, seven feet.

SOUTHERN WOLF (REVOLVING WHITE.)

Latitude 44 56 30 N.; Longitude 66 44 10 W.

This station was visited on the 2nd of August, 1875, and the supplies delivered from the "Lady Head." Both the light house and dwelling-house of the keeper have been recently painted, and everything about the station presents a well-kept and orderly appearance. To obviate the difficulty of landing supplies and in approaching the island, which is very dangerous, Mr. Snell, the keeper, has built a small wharf at his own expense on the western side of the island. This we found to be a great convenience in landing supplies on our last trip. It also serves the purpose of a breakwater, and forms a small sheltered cove inside for the boat. Mr. Snell has had sleepers laid from the wharf up to the bank, so that the supplies can be rolled up to a considerable distance toward the light house. I encouraged Mr. Snell to erect a

small house for storing the supplies at the end of the platform, and by raising the barrels of oil to the upper story of the building by a tackle and fall. From the end of this building they can, by another platform from the other end of the same, be rolled up on the road above the reach of the highest tides. Thence they can be hauled to the light-house.

I think that Mr. Snell should be compensated for the materials and labour he has expended in erecting the wharf at this station. I have supplied lumber and materials to erect the store and cover the wharf and platform to the bank.

The keeper stated that the boat which he uses is not adapted for this station, and that he can procure one at Eastport which would be more suitable for the purpose. The one he has at present would answer very well for the new light-house on the sand bar at Passamaquoddy Bay. I, therefore, purchased the boat for Mr. Snell, and sent the one from South Wolf to Mr. Pendlebury, light-house keeper at St. Andrews, to be kept for the new light-house.

Mr. Snell and his wife are the only inhabitants living on that part of the island where the station is placed. Mrs. Snell stated that she had not seen the face of a woman for six months. During the winter months, say from November till May, I would recommend the Department to allow Mr. Snell a small sum not to exceed \$50, provided he maintains an assistant at the station during the above period. Such an assistant would render valuable aid to the keeper in manning the boat in case of wrecks which are not infrequent near this island.

Mr. Snell has cut his wood on the island since he took charge of this station. The land on which the light-house is built, and from which the wood is taken, has not yet been secured by the Department.

The foundation wall of the light-house requires pointing and covering with a coat of cement. The materials for the purpose have been sent forward.

The iron lantern at this light-house is 9½ feet in diameter on the inside. It has twelve sides, with one pane of large plate-glass in each side. Six of these were cracked and four have been replaced by whole panes. There are six lamps in the lantern, two sets of three in each round wicks of large size burners.

SWALLOW TAIL (FIXED WHITE.)

Latitude 44 45 52 N.; Longitude 66 44 0 W.

This station was visited on the 30th July, and supplies landed from the "Lady Head." The light-house and buildings have been repainted, receiving three coats. The houses and all the surroundings present a neat and clean appearance. The repairs expended at this station since the damage done by the Saxby gale have been thorough, and place the station in excellent condition. The size of the landing ways is 200 feet long and 3 feet 6 inches wide, and are built on a very steep grade to reach the top of the hill. The work on the extension landing ways has been completed, so that the stores are now landed without any detention. A lean-to to the shed at the end of the dwelling-house was much needed to keep the water tanks. Much of the water used at this station has been drained from the roof of the house, and is a precious article. During some parts both of summer and winter seasons the water has to be carried a long distance by hand.

This station may now be considered in first-class condition, and none but trifling outlays for some time to come should be necessary, except for a crane to be erected at the foot of the landing ways for lifting the oil and supplies out of the boat to the railway above.

The iron lantern is provided with twelve panes of plate-glass, 4 feet long by 2 feet 8 inches wide. There are ten lamps in the lantern provided with mammoth burners, reflectors being 20 inches in diameter and 10 inches deep. The inside diameter of the lantern is 9 feet 10 inches. The floor is covered with copper, and both floor and sides are in good order. None of the woodwork is exposed.

Much difficulty has been heretofore experienced from the draft of this lantern, but the plan recommended by Mr. Tomlinson, the General Superintendent and

Engineer of the Department, has been adopted and the difficulty remedied. The keeper now reports that the draft can be regulated as required, and the light raised to its full brilliancy without the danger of smoking as formerly. The lamps and reflectors, except two which need re-silvering, are in good order, and the light is well spoken of.

MACHIAS SEAL ISLAND (FIXED WHITE.)

Latitude 44 30 7 N.; Longitude 66 47 0 W.

This station was visited by me on the 31st July, and the supplies landed from the steamer "Lady Head."

At this large and important station there have been several changes in management during the past year or two—changes that have not been attended with advantage, as my subjoined report will show.

There are two light-houses and a fog-whistle at this station in charge of an engineer and an assistant: the Department wisely judging that such an important station, which is only approachable in calm weather, should not be entrusted to the charge of one engineer. The new light-house, a large structure, has a brilliant light which can be seen to a great distance. The lantern has ten windows of plate glass, three panes in each—thirty panes in all. The old light-house, on the inefficiency and somewhat dim light of which I have before reported, suffers in contrast with the new and more modern light recently constructed. It consists of eight lamps and eight reflectors, with $\frac{1}{2}$ -inch burners; the size of the panes are $31\frac{1}{2}$ inches x $23\frac{1}{2}$ inches.

On the 4th of September, 1874, Mr. Wright Edmundson entered upon his duties as engineer at this station. Mr. J. H. Crosby, the late incumbent, having resigned after a short period of service.

During the past year Mr. Edmundson gave notice of his unwillingness to remain longer at the station unless at a considerable increase of salary, which the Department did not feel justified in granting. Mr. Eddy, formerly engineer in several of the steamers belonging to Messrs. Small & Hatheway, plying between this and other ports, and on the River St. John, was, on the recommendation of Mr. William M. Smith, appointed to fill the place vacated by Mr. Edmundson, at the same rate of pay as the latter, viz., \$1,000 per annum, and to pay an assistant out of the amount.

Mr. Eddy and his family, with an assistant, were taken to the island and placed in charge on my recent visit, and Mr. Edmundson and his family, removed on our return in the steamer "Lady Head."

I regret to say that I found this station in a very unsatisfactory condition. The keeper, being a slovenly and untidy person, had allowed the whole station and its appurtenances to present a very neglected and disorderly appearance. The boiler had been burnt and was leaking badly. The chief engineer of the "Lady Head" Mr. Warner, a most competent and obliging person, accompanied me and assisted in the examination of the boiler and machinery. I made the following note in my memorandum book, as Mr. Warner described the condition of the boiler and indicated the repairs required. "The crown plate of the furnace cracked, the rent being five inches long from one stay to the other; also around the furnace door the plate was cracked from its edge to the rivets, the rent being 24 inches long, 18 inches wide. This portion of the plate will have to be cut out. Sixteen new stays will be required to replace damaged ones. Two mud-hole doors are required in the boiler, and the safety valve requires grinding. The pump-plunger is broken in the chamber so that the pump is disabled. The boiler leaking badly so that the water is running over the floor. The whistle will require to be stopped at the shortest notice, and boiler makers sent to repair the damage. There is 16 inches of water in the tank under the boiler. The tank outside is empty."

Below the outside tank there is a suitable place for making an open dam towards which there is a run of water from the higher parts of the island, and from which a large supply of water for the fog-whistle can be kept to fill up the tanks, which can

be done by the hose in connection with the machinery. The difficulty of procuring water for the boiler at this station has been very great, and rubber hose to reach to the shore was purchased and sent to the island, but the distance was found to be too great to get a sufficient supply from that source. Mr. Edmundson wrote me that he had to stop the fog-whistle on account of want of water.

This letter given below did not reach me before sailing for the island in the steamer "Lady Head."

(Copy.)

"MACHIAS SEAL ISLAND, July 17th, 1875.

"SIR,—I had to stop the fog-alarm on the 15th, at 9 o'clock, a.m., for want of water. It rained on the night of the 16th. I got enough water to start at 4 a.m., on the 17th. To-day, it cleared off, and I have only about enough water to run the whistle forty-eight hours. I tried to get the boat off to send you word on the 25th, but could not get one to come. Please send me a keg of powder and the ferrules for the boiler. The crown sheet of the boiler is cracked, and the front sheet of the fire box around the fire-hole door is cracked in three places. Those cracks started on the morning of the 17th.

"Your obedient servant,

"(Signed,) WRIGHT EDMUNDSON.

"MR. HARDING."

Having taken a memorandum of all that was necessary to make the required repairs to the boiler, also to provide for a more steady supply of water, I left Mr. Eddy with the understanding that I would give notice that the whistle would stop for repairs on the following Monday, and that I would, in the meantime, send the boiler makers down by the steamer "Lady Head" on her return to Halifax, with all the necessary materials for repairing the damage, and also men to dig and make a dam at the place named; the work to be completed with all possible despatch, and should the fog set in before the date fixed for the stoppage to do the best he could under the circumstances in sounding the whistle. The weather being fine, the stations up the bay were speedily supplied, and the steamer called into St. John for a supply of coal to return to Halifax. The boiler makers were immediately engaged on my return, and also the men to dig the dam. The fog setting in detained the steamer "Lady Head" at this port for three days. Captain Mathewson is very careful not to run any risks while he has charge of the steamer during the thick weather; and I found that it was his constant habit to be very cautious and watchful day and night, when engaged in supplying the light stations. He was always at his post, with a keen eye for danger, nothing being allowed to escape his observation. At the end of three days the fog lifted, and there being every prospect of the steamer having clear weather and a fine run, she started; but before night the fog again set in very dense, and continued for three weeks without intermission. During the thick fog of the day on which the steamer started, I learned that in running for West Quoddy Harbour, she struck a rock near the entrance and was damaged, and on the next day landed the men and materials on Machias Seal Island and proceeded to Halifax.

The work was completed, and the men returned to St. John *via* Cutler and Eastport. The following letter from Mr. Eddy will explain the extent of the repairs, and the time the whistle was again set in operation:—

(Copy.)

"MACHIAS SEAL ISLAND, Sept. 4th, 1875.

"SIR,—Having got repairs completed and will begin blowing on Tuesday the 8th, so as to give a chance to advertise a day a head. I found it necessary to make extensive repairs. I have tested boiler to seventy-five pounds pressure steam to the square inch. I gave the engine a good overhauling. Have put four patches on the

inside of furnace, taking one hundred and fifty rivets and twenty-eight stay bolts. Have put in thirty-four iron tubes. The headsheets round the old composition tubes that I took out was wasted where they had been leaking. I got steam up on the 3rd, and the joint in the steam pipe leading from the top of steam chimney to the whistle blew out. I took it off and renewed it to-day.

"Yours, &c.,

"ALEX. EDDY.

"MR. W. M. SMITH."

Mr. Andrew Masson was engaged to build a dam and dig a drain, with a man to assist him. He made a dam about 50 feet wide and 100 feet long, blowing out a large rock in the way. The dam is nine feet at the breast and back, and holds about three feet more water than the old one. About three barrels of cement were used in stopping a hole in the bottom of the dam. Twenty-nine days were occupied in going to and returning from the island, and in the work of building the dam, digging a new drain and looking after old ones. Mr. Eddy, the new keeper, in writing on the 16th of August, and acknowledging the receipt of articles by the steamer "Lady Head" states that he can see no reason why the boiler plates cracked as the boiler itself was clean. It was found, on removing the plates, that the salt had accumulated around the straps inside and extended down to the plates, and thus prevented the water from coming in contact with the iron. While on this subject, I may be permitted to suggest that notices issued to mariners in which the United States Marine Service is so much interested, might also be reported in American papers by the Marine Department of the United States. The importance of this impressed me, as some American vessels made for the island while the whistle was undergoing repairs, and came near sustaining damage.

GANNET ROCK (FIXED AND FLASH, WHITE.)

Latitude 44° 0' 38" N.; Longitude 66° 47' 0" W.

This rock is situated about eight miles south of Grand Manan, and is very little larger than the light-house that stands upon it. It marks a line of wild and dangerous rocks and ledges, which extend nearly across to Machias on the west. As a great many of these rocks are covered at high water, and lie in the path of vessels entering or leaving the bay, they have always been dreaded by the mariner, and many valuable lives and much property have been sacrificed here. The following vessels have been wrecked on these rocks in recent years:—The "Queen," owned in Liverpool, G.B., Burnten, master, was wrecked, and only one seaman out of a full crew was rescued from a watery grave. The "Imperial" was lost, with all hands, on the 20th April, 1869. A Yarmouth ship and a brig, loaded with railroad iron, were also lost here. The ship "Parkfield," from London, with a general cargo, was lost on the Old Proprietor Rock, in the south channel, seven miles from Gannet Rock. This station was visited on the 31st of July, and supplies delivered from the steamer "Lady Head." The apparatus is dioptric, with a revolving flash light, the lantern having eight windows. The motion of the machinery working the revolving dioptric light was reported by the keeper to be working irregularly, and he could not account for it. I sent for Mr. Warner, the chief engineer of the "Lady Head," who promptly came. His practical knowledge enabled him readily to solve the difficulty, and he explained the cause of the irregularity, and showed the keeper how the difficulty occurs and the way to correct it. It was apparent that the cog wheels were too deep in gear, also that the bed plate or lantern was out of level, and this Mr. Warner directed how to correct. By this time I hope the keeper has obtained a regular and uniform motion to the apparatus.

The large gun purchased by Captain Scott, of Halifax, was recently landed at this station; but not without great difficulty, as it was very heavy, and had to be lifted some ten feet from the boat to the carriage, it being low water at the time.

This gun will, without doubt, be heard for many miles as it is one of the largest at any of the stations. The old gun is still suitable for other stations, and will be removed to Head Harbour where a safer one is needed than the one at present there.

Mr. John W. McLaughlin, a nephew of Mr. J. B. McLaughlin, the keeper, a clever and intelligent young man, was in charge of this station with his wife and children.

ST. JOHN RIVER LIGHTS.

There are nine stations on the St. John River, including three on the Grand Lake, situated as follows: Green Head, Keeper Mr. J. N. Williams; Sand Point, Mr. James Clarke; Oak Point, Mr. Chas. Theal; No Man's Friend, Mr. Edmund Buzza; Oromocto Shoals, Mr. Jas. K. Hazen; Wilmot's Bluff, Mr. J. D. Wilmot; Robertson's Point, Mr. Samuel Robertson; Fanjoy's Point, Mr. Wm. Fanjoy; Cox's Point, Mr. M. Y. Cox. The beacon at Green Head has been painted during the past year. The only one that I have visited during the past year was that of No Man's Friend (on my return from Newcastle, where I was selecting a site for a light at that place) which I found in a satisfactory condition. From the regular returns, and other information received concerning the others, I have every reason to believe they are working satisfactorily.

THE NORTH SHORE LIGHT-HOUSES.

The light-houses on the North Shore were visited by Mr. James Mitchell, whose report is annexed. As was recommended in my last report, a range of smaller beacon lights have been erected in front of the larger lights at Tracadie, Tabusintac and Neguac. These better enable the many fishermen who navigate these gullies to find their way in and out in safety, and with the larger lights form a complete and efficient light-house service for this coast.

This outer range of beacons was constructed during the past season, but owing to the late arrival of the steamer "Napoleon," Mr. Mitchell was unable to visit them as soon as they were completed and report on their condition. There has been, therefore, some delay in giving notice of their being in operation, but this will be done as soon as possible, probably toward the last of October. On account of these being constructed for the benefit of fishermen and merely of local importance, no inconvenience could result in the delay in giving notice of their being in operation. From the report of the Inspector I am glad to learn they are working satisfactorily, and have already proved of great service to the fishermen and class of small navigators for whose benefit they were chiefly erected.

FOG-WHISTLES.

There are now in operation on the southern and eastern coasts of New Brunswick seven fog-alarms, viz: at Partridge Island, Point Lepreaux, North Head on Grand Manan, Machias Seal Island, Cape Enrage in the Bay of Fundy, and Point Esguminac and Point Miscou in the Gulf of St. Lawrence. These have all been in successful operation during the year, with the exception of the one at Machias Seal Island, whose condition and the repairs put upon it are noticed at length in the report of the light-houses on that Island, and to which I direct your attention.

GRAND MANAN FOG-WHISTLE.

This alarm which was put in operation on the 1st of July, 1874, has proved of great benefit to navigators in foggy and thick weather. It is situated on the extreme north-west of Grand Manan Island at an elevation of eighty feet above high water mark. The title of the land was made over to the Department by Mr. Tatton on the 23rd December, 1874. I visited the station on the 30th July, 1875, and delivered supplies from the steamer "Lady Head." A wharf and a good waggon road leading from the beach were built by Mr. Tatton of a suitable width, with an easy grade from the wharf, on which the supplies are landed up to the dwelling-house and fog-alarm-

An addition to Mr. Tatton's, the keeper's dwelling-house, is very much needed, to accommodate the assistant engineer's family. The house was only built for one small family, and there are now two families living in it. Were it not that the assistant is a son of Mr. Tatton it might be impossible for the two families to get along together. The assistant has a wife and two children. The exposed and unsheltered position of the fog-alarm house on the north side of the Island makes it very difficult to keep the water in the pipes from freezing. The coal is separated from the whistle-house by a passage through which the wind draws with great force. I directed Mr. Tatton to cover this passage to prevent the draft, and so that the coal could be carried under cover from the shed to the whistle.

The foundation wall around the building requires to be pointed and cemented. The floor of the engine-house is only single, and the coal dust sifts through it into the water tank beneath and affects the pump. I promised Mr. Tatton that I would send him lumber to lay a second floor and to ceil the building to make it warmer, as it was with great difficulty they could keep the tank and pipes from freezing with a large stove constantly going: the heat from the boiler being rapidly drawn off when the building is cold. Mr. Tatton will attend to this work, and have it completed before the cold season sets in. I examined the rooms occupied by the two families, and, as Mr. Tatton stated, they could get along very well together if a lean-to shed was built on the south side of the present dwelling. I sent sufficient lumber for that purpose, and while the carpenter is at work at the engine-house he can frame the shed and put it up. I think Mr. Tatton and his son can then complete the work with but a trifling cost to the Department.

SCHOONER "ELLA G. MCLEAN."

This schooner, under the command of Captain J. N. Purdy, has been fully employed in supplying coal to the different fog-whistles in the Bay of Fundy, on both the coasts of New Brunswick and Nova Scotia, and also in conveying and placing buoys in the Bay. Captain Purdy, not having completed his season's work, has been unable to furnish his report.

OBSERVATORY, ST. JOHN.

Mr. John B. Longley is the keeper of the station in this city. A suitable place has been prepared on the roof of the Custom House building from which the signals made on Partridge Island can be distinctly seen. Mr. James Wilson, the keeper of the light-house on the above Island, is in charge of that station, and all signals made by him at the Partridge Island station are at once repeated at the station in this city, and a record of the same made in the keeper's books, a copy of which is sent and entered on the blackboard in the newsroom, and also to the rooms of the Board of Trade in this city. Mr. Longley also attends to the storm signals and time ball.

The following is his report of the arrivals of vessels from the 1st of November to the 30th September, 1875:—

"SIR,—In making up my report of the arrivals at the Port of St. John, N.B. since the 30th of November, 1874, I find that the number of vessels are as follows:—

Ships	59
Barks	111
Brigs	13
Brigantines	101
Barkentines	9
Steamers.....	26
Three-masted schooners	8

Total 327

"I beg leave to suggest that an order be given that masters of vessels coming into port hoist their numbers when near the island. By that being done the names of vessels would be at once sent to the news-room. At present, if detained at the island with head wind, I find that some fault is found. The telescopes received are good, and answer the purpose well.

"I have the honor to be, Sir,

"Your obedient servant,

"(Signed,) JOHN B. LONGLEY.

"JOHN H. HARDING, Esq."

BUOYS AND BEACONS.

The buoys and beacons in the different harbours and entrance to them are under the management of harbour masters at such ports, but the bills for general maintenance are forwarded to this office for inspection and payment. The harbour masters have no fixed remuneration for their service, but are paid by a charge of ten per cent. on the actual expenditure at their respective stations.

BELL BUOY.

The Bell Buoy is situated at the eastern end of Partridge Island, and is a most important guide to vessels entering to and departing from the Harbour of St. John. It is anchored in an exposed situation, where it is subject to the test of the roughest weather. I would recommend that a bell buoy, similar to those of Trinity House, be procured to replace the present one, as it cannot long be relied upon for service. It is necessary to have this buoy brought up to the city to have it examined and repaired before winter weather sets in. It was injured by the floating ice which filled the bay on the opening of navigation last spring. The quantity of ice in the harbour and bay was never known to be so great, and proved a serious hindrance to navigation. Among the cakes of ice which grounded on the shores some were found to be from ten to fifteen feet in thickness. Fear was entertained for the safety of this buoy several times when it was jammed between the floes of ice which were driven into the harbour by the south winds.

During the summer notice was given that the buoy would be removed for repairs, but in compliance with a request of Messrs. Small & Hatheway, who find it an indispensable guide for their steamers in making the harbour in thick weather, it was allowed to remain until later in the season.

QUACO LEDGE.

During the past year an iron spindle beacon has been erected on Quaco Ledge. Herewith I annex the report of Mr. Green, who has had the contract for its erection. This ledge lies $8\frac{1}{4}$ miles S. E. $\frac{3}{4}$ S. from Quaco Light-house, and W. by N. $\frac{1}{2}$ N. $14\frac{1}{2}$ miles from the western end of the Isle of Holt.

"OLD PROPRIETOR" ROCK.

The hole for placing the spindle on this rock, which forms the eastern portion of a dangerous ledge to the south of Grand Manan and at the entrance to the Bay of Fundy, was sunk to the depth of two feet last year. A small fishing schooner was again engaged this summer to carry Mr. Green and his men to this place to finish the work of sinking the hole for the shaft of the beacon. Mr. Green proceeded with the work, and after sinking the hole to the depth of three feet, considered it sufficiently deep to hold the shaft and resist the strain to which it would be subject. Having returned and reported the hole ready, Capt. Purdy was directed to take the spindle down and set it in place. He took with him a scow and suitable gear for erecting the beacon, and Mr. Eddy, the engineer of Machias Seal Island Light, was detailed to assist him. On arriving at the rock they examined the hole and decided that it was not sunk to a sufficient depth, and recommended that it be extended at least one foot deeper. Mr. Green was then employed setting the spindle on Quaco Ledge, after finishing which he was sent down to the "Old Proprietor" to sink the hole to the depth of four feet. The scow and gear were kept in the vicinity

in hopes that the hole would be finished in a short time, but owing to continuous heavy storms Mr. Green was delayed in his work until the season had advanced too far to give hopes of setting the spindle this year. The scow was therefore brought back to St. John. The hole is now complete and ready for the setting of the shaft, which will be done on the approach of mild weather next spring.

With the appliances at our disposal—simply the drill and sledge—the work of sinking a hole by hand in such a hard rock, to the depth of four feet, was a very difficult operation, and this, with the difficulty of approaching and remaining on the rock only a short time at low tide each day, made the task a dangerous and protracted one.

For full particulars of this work, and also the work at Quaco Ledge, I beg to refer you to Mr. Green's report annexed hereto:—

“St. JOHN, October 18th, 1875.

“SIR,—I beg leave to report the following as the result of labour performed at the ‘Old Proprietor Ledge’ so called, near the island of Grand Manan, and at the ‘Quaco Ledge,’ for the purpose of erecting iron masts for beacons, viz.: On the 7th of June we shipped a crew, and on the 8th left St. John. Made Grand Manan on the 10th, near North Head, with the wind south-east, and blowing heavy, which compelled us to run for Head Harbour, where we lay until the 11th, when we again left for Grand Manan. Fog very thick on the 12th and 13th, with heavy wind from the south-east. 14th continued foggy; 15th and 16th compelled to lay by in ‘Gull Cove.’ Proceeded to the Ledge on the 17th, but found the sea so heavy that we could not land. On the 18th we spent one hour on the Ledge, at the morning tide; attempted to land on the evening tide, but the sea ran so high that we could not succeed; wind east, which increased to a gale, and which compelled us to run to ‘Big Duck Island’ for harbour, where we lay on the 19th, wind still high. Heavy searunning on the 21st. On the 22nd we were on the Ledge two hours; 23rd, 24th and 25th high winds, with heavy sea; 26th, 27th, 29th and 30th thick fog, with high winds from the S.S.W., which prevented us from reaching the Ledge. On the 1st July, the weather was clear, which enabled us to spend two hours on the Ledge. On the 2nd, we were able to work two hours and twenty minutes; on the 3rd, two hours and thirty-five minutes. On the 5th, foggy with wind south-west; on the 6th still foggy, with heavy wind, but landed on the Ledge from a small boat; 7th on the Ledge, but very foggy, which continued on the 8th; 9th, weather very warm, but were on the Ledge at work; 10th, on the Ledge, and finished the hole for the reception of the mast, to the depth of three feet. We then left for St. John, with a light wind from the south-west, where we arrived on the 11th of July at 3 p.m.

“On the 13th of July, took on board the iron mast intended for the ‘Quaco Ledge,’ and left St. John on the 14th, but put back with east wind. Left again on the 15th with light wind and thick fog, arriving in Quaco on the 16th. On the 17th strong north wind. On the 19th left for the Ledge at one o'clock p.m., where we arrived and landed on the 20th. On the 21st were compelled to leave for harbour with a heavy west wind, which continued on the 22nd. On the 23rd wind south-west and foggy. Wind went down on the 24th, and on the 25th left harbour for the Ledge, where we arrived at four o'clock p.m. with a light wind. On the 26th and 27th succeeded in placing the mast in position. 28th foggy, but landed the ‘cage’ and cemented the mast in the hole. On the 29th put up the top-mast, lowered the sheers and rigging, and left for St. John.

“With respect to the Beacon on Quaco Ledge, I may just say that since its erection I have received a letter from Captain Holmes, an experienced coaster, who speaks in the highest terms of its usefulness in enabling coasters to see the position of the Ledge at greater distance and with more certainty as to position. Also, that it will be very useful in cases of shipwreck.

“‘CHARLES STREET, St. John.

“‘SIR,—I was up to Quaco Ledge fishing, and I find the spindle of great benefit “in finding the Ledge. I was laying there in the schooner ‘P. Progress,’ and at low

“tide, I thought I would go and examine it. The crew being with me, climbed up and
 “crawled in the cage at the top, and I think it would be a great chance of preservation
 “in case of shipwrecks, as there were six of us into the cage at one time.—Captain
 “John Holmes, Harry Hanley, Joseph Holmes, Edward McNichol, Wallace Matthews,
 “Irvin Holmes.

“MR. P. F. GREEN.”

“August 3rd, shipped a crew for Grand Manan, and left St. John same day, proceeding as far as Dipper Harbour, with a light wind and thick fog, which compelled us to lay by until the 6th, when we left harbour and arrived at the island on the 9th, where we lay until the 14th on account of heavy seas and dense fog. On the 16th, 17th, 18th, and 19th still foggy, made the Ledge three times during the last four days in a small boat from ‘Gull Cove.’ Fog continued during 20th, 21st, 22nd, and 23rd, but we were on the Ledge at work each tide. On the 24th, heavy sea prevented operations. On the 25th, 26th, 27th, 28th, 30th, and 31st, with September 1st, 2nd, 3rd and 4th, making ten working days in succession, we were on the Ledge at work each day. Heavy seas, with thick fog, prevailed on the 5th, 6th, 7th, 8th and 9th. On the 11th heavy wind from the north-west. On the 12th Mr. P. Carroll arrived, but the seas were so heavy that we could not effect a landing on the Ledge. Mr. Carroll left on the evening of the 13th. At work on the Ledge during the 14th, 15th and 16th. On the 17th, 18th and 20th, wind south-east with heavy seas. 21st and 22nd, wind north-west, spent one hour at work and levelled the hole at a depth of four feet. On the 23rd left for St. John, where we arrived on the same night.

“On the 24th received orders to attempt setting the mast in position. Got everything ready, and left St. John on the 25th, reaching Grand Manan on the 28th. On the 29th landed coal on Gannet Rock. At night south-east gale compelled us to put to sea from Gull Cove, and stand off all night. Made harbour in the morning at Long Island. On the 1st and 2nd October, very heavy north-west winds, which continued till the 4th. On the 5th and 6th a gale of wind from the south-east. On the 7th prepared to unload the mast. On the 8th placed it on Drake’s wharf, where the scow lay; took care of the deals and other material, which was taken down by ‘P. Carrell’ for the Beacon on ‘Murr Ledges.’ Shipped all the gearing from Drake’s store, and at eight o’clock p.m. on the same day left for St. John with the scow, wind south-east and fair.

“At 12 o’clock midnight, north-east wind set in, which compelled us to run for Head Harbour, which we made at 8 o’clock a.m. on the 9th, where we lay until the 11th. When the wind came south-west, we left at 2.30 a. m., arriving at St. John at 2 o’clock p. m. of the same day, with the scow all right. On the 12th we landed, and stored all the rigging in good order.

“As you are doubtless aware, the difficulties attending operations of this kind on the Old Proprietor Ledges are very great, situated as they are so far from any harbour, in the midst of counter currents and tides, which, on the slightest agitation by winds, are lashed into heavy and dangerous seas, which sweep over the rocks at all times of tide. Fogs are so prevalent that clear days are the exception. The ledges are also so very low, that at neap tides especially they are only bare or exposed for so short a time, that if a landing is effected, by the time the work fairly begins the tide is returning.

“The Quaco Ledge on the contrary, although greatly exposed, is bare for a much longer time each tide, and is not nearly so subject to heavy seas from the counter currents. You will observe that in the short space of fifteen days, from the time we left St. John, we returned with work completed on the Quaco Ledge. While equal diligence was used with the other case, we were not able, from the causes stated, to show as desirable results.

“Respectfully submitted.

“P. F. GREEN.

“J. H. HARDING, Esq.,

“Agent of Marine and Fisheries Department.”

NEW LIGHTS.

A beacon light has been erected during the past season on the public wharf at Hillsborough. It is intended as a guide for vessels navigating the river and up to the public wharf at that port. It is a dioptric fixed white light, and is in operation and in charge of Mr. Samuel Gross. I have not been able to visit this light, and am, therefore, not prepared to give a full description of it. Two beacon light-houses have been erected on the River St. Croix during the past season. One new beacon and light-house in the Passamaquoddy Bay. A beacon light on Point Midjic, at the entrance of the Magaguadavic River, St. George. A new light-house on Drew's Point, Beaver Harbour. Two new beacon lights to range with each other on the Washademoak Lake. None of these lights have yet been put in operation, but they are all about completed and nearly ready to be handed over to the Department by the contractors. When put in operation they must prove of the greatest benefit to mariners entering those ports, whose dangers these friendly lights will enable him to shun.

Two beacon lights have been erected on the wharf at Point du Chêne to range from the turn and course of the channel in the outer bay to the wharf at Point du Chêne. These obviate the necessity of maintaining a light-ship at the point where the channel turns, which has been urgently pressed upon you from time to time as a necessity, and for which an appropriation of \$3,000 was made in the Estimates for 1874-'75. On consultation, however, with experienced navigators, and after giving the subject your careful and persevering attention, you arrived at the conclusion that the present arrangement of erecting two lights to range with the turn of the channel in the outer bay, and guide vessels toward the harbour, would be quite as effectual and could be constructed with a great saving to the Department.

This has been carried out, the work completed, and the lights set in operation, previous to the 22nd September, 1875. They have been found to answer the purpose for which they were intended admirably well.

The seamen who have come into the harbour since the lights were in operation pronounce them highly satisfactory, and perfectly in range with the turn of the channel. I have not yet seen and examined these beacons, but am pleased to learn from different sources of their effectiveness, and you, sir, too, must feel gratified that an arrangement involving but a fraction of the cost necessary for maintaining a light-ship has been found to work with such satisfactory results.

OIL.

There were 11,646½ gallons of oil received from Messrs. Fitzgerald, and landed in port on the 8th July.

The oil was inspected by Mr. Wm. M. Smith, and the following report was made by him:—

“ST. JOHN, N.B., July 26th, 1875.

“I made an examination of samples of illuminating oil taken from the barrels stored in Robinson's oil stores at York Point. These barrels containing oil from contractors furnishing oil for light-houses, the following is the result:—

“Oil non-explosive at vapour test, 122½° Fahr.; specific gravity, 46° Baume; temperature, 60° Fahr. Burnt brilliantly without crusting or discolouring the wick; proved very like the sample furnished.

“WM. M. SMITH,
“Examiner.”

I have also examined the oil, and have no hesitation in pronouncing it the best lot of oil ever shipped to us. The oil was as clear and colorless as water, well deodorized, free from sediment and of the specific gravity stated, and appears to have had the naphtha and combustible qualities removed. The oil was put up in strong packages. Taken altogether the oil is a highly satisfactory shipment, and I hope

the Department may be able in all their future contracts to have the same standard for the oil required for the service. As I consider we have been approximating from year to year the description and quality of oil which we have now obtained, and always having this standard and quality of oil, all the other arrangements will correspond, and a regular and uniform light of great brilliancy be maintained. I therefore have great pleasure in stating that Messrs. Fitzgerald & Co. have fully carried out the conditions of their contract, and supplied the Department with one of the best shipments of oil yet received, and put up in casks tight and thoroughly made. The oil after being delivered at the light stations is transferred to oil tanks, all of which are carefully made, and subjected to inspection before being taken by the Department.

GOOSE LAKE LIGHT-HOUSE.

In accordance with an order of the Department, A. R. McDougall, Deputy Surveyor, proceeded to Goose Lake, Miscou Island, and made a survey of the light-house site, with a block of land to furnish a supply of wood. The latter is close to the light-house site, and is well wooded with pine and spruce. Appended is the result of Mr. McDougall's survey.

Description of Light-house site at Goose Lake, Miscou Island.

Bounded and butted as follows, viz. :—Beginning at a fir post, standing at the north east angle of lot number forty-three, granted to William Marks, at Goose Lake, Miscou Island; thence south-westerly along the bank or shore, ten chains of four poles each to a marked stake; thence south forty-five degrees east by the magnetic needle of the year 1875. Two chains and fifty links, or until it meets the northerly side of Goose Lake, easterly until it meets the easterly line of the said lot number thirty-three, granted to the said William Marks; thence north fourteen degrees west along the said William Marks' easterly line, three chains and fifty links, or until it meets the fir post at the place of beginning, and containing by estimation three acres be the same more or less.

The foregoing report embraces a statement of work done by this Agency of the Department for the fiscal year ended 30th June, 1875. In addition, reference is made to some works completed since that date, and also to works now in progress. These embrace the additions made to the light-house service found under the head of "New Lights," and also the preparations for erection of an iron spindle beacon on "Old Proprietor" Rock. In conclusion, I append the report of Mr. James Mitchell, Inspector of Lights on the North Shore and east coasts of the Province.

I have the honour to be, Sir,

Your most obedient servant,

Hon. A. J. SMITH,

Minister of Marine and Fisheries.

J. H. HARDING.

REPORT OF INSPECTOR OF LIGHTS.

NEWCASTLE, October 4th, 1875.

SIR,—I have the honour to report the following as carried out by me under this Agency during the past season :—

LIGHTS.

CAPE JOURIMAIN.

This is a fixed white light; three No. 1 circular wick lamps; three reflectors, 23 inches diameter by 9 inches deep; iron lantern, $4\frac{1}{2}$ feet in diameter, with glass 21 x 17 inches.

This light-house requires a new lantern and illuminating apparatus, and will require painting next season.

The late keeper of this light (John Bent) was drowned on the 14th June last while crossing in a boat from Prince Edward Island to the light-house.

This station requires a marine telescope, flag and boat, the boat having been lost at the time of the accident.

Silas Ross, the present keeper, has been attending this light since the decease of Mr. Bent. He has a family of four.

I visited this station in company with Mr. Joseph Tomlinson, General Superintendent and Engineer, on the 8th day of September last, and landed the necessary supplies.

The keeper's dwelling will require a little outlay in cleaning and papering the inside, and owing to the sudden death of Mr. Bent, the buildings do not look so neat as formerly.

CASSIE'S COVE.

A revolving white light; wood lantern, 9 $\frac{3}{4}$ feet in diameter. The illuminating apparatus is catoptric, has four mammoth flat-wick lamps, four reflectors, 17 inches diameter, and 7 inches deep. The glass in lantern is 28 x 16 inches.

There was a new oil shed built here. Mr. Charles Leblanc is in charge; his family consists of himself, wife, and two children.

I visited this station on the 8th day of September last in company with the General Superintendent and Mr. Barbour. We found the light-house clean and in good order.

A boat is much required here.

RICHIBUCTO.

A fixed dioptric white light; one mammoth flat-wick lamp; iron lantern 7 feet 4 inches in diameter.

Mr. Tomlinson, Mr. Barbour, and myself, visited this station; found the lamp a little out of order, but the building otherwise was in good repair.

Mr. Fabian Richard is in charge of this light; he has a family of eight, including himself and wife, besides a married son and his wife, who live with them.

There is no boat at this station, the want of which is much felt.

We landed the necessary supply of oil and other stores which were needed.

ESCUMINAC.

This is a wooden building, painted white, with a fixed dioptric white light, three mammoth circular wick lamps. The iron lantern is 8 feet 6 inches in diameter, and the size of the glass, 6 feet by 32 inches.

There is a fog alarm at this station in connection with the light.

I visited this station in company with Mr. Tomlinson and Mr. Barbour, and found both the light-house and fog-alarm in excellent order, both of which are in charge of Mr. Thomas Phillips.

There is an addition being built to the keeper's dwelling, which will be of great service to him, as the old building was too small to accommodate his family, which consists of eight in all.

There will be a stove required here during the cold weather for the use of the fog-alarm.

PORTAGE ISLAND.

A fixed catoptric white light; four dual burner lamps; four reflectors, 23 inches in diameter by 8 $\frac{1}{2}$ inches deep; iron lantern, size of glass, 20 x 15 inches.

Mr. George Davidson, the late keeper, was dismissed from this station, and Mr. Hugh Murray appointed and placed in charge on the 1st day of August.

The keeper's dwelling was destroyed by fire during the month of February last, but a new dwelling, with wood shed erected, and a well sunk with a pump inserted at this station.

The light here is not so well kept as formerly, as the present keeper does not understand keeping his lamps in proper order, but will likely improve in time.

The building is not as clean as usual, but owing to the necessity of Mr. Carter, who is building the keeper's house, occupying part of the light-house as a sleeping apartment for his workmen, it hinders the keeper from having it as neat as he could wish.

Mr. Tomlinson, who accompanied me, instructed Mr. Carter to have the lantern put in perfect order.

This station will require a stove, &c. for the keeper's dwelling, as the old one was destroyed during the fire.

There is a boat here, but altogether too heavy for the keeper, and a lighter boat should be substituted with a sail. A marine telescope is also required. The visit was made by us on the 11th of last month.

NEGUAC GULLY.

This is a fixed catoptric white light; four mammoth flat-wick lamps; four reflectors, 15 inches in diameter and $5\frac{1}{2}$ inches deep; wood lantern, 6 feet 3 inches in diameter, with glass 36 x 30 inches.

There has been a beacon light erected at this station in connection with the light-house, to range with the light-house light, and mark the channel to enable small vessels to navigate the gully at night. This beacon light is highly spoken of by fishermen and others who desire to make that passage, as it can now be entered at all times.

This building will be painted this season. Mr. William Morrison is in charge of both lights.

Mr. Tomlinson, Mr. Barbour, and I visited this station on the 11th day of September last, and found the lamps in good order, and the keeper at his post.

An oil shed, boat and marine telescope are also required. The usual quantity of supplies and small stores were landed.

TABUSINTAC.

A fixed catoptric red light; three mammoth flat-wick lamps; three reflectors, 15 inches in diameter and $5\frac{1}{2}$ inches deep. Wood lantern; size of glass, 36 x 30 inches.

There has been a beacon light erected in connection with this light, to range with the light-house light and mark the channel. This also is much spoken of by the fishermen and persons who require to navigate the gully.

Mr. Thomas Savoy is in charge of both those lights. An oil shed, a small boat, and marine telescope are also required here.

The General Superintendent who accompanied me, coincided with me that it would be impossible to land, as there was a heavy sea running, and so many flats around, that our landing, if it could be effected, would occasion a great delay to the steamer. I then engaged Mr. Morrison, the keeper of Neguac Light, to take the supplies to this station, as he told us it would be impossible to land that day.

TRACADIE.

This is a fixed catoptric white light; four mammoth flat-wick lamps; four reflectors, 15 inches in diameter and $5\frac{1}{2}$ inches deep. Wood lantern, 7 feet 3 inches diameter, and glass 36 x 30 inches.

This light-house was moved back last spring, the heavy gale last fall having undermined and carried away part of the breakwater, and left it in a dangerous state. It is now safe and secure from further storms.

The Department has caused a beacon white light to be erected at the station this year, as a guide for fishermen and others making that harbour. An oil shed has been erected at this station also.

The light-house and beacon requires painting, which I have ordered to be done at once. I also furnished the keeper with galvanized store pipe, as the common iron pipe was useless and dangerous, being so much corroded with the salt water.

There is no boat at this station, and one is required on account of so many accidents to fishermen lately; a stove and marine telescope is also required. The building did not look as clean and neat as on my former visits. I called the keeper's attention to the matter and he promised to attend to it at once, and pay more attention in future.

This station I visited on the 11th September, in company with the General Superintendent; found the keeper Mr. Thomas Archer in charge, and at his post.

The usual supplies of oil were landed here.

SHIPPEGAN.

A fixed catoptric white light; four mammoth flat-wick lamps. Wooden lantern 7 feet 8 inches diameter, glass 3 x 2½ feet; four reflectors, 16 inches diameter and 5½ inches deep. Building of wood painted white.

This station was visited, in company with Mr. Tomlinson, on the night of September 11th. We found the keeper, Mr. F. Dumaresq, absent, and the light in charge of another person, who told us that the keeper had gone home to look after his crop.

There has been a breakwater or fence built around, to prevent the sea from undermining, which the Department ordered to have done, and we have every reason to believe will prove satisfactory. The building has not been kept as neat as in my former visits. I have written to the keeper relative to his neglect, and advised him to use his personal supervision instead of leaving others in charge, although as far as the lights are concerned I could see no reason to find fault.

Paint, oil and other necessaries were sent by the agent at St. John to this station, and the building will be painted as soon as the weather permits.

The necessary oil and small stores for the use of the light were also landed, and given in charge to the person acting as keeper.

There is no boat at this station, which is much required; also a marine telescope.

MISCOU.

Mr. Tomlinson and myself, accompanied by Mr. Barbour, visited this light on the 12th September. It is a fixed catoptric red light, nine lamps, viz., seven mammoth flat and two No. 1 circular-wick lamps; seven reflectors, 20½ inches diameter by 9 inches deep, and two 20 inches diameter by 12 inches deep; iron lantern, 12½ feet diameter, glass 22½ x 21 inches. There is also a fog-alarm at this station, which was inspected by Mr. Barbour, and found in every way satisfactory.

This a wooden building painted white, is neat, clean and well kept by the keeper, Mr. George McConnell, who, being an engineer, has charge of the fog-alarm, and fulfils his duty in both in a very efficient manner.

The keeper's house requires considerable repairs in the interior, new floors, plastering, &c.

This station would require a coal and wood-shed in connection with the fog-alarm. The boat here is too large, and in a very bad state; and I would recommend a suitable boat with sails, also a marine glass and flag, as this is one of the most important stations in my district.

Captains of steamers and sailing vessels have expressed themselves greatly in favour of the alarm, it being of great service to them in foggy weather.

GOOSE LAKE.

A revolving catoptric white light, erected during last season, with two No. 1 circular-wick lamps; iron lantern 7 feet diameter; glass 5 feet by 28 inches; two reflectors, 17 inches diameter by 7 inches deep. Building of wood painted white.

This light was put in operation about the 25th day of April last, although oil and small stores were supplied by me to it last fall.

When we arrived opposite this station I consulted Mr. Tomlinson as to the necessity of visiting it, and after making him acquainted with all the facts, we decided that although anxious to make the visit, in consequence of the violence of the gale to which we were exposed, and without any prospect of landing, the delay to the steamer, &c., we had better proceed to Caraquet.

CARAQUET.

A fixed white catoptric light; four lamps—two mammoth flat and two No. 1 flat-wick; iron lantern $4\frac{1}{2}$ feet diameter, and glass 44 x 21 inches; four reflectors, $15\frac{1}{2}$ inches in diameter by $4\frac{1}{2}$ inches in depth. The building is of wood painted white.

Mr. Tomlinson and myself visited this station on the 12th September, and found the building neat, clean, and in perfect order.

One of the lamps at this station was out of order, but could still be used. Mr. Tomlinson tried every means, with such appliances as were at hand, to remove the difficulty, but did not succeed; he said, however, that it would answer for this season, and ordered me at the close of the season to have it thoroughly repaired, or replaced by a new one; also to have two of the reflectors resilvered.

The keeper, Mr. Narcisse Porlier, is a very efficient officer; has a family of five, besides himself and wife.

There is no government boat at this station, which is much required, as this light is on an island, and necessitates having one on account of being such a resort of fishermen.

The keeper of this station having been attending to his religious duties, we had no opportunity of seeing him, but received all the information required from his wife.

The oil and usual complement of stores were also landed here.

HERON ISLAND.

A fixed white catoptric light, erected last fall, and lighted for the first time on the opening of the navigation. There are three mammoth flat-wick lamps; three reflectors, 16 inches diameter, with glass, 36 x 30 inches.

Mr. Tomlinson accompanied me on visiting this station, and expressed himself very much dissatisfied with the mechanical work of the tower, and also the lanterns. He took a memorandum of what was required to be done, and said he would write to me and give directions as to having the place put in proper working form.

The glass furnished by the contractor for the lantern at this place is totally unfit, being too thin for use; three of them have already been broken.

Mr. Moffat, of Dalhousie, I understood, furnished oil to put the light in operation, on the opening of navigation when the light was first exhibited; and as soon as communication between Miramichi and Dalhousie commenced. I sent by the steamer "City of St. John" the necessary small stores, as also some glass for the lantern to repair those broken, and requested to have them forwarded immediately, and at the same time sent a letter to the keeper, Mr. John Dutch, informing him that those articles were at Dalhousie, with the agent of the steamer. He told me he had received my letter, but had not been up to Dalhousie, nor had the glass or small stores been forwarded.

This building was not in order, the keeper knowing nothing about trimming lamps, or any other duty connected with the light, having never received any instructions from any person capable of showing him his duty.

An oil shed has been erected here during the season, at a cost of \$200, which was quite necessary.

There is no boat at this station.

The keeper is very anxious to learn his duty, and will probably succeed. He has no family and does not live in the light-house, his dwelling being about one quarter of a mile from the station.

I furnished this station with two new galvanized oil tanks.

DALHOUSIE.

A fixed white catoptric light, with three lamps—one No. 1 circular wick and two No. 1 flat-wick; three reflectors, one 18 $\frac{1}{2}$ -inch diameter by 6 inches deep, and two of 15-inch diameter by 5 $\frac{1}{2}$ inches deep; iron lantern 4 $\frac{1}{2}$ feet diameter; and glass 44 x 21 inches. Building, wood, painted white.

I visited this station in company with Mr. Tomlinson on 13th September, found there was some of the lantern glass cracked. The building will be painted as soon as the weather permits, paint and oil having been furnished for the purpose.

One of the reflectors at this place requires re-silvering and a new lamp also, all of which Mr. Tomlinson took a memorandum.

There is an oil store very much required at this station, as the oil is stored in the basement of the building and more or less oil occasionally is spilled on the floor, which is not only dangerous, but prevents the keeper from having the place in as good order as he would like.

Mr. Philip Arseneau, the keeper, has three in all of a family,

BEACONS.

There are sixteen beacon lights in the Miramichi River and Bay, situated as follows:—

MIDDLE ISLAND.

One fixed white light; two mammoth flat-wick lamps, which show both east and west, and can be seen by vessels either coming in or going out, and enables them to escape the shoal on the point of the Island, and is of great benefit to steamers and other vessels navigating the river at night.

This light is well kept. Mr. Alexander Jessamin, late keeper, was dismissed, on the 2nd August last, and Mr. David McEwan put in possession of the light. The necessary oil and stores have been supplied to this station.

GRANT'S BEACON.

There are two lights at this station, exhibiting two fixed white lights. The keeper, Mr. George Grant, is a very efficient officer, and the lights are kept in perfect order.

The pilots have complained to me that the lights at this place are too close together, and wish one of them to be removed nearer the shore, assigning as a reason that in coming up the bay before they can open the lights the ship would cross the channel; whereas, if they were further apart they would open much quicker.

The agent at St. John sent paint and oil to this station, which I forwarded with instructions to have the beacons painted.

SHELDRAKE ISLAND.

There are two beacon range lights, one on the east and the other on the west of this island; they are fixed white lights; mammoth flat-wick lamps, and exhibit a very bright light.

The agent at St. John sent paint and oil, as also some small stores for this station, which I forwarded with instructions to have the beacons painted.

The keeper, Mr. John McKay, is an efficient officer, and always at his post.

There is no keeper's dwelling here, or any suitable place for him to live in; he at present sleeps in a small shed built for the protection of the lamps in day time, as also for holding oil. A dwelling should be provided for the keeper, as he has to remain on the island all the time. A boat should also be provided for this station.

The usual supply of oil has also been sent to this station.

OAK POINT.

There are two beacon lights at this station, situate on the north side of the river exhibiting two fixed white lights. They do not show as good a light as any of the others, and the reason assigned by the pilots, shipmasters and others, that they are too low, and the woods in rear prevent them showing as well as they otherwise would.

It is not any fault of the keeper, as he is an old experienced hand, and understands keeping his lamps in order.

Those beacons will also be painted this season, as oil and paint have been furnished for that purpose.

The usual supply of oil has also been sent to this station.

UPPER FOX ISLAND.

There are two beacons on this island exhibiting two fixed white lights. There have been no repairs done on this station last year. The keeper, Mr. Wood Williston, is very attentive, and keeps his lamps and reflectors in good order. The usual supply of oil and stores were furnished to this station.

The dwelling of the keeper was burned on the morning of the 28th August last. All the light stores were saved, with the exception of the cooking stove, which was utterly destroyed.

The Department contemplate erecting a new dwelling at this station during the season.

The station was furnished with a boat at the expense of the Department this season.

LOWER FOX ISLAND.

There are at this station two fixed white beacon lights, also a keeper's dwelling in connection. These lights are reported to be the most useful in the river and exhibit a very brilliant light; are exceedingly well kept and very highly spoken of by shipmasters navigating the channel approaching the Bar and Horse Shoe.

The keeper, Mr. Robert Rainsborough, so far as I can learn, attends faithfully to his duty.

The beacons and dwelling-house at this station will require painting next season.

A small boat is very much required here as there is a large gully or marsh which the tide overflows and necessitates a travel of two miles in passing from one beacon to the other. The usual supply of oil, &c., has been delivered at this station.

PRESTON'S BEACONS.

There are two beacons at this station, with two mammoth flat-wick lamps in each exhibiting fixed white lights, situated on the south side of Miramichi Bay. The agent at St. John furnished paint and oil to paint the beacons, which I forwarded and ordered them to be painted.

When I visited this station I found that the sills of the beacons required clearing away and also some other slight repairs, the sand having accumulated round them. I instructed the keeper to have them thoroughly cleaned and put in order, for which he would be remunerated. Those lights are very well kept. The usual supply of oil, &c., has been delivered.

The other three beacon lights which make up the number of sixteen previously mentioned being in connection with the following light-houses, viz.:—Neguac, Tabusintac and Tracadie, are being erected by the Department [this season, and will be found under the report on these light-houses.

SHEDIAC.

There are two beacon lights at this station exhibiting fixed white lights, and mainly to guide steamers and other vessels making that harbour, and marking the channel to the railway terminus in connection with the beacon light at that station. These lights are very useful, as the channel is very difficult to navigate at night.

The usual supply of oil and small stores have been furnished to this station.

LIGHT-SHIP.

This vessel is situate on the Horse-shoe Bar, in the Miramichi, and exhibits four fixed red lights, and is of very great importance to navigation.

I was instructed by the Department to have the damages done to her last season repaired and put in proper condition, which I attended to.

I employed Mr. James Henderson, in the employ of Messrs. Gilmour, Rankin & Co., to overhaul the vessel and do all the necessary repairs required, which were all done in a very satisfactory manner at a cost of \$622.10.

I was also notified by the Department to place only two men on board of her this season, as that complement was deemed sufficient, which I attended to.

During the season, Mr. George Rogers, the captain of the light-ship, notified me that two men were not sufficient to manage the vessel during heavy gales, and he would not hold himself responsible for any accident that might occur from being short-handed. I at once communicated the fact to the Department, and was instructed to put a third man on board, which I attended to at once.

MIRAMICHI BUOYS.

There are 21 buoys on the Miramichi River and Bay.

This branch of the service was accomplished without much difficulty this season, as the pilots now are working under the new pilot law, and appear quite satisfied and disposed to render every assistance in buoying the channel, so as to make navigation safe.

I have, however, as has been my usual practice, advertised, asking for tenders for laying the buoys by competent pilots, and received tenders from several of them, the tender of Mr. Mitchell Martin being the lowest, viz., \$80, was accepted, and the buoys placed satisfactorily.

In the gale of 18th and 19th of September last, two buoys from the Horse-shoe Bar were carried away, one of which was lost, the other picked up by the light-ship. I at once furnished a buoy, chain and anchor, and requested Mr. James Wells, the principal pilot on the river, to have it placed at once, as also the one picked up. I also notified the Harbour Masters of the fact, as I saw by the recent law that the care of buoys was a part of their duty, and of which the Minister, through you informed me.

I have not heard any complaints from any of the ports or harbours this season, except at Shediac.

The steamer "Bermuda" carried away or sunk the outer buoy at that place, which I had replaced at once.

I was instructed by the agent of the Department in St. John to send a bill to the steamer "Bermuda" and owners for the value of the buoy destroyed by that vessel. I therefore rendered them a bill of \$50, the receipt of which they acknowledge, but have not yet paid.

MARINE HOSPITAL.

There has been no expenditure this year beyond the ordinary outlay for wages and maintenance of this institution. The late keeper, Mr. Patrick Lawlor, died 12th of March last, and the institution was in charge of his widow and son-in-law, Mr. John Gallagher, when the latter got the appointment, and still continues to perform the duties.

I have not heard any complaints from any source in connection with this institution, as the present occupant appears to give satisfaction.

Dr. Thomson, the physician, attends regularly to the wants of the inmates.

OIL.

In the course of my visits to the before-mentioned stations, on enquiring of the keepers as to the quality of the oil supplied, received as answer that the quality was excellent, but they invariably found the casks did not contain the quantity mentioned, the casks in a good many cases being old, and worm holes in others, which caused leakage. But this year as to the quality, I cannot speak, but the casks were in first rate order, and no leakage apparent.

Before closing my report I must in justice say that I have received a great amount of information from the General Superintendent, Mr. Tomlinson, who evinced the greatest interest in all the lights, and in instructing the keepers as to the proper discharge of their duties.

As for myself, I received much valuable information from him in connection with my duties, which will be of great benefit to me in the future.

I have the honour to be, Sir,

Your obedient servant,

J. MITCHELL,

Inspector of Lights.

J. H. HARDING, Esq.,

Agent of the Department of Marine and Fisheries, St. John, N.B.

LIST OF BUOYS AND BEACONS.

CARAQUET.

No.	Description.	Colour.	Where Situated.
1	Conical, wood.....	Black.....	On the eastern entrance bearing S. $\frac{1}{2}$ N. E. from red buoy.
1	do	Red	do do E.N.E. from white buoy.
1	do	White	do do N.E. $\frac{1}{2}$ E. from red cask.
1	Cask	Red	Inside harbour, west point, Pokeesuder Flats.
1	do	do	do off R. Blackall's, mid channel.
1	do	do	On reef outside west entrance, bearing N. by W. from west entrance.
1	Conical	Black.....	On west entrance, bearing N.W. by W. from light.
1	do	Red	do do N. from black cask.
1	Cask	Black.....	do do N. by E. from white cask.
1	do	White	do do S.S.W. from light-house.
10			

BAY VERTE.

1	Spar.....	White	At mouth Gaspercaux Point.
1	do	do	do Bay Verte.
1	do	do	do Lindish.
1	do	do	On ships' loading ground, E.S.E. from Fort Moncton.
1	do	Red.....	On ballast ground, E.S.E. from Fort Moncton.
5			

RICHIBUCTO.

1	Barrel	Black	Anchored in the roadstead approaching bar.
1	do	Red.....	On north side of channel or bar.
1	Picket.....	Black.....	South reef.
2	do	do	Jib Sheet, south side of bar.
1	Barrel	Red.....	North Marsh Point.
1	do	Black.....	South do
1	Picket.....	Red.....	North Middle Ground.
1	do	Black.....	South do
1	do	do	North do No. 2.
1	do	do	Point, abreast of town.
1	do	do	Oyster bed, south side.
2	do	Red	do north side.
1	Barrel	Black.....	Jib Sheet, south side.
2	Picket.....	Red.....	Point, north side of bar.
1	do	Black.....	Beecher Point.
18			

LIST of Buoys and Beacons.—*Continued.*

DALHOUSIE.

No.	Description.	Colour.	Where Situated.
1 1 1 1 1	Cedar staves striped with iron hoops.....	{ Black do do do do	Inside of Heron Island. Off Maquacha Point. On ballast ground, opposite Dalhousie. Off Point Le Nimm. Off Point Le Garde.
5			

SHIPPEGAN.

1 1 1 1 1 1 1 2 2 1 1 1 1 1	Large buoy do do do do do do Small buoys do do do do do do	Black Red White Black Black and White... White do Black do White Red Black Red Black	Grand Bateaux, north entrance. Point Pockshondie. do Canocany. do Bermish. Alexander's Point. Point Pamteuir. Entrance of Peter de Gras Channel. Horse Knave Point, opposite Esblunt. Robisheaux Shoal. Thos. Mallet Point. Sand Bar, Indian Point. South end sand bar. Entrance Shippegan Gully. Samacque Bank.
16			

SAINT JOHN HARBOUR.

1 10 5 2 3	Iron bell buoy Wooden buoys..... do Buoys Buoys, spar.....	Red and white.....	Eastern end of Partridge Island. Campbelltown. Neguac Gully. On Man-of-War Rock Bay of Fundy. Five Fathom Hole, entrance Hopewell River
21			

SAINT ANDREWS.

1 1 1 1 1 1 1 1 1 1 1 1	..... ..... Black do Red Black do do do do do ..... .....	..... ..... Black do Red Black do do do do Red	On the reef outside western bar. Western bar at western entrance. Middle Ground, inside and near entrance. Point of St. Andrews, S.E. entrance. Indian Point, outside harbour. Billey's Point. Extreme end Stinson's Bar. South-west do South end Saint Andrews Island. Half-tide rock. Sand reef in the bay.
11			

LIST of Buoys and Beacons.—*Continued.*

BATHURST.

No.	Description.	Colour.	Where Situated.
1	Iron buoy.....	White.....	Situated on the ballast ground, four miles seaward from Carron Point.
3	do	Black.....	Situated two miles from Carron Point, and marking channel.
15	Spar .....	.....	From Carron Point to town, marking channel.
18			

COCAIGNE.

1	Puncheon.....	Black.....	Placed as an outer buoy.
2	Spar	Red.....	Leading up the channel to ballast ground.
3			

SAINT CROIX RIVER.

1	Spar buoy.....	Black.....	South-east Doucet's Island.
1	do	White.....	Ballast ground, three-quarters of a mile from Oak Point.
1	do	do	Bray's Point.
1	do	do	Young's Bar, near Ship Harbour.
1	do	do	On round ledges, covered at high tide.
1	do	do	South-east side of Hill's Point.
1	do	do	William's Point.
1	do	do	Off Crocker's Island.
1	do	do	On Chipman's Point.
1	do	do	West side of Hill's Point.
10			

MAGAGUADAVIC RIVER.

1	Spar.....	Red.....	On western head bar.
1	do	Black.....	Off Mann's sunken ledges.
1	do	Red.....	McDearmid's Ledge.
1	do	Black.....	Haley's Point.
1	do	Red.....	Grearson's Point.
1	do	do	Grearson's half-tide ledges.
1	do	do	McKenzie Bar.
1	do	do	Dunham's Ledges.
1	do	Black.....	Ship Yard Point Ledge.
1	do	Red.....	Seely's half-tide ledge.
2	do	White.....	At mouth Digedquash, on sunken ledges.
2	do	do	Entrance of harbour.
14			

LIST of Buoys and Beacons.—*Continued.*

MIRAMICHI BAY AND RIVER.

No.	Description.	Colour.	Where Situated.
1	Outer or bar buoy.....	Black, starb'd side	Coming in from sea.
2	Lump buoy.....	Red, port side.....	
3	Elbow.....	Black, starb'd side	
4	Buoy	Red, port side.....	
5	do	do	Lower part of Horse Shoe.
6	Lower buoy.....	Black, starb'd side	On Horse Shoe.
7	Fairway buoy.....	do do	do
8	Middle do	do do	do
9	Upper do	do do	
10	Buoy	do do	
11	Bank buoy.....	do do	
12	Buoy	do do	
13	Murdock buoy	do do	
14	Picket buoy	Red, port side.....	Gordon's Flats.
15	do	do starboard side	Hay's Flats.
16	do	do port side.....	Black Brook.
17	Buoy	do starboard side	do
18	do	Black	East from the lower end of Horse Shoe buoy, distance quarter mile.
19	do	do	North-east of shoal, Portage Island.
20	do	do	South-east end of Herring Island.
21	do	do	Between Fox Island and Island Gully.

In all, 17 common buoys, and 4

buoys in the Miramichi Bay and River.

BUCTOUCHE.

1	Cask.....	Black.....	On outer bar.
1	do	do	Rock or flat bar.
1	do	do	Wreck in harbour.
7	Spars.....	do	Points not named.
2	Old Beacons.....	do	Main land, about rotted down.
12			

SHEDIAC HARBOUR.

6	3 Can buoys	2 Black.....	1st Black outside buoy, Zephir Rock.
	3 Spar do	1 Red	2nd Red, southeast turn.
		3 Black.....	3rd Black, Island site.
			4th Spar buoy, Point Duchene, spit.
			5th do at the mariner.
6			6th do off end of island.

TRACADIE (BIG) RIVER AND SOUTH GULLY.

1	Buoy.....	Black.....	On outside bar of South Gully.
2	Beacons.....	White.....	Horse Island, in range of channel over the bar.
56	Green bushes		Every point on each side of channel ; also on all middle grounds between Gully and Portage River.
59			

LIST of Buoys and Beacons.—*Continued.*

BLISS HARBOUR.

No.	Description.	Colour.	Where Situated.
1	Spar.....	Black.....	Little White Horse, Letete Passage, 2½ miles from Head Harbour Light S W. ¼ S From Bliss Island Light 2 miles N E by E. ¼ E., ¼ mile to centre of White Horse Island
2	do	Red	Back Bay Ledge.
3	do	do	Light-House Point, Bliss Island.
4	do	Black.....	West end Man-of-War Ledge
5	do	do	East end do do } Bliss Harbour.

DIGEDEQUASH RIVER.

1	Spar.....	Red	Ship channel, just out at low water.
2	do	do	Cedar Point.
3	do	Black.....	Sunken ledge.
4	do	Red	Between Main and Long Island.

GREAT SHEMOGUE RIVER.

1	Can buoy.....	Black.....	Outside of bar, on the outer entrance on the north side of the channel.
2	do	Red	On the north side of the end of outside bar, a west course from black buoy, and distance 400 yards from said black buoy.
3	Spar buoy	Black.....	North side of channel, a west south-west course from the red can buoy, and distance 400 yards from said red can buoy.
4	do	do	North point of inside bar, west south-west course from first spar buoy, and distance 400 yards from said first spar buoy.
5	do	do	North side at first turn in channel, a south-west course from second spar buoy, and distance 500 yards from said second spar buoy.
6	Beacon	Not painted.....	North side of channel, a west course from the third spar buoy, and 300 yards from said third spar buoy.
7	Spar buoy	Black.....	North side of channel, a south-west course from beacon, distance ¾ of a mile from said beacon; also 7 pickets on the north side of channel between the beacon and fourth or last spar buoy.

PORT COCAIGNE.

2	Wood	Red	Leading out from the ballast berth south side of the channel.
2	do	Black.....	Outward over the bar, north side of the channel.
1	do	do	Large buoy outside being the Fawcett Buoy.
5			

LIST of Buoys and Beacons.—*Continued*

PETITCODIAC.

No.	Description.	Colour.	Where Situated.
1	Can buoy.....	Red and White.....	S.W. by S. one nautical mile from Grindstone Island.
2	do	Red	S.S.W. two miles from Cape Maringoin.
3	do	Black.....	South 5° West 2½ miles from Cape de Mosille.
4	do	do	N E by E ½ E. 1½ mile from Cape de Mosille.
5	do	Red	S.E. by S. ½ of a mile from Folly Point.

CUMBERLAND BAY, BELOW MINUDIE RIVER, N.S.

1	Spar buoy 65 ft. long, round.....	Red	About 5 miles below mouth of Minudie River, at the upper headland of Lower Cove, called Boss Point Reef on Boss Point bearing S.E.
1			

(Signed,) J. MITCHELL

J. H. HARDING, Esq.,
St. John, N.B.

APPENDIX No. 8.

REPORT OF THE AGENT FOR BRITISH COLUMBIA, OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

DEPARTMENT OF MARINE AND FISHERIES,
BRITISH COLUMBIA AGENCY,
VICTORIA, July 23rd, 1875.

SIR,—I have the honor to forward the Annual Report from this Agency of the operations of the Department for the fiscal year ended 30th June, for the information of the Honorable the Minister:—

LIGHT-HOUSES AND COAST SERVICE.

Two new lights have been exhibited in this Province during the fiscal year, one at Cape Beale, on the west coast of Vancouver Island, on the 1st of July, 1874; and the other at Point Atkinson, in the Straits of Georgia, on the 1st of May, 1875. The former is a valuable coast light, and is distinctly seen at a distance of 70 miles. Notwithstanding every precaution that has been taken by the Department in giving public notice of the exhibition of the light, two vessels, the "Harvest Home" and the "Prince of Wales" have mistaken Cape Beale Light for Cape Flattery, although the latter is a fixed, and the former a revolving light. The "Harvest Home," an iron ship, direct from England, arriving at Vancouver Island in the latter part of April, laden with Imperial Government stores and general merchandise, had a narrow escape; the vessel had entered the Sound, passing the reefs off the entrance, and was close in shore before the error was discovered, both anchors were let go (with all sail set) which fortunately brought the vessel up. A Puget Sound pilot schooner discovered the vessel in the Sound and piloted her to Esquimalt. The "Prince of Wales" was very similarly situated through the same mistake. On the evening of the 3rd of May, I left in the Dominion steamer "Sir James Douglas" for Cape Beale, proceeded as far as Race Rocks, and met a strong south-west gale. The steamer was put back to Esquimalt until daylight of the following morning; by this time the wind had considerably moderated; steamed to the entrance of the Straits of Juan de Fuca; the weather, however, was so threatening, with a heavy sea rolling in, and the glass being very low, the passage was not attempted that day; anchored in Neah Bay, found two vessels lying there wind-bound, and in the evening the American tug boat "Goliath," with a large ship in tow, anchored in the bay. At noon on the 5th, weather more promising; weighed and proceeded, and at 5 p.m. anchored in Dodger's Cove in Barclay Sound. No landing could be made at Cape Beale for 36 hours after the arrival of the "Douglas" at Barclay Sound. I proceeded to the light-house as soon as possible and inspected it. On starting the machinery I noticed that it did not run so smoothly as it ought; on closer examination the pinion and spur wheels were found to be bearing so hard against each other that a jerking motion was given to the revolving apparatus; this, however, was temporarily remedied by wedging them apart. The shrinking of the timber, of which the platform is constructed, was the cause of this uneven motion, which cannot be permanently remedied until the box containing the clock work is moved a trifle further back. The keeper reported to me that during rainy weather the tower leaked badly in several places, more especially on that side of the tower which is connected with the dwelling-house. The station was, in all other respects, in good

order, the lamps and reflectors clean and bright, also the lantern and machinery. A good surf boat, which the keeper handles expertly, was furnished to this station, thus rendering him independent of Indian help, upon which he previously had to depend for every trifling service connected with the establishment. The Indians of Barclay Sound being a saucy, impertinent race, rendered this measure absolutely necessary. On the 7th started for Victoria at 9 p.m., and being anxious to observe the light, steamed out into the offing about eight or nine miles; at this distance the light was brilliant and regular in the flashes; the light was kept in sight until a distance estimated to be twenty-one miles was made from the light, which could be distinctly seen, and was finally only lost from the natural curvature of the earth and the low altitudes of the observers. At 7 a.m. on the morning of the 8th lowered a boat and inspected Race Rocks Light-house; the machinery was set in motion, everything working very smoothly; all parts were bright and in good order. The keeper represented that the accommodation of the dwelling-house was too contracted for his family, and expressed his intention of writing to the Department respecting the matter, pointing out certain repairs which are necessary, and alluded to elsewhere; arrived at Victoria at 10 a.m. Point Atkinson shows a good light, and can be seen well at a distance of sixteen miles in tolerably clear weather. Being desirous of seeing the light in order to report correctly, I recently left Victoria in the Dominion steamer late in the afternoon. Steaming through the Straits of Georgia towards midnight, after passing the light-ship about one mile, Point Atkinson light could be distinctly seen, distant 16 miles, showing a bright, clear light, the flashes were timed repeatedly, and proved the exhibition of the full glare remarkably correct. I was naturally more particular in making these observations in consequence of the recent difficulty in connection with the clock-work and machinery of the light.

The Fraser River Light-ship exhibits a remarkably good light, which can be readily seen nine or ten miles distant. The lantern is not now hoisted as high as formerly, but still sufficiently high for all practical purposes. This vessel during the last year has had to contend with unusually severe weather; during the winter months a succession of gales of wind from all quarters of the compass, and on January 25th, during a violent gale from the north-west, accompanied by a heavy fall of snow, the light-ship parted her cables, and as this vessel necessarily has to be moored close into the breakers, little time would elapse before she would be on shore, fortunately sail was quickly made and the vessel fore-reached into deep water. A passing steamer the next day reported the light-ship moving from the station; no time was lost in seeking her and removing her to her place. No ground tackle of the proper size could be procured in Victoria; I had, however, a spare chain and an anchor too heavy for regular moorings, but as a temporary expedient were made available until moorings of a proper size could be procured from San Francisco. On their arrival at Victoria, I left in the steamer "Sir James Douglas" with the mooring and anchors, passed up to New Westminster, brought down the buoy punt, and on the 10th of March last the light-ship was safely and securely moored. Fourteen days afterwards, on the 24th of the month, one of the most violent gales ever experienced on this coast occurred. Fortunately the light-ship's moorings were heavier and stronger than formerly, and she rode out the gale in safety. Some idea of the force of the gale may be formed from the fact that the barque "Stella" from England, laden with water pipes for the Corporation of Victoria, had arrived at Esquimalt a day or two previously, and anchored in the fairway of the harbour: during the height of the gale the masts had to be cut away to prevent the ship driving on shore. The light-ship will require considerable repairs next year, the particulars of which I will specify in the estimates of this Agency for the year 1876-77.

Race Rocks Light-house is an important light station, standing as it were in the portals of the dividing line of commerce between the Canadian and the United States waters. It is a second order Fresnel flash light, exhibiting the full flash all round in ten seconds. It is admitted to be one of the best, if not the best, on the Pacific Coast. Little or no repairs have been done at this station for the past year, further

than renovating with paint and whitewash. Some repairs will be required, particularly to the dwelling-house, the floors of which require attention. A fog-bell has been in use at this station for several years; it is worked by machinery, and is always started whenever fog comes on; but it so happens that when the sound of the bell is mostly wanted, a heavy surf is rolling on the rocks, making a terrific noise which drowns the sound of the bell. This station is now of such importance to the navigation of these waters, that the erection of a steam fog-whistle should no longer be deferred, and I would wish to draw the special attention of the Department to the desirability of establishing a fog alarm at this station at as early a date as possible. Dog-fish liver oil is continued to be used with great success at this and the fore-mentioned light stations, it gives a more brilliant light, with a consumption not greater than the expensive Colza oil formerly used.

Fisgard Light-house, situated at the entrance to Esquimalt Harbour, was established by the Imperial Government in 1860, and lighted in 1861. Coal oil is exclusively used at this station, as also at Cape Beale and Point Atkinson. The landing and boat-slip have been partially repaired, and will demand a further small expenditure to complete it. The roof of the lantern, from corrosion of the rivets, required repair, which has been effected. There are other matters of a trifling nature requiring attention as soon as practicable.

The light stations on the coast of this Agency have exhibited throughout the year a brilliant light. I have inspected them several times, and have always found them clean and in good order. Three new lights are much wanted in this Province for the benefit of navigation, one of which, on two or three occasions, was brought before the notice of the Department, viz: on Discovery Island, entrance of Haro Straits; the other two localities are far north, one being in Queen Charlotte Sound, and the other in Mill Bank Sound; Egg Island would be an admirable site for the former, and North Island for the latter. These localities are exposed to the full influences of the Pacific Ocean, and in each there are several dangers. The development of the Cassiar country will render the erection of lights on these islands a necessity as initial points of the inland navigation.

The winter months having been unusually severe, the buoys and beacons have in consequence suffered proportionately. Kelf Reef Beacon, in Haro Straits, and Walker Rock Beacon, in Trincomalee Channel, have suffered the most. That on Walker Rock has been crushed by a heavy weight floating against it, either some small flat-bottomed schooner or drift timber has fouled it at high water, and so prostrated it. A party of men have been twice to the locality to attempt to raise it, and have failed, in consequence of a continuance of unfavorable weather. The iron buoys on the sand heads of Fraser River were, last August, all cleaned, re-painted, and, after a survey of the channel, replaced in position. This service was performed through the aid of the steamer "Etta White," chartered for the purpose, under the superintendence of the master of the light-ship. One buoy has drifted from its position in consequence of the sand scouring away from the moorings, the buoy having been moored on the extreme outer edge of the north sand, indicating the entrance of the channel, thirty fathoms of $1\frac{1}{2}$ -inch chain cable, having a mushroom anchor of 1,400 pounds, are attached to the buoy, which was seen by the master of the light-ship to float adrift, but in consequence of the strong current running he was unable to prevent it floating away. A few days ago I heard of the missing buoy having brought up between Larquitte and Texada Islands, a distance of sixty or seventy miles to the westward of light-ship. I shall take an early opportunity of recovering it.

The owners of several small steamers plying between New Westminster and Burrard Inlet having represented to me the desirability of placing a few small buoys at the entrance of the channel to the north arm of the Fraser, I called for tenders for the construction of four spar buoys with moorings complete. The buoys were completed some days ago, and will be immediately placed in position. The north arm of the Fraser is navigable for vessels of light draught, and a considerable trade is carried on through this channel between New Westminster and Burrard

Inlet. The mouth of the channel is an extensive sandy flat, over which, when blowing, a breaking sea rolls in, making it dangerous for small vessels; large rafts of timber (saw-logs) are floated down the Fraser for Burrard Inlet, and taken in tow by the small steamers alluded to, and are often necessarily exposed when seeking shelter, would necessitate the abandonment of the boom of logs, consequently when the buoys referred to will be placed in position, they will be found very serviceable. The Victoria Harbour buoys were lifted, scraped, painted, and replaced in position.

The moorings have now been down so many years that they are completely worn out, and the buoys are nearly in as bad a condition; for this coming year they may probably be made to serve, but after that time they will be rendered useless for further service. The Nanaimo Harbour Buoys suffered more from drifting ice than from stress of weather. During the winter and rainy season the Nanaimo River is swollen to quite a large stream, and in severe weather ice forms rapidly on the flats of the harbour, the receding tide carries away the ice, which often takes away with it one or two of the buoys from the harbour, which necessarily have to be replaced without delay, as the ports of British Columbia, excepting New Westminster, are never closed in winter.

In the course of two or three months from date, another coal mine will be in operation at Nanaimo. The shipments of coal from this port now approximate 100,000 tons per annum, and with greater facilities of shipment, the exports will proportionately increase. The demand in San Francisco equals the present capacity of output, notwithstanding that coal is extensively shipped from Seattle in Puget Sound to that port.

BURRARD INLET BUOYS.

Large spar buoys were placed on Barnaby Shoal and Spanish Bank, English Bay. The latter locality is so steep that it is difficult to keep anything in position, it gradually sinks down into deep water until lost sight of, and when raised and replaced higher on the edge of the bank, it is only to go through the same formula of gradually sinking until again out of sight. The spar buoy belonging to Barnaby Shoal, the ironwork of which requires repair, is on the beach at the inlet for that purpose.

STEAMSHIP "SIR JAMES DOUGLAS."

The Dominion steamer "Sir James Douglas" had been running on the east coast of Vancouver Island, carrying the mails, passengers and freight, and so long as she was capable of making the trips, she was retained in that service. The vessel ultimately became disabled by breaking her shaft, and was finally laid up and all hands discharged excepting a ship-keeper. It having been determined by the Department to repair the steamer, I received instructions in July, 1874, to commence operations. She was hauled out broadside on, by Mr. Lockhart Smith, the person to whom the contract was awarded; she was stripped and literally rebuilt, new keel, new planking, new deck frame, new decks, stanchions and bulwarks, new masts, sails and rigging, and new and complete outfit. The machinery was taken to pieces and thoroughly refitted; new brasses, and a new surface condenser supplied with a new boiler. The "Sir James Douglas" is to-day a stauncher vessel than when she was first launched in January, 1865. Formerly the accommodation below deck may be described as partaking more of the character of a hovel than that of a cabin, and a very dirty hovel at that, now her accommodations are first-class and handsomely furnished. She is now a Government vessel, and moreover looks like one. If the vessel had been sold, little or nothing would have been realized, as the hull and machinery were in a deplorably bad condition, but she could not have been replaced for the outlay spent upon her, and probably several thousand dollars in excess, whereas the "Sir James Douglas" will do all the work the Dominion Government have to do in this Province at a reasonable expense for maintenance for several years to come, more particularly if taken proper care of. I may summarize the particulars

of her repairs by stating that after the vessel was hauled out and stript, there was just sufficient of the old vessel left to retain the name and associations; she is nearer a new vessel than an old one repaired. The "Douglas" was launched on November, 11th, 1874, and hauled over to Dickson, Campbell & Co's. wharf, in order to be near the foundry, and on the 8th February steam was first raised, after an extensive repair, extending over seven months. A trial trip was made on Saturday, 27th February. The day proved a stormy one, blowing a fresh gale from south-west; quite a number of gentlemen had requested that they might make the trip, and I should estimate that between thirty and forty came on board, and probably double that number would have gone had the day been more favorable. From Victoria to Race Rocks, a distance of ten miles, was made a little within the hour; the tide was favorable, but the strong wind blowing ahead more than counteracted any favorable action of the tide. We steamed across towards the American shore and returned to Victoria. Everything worked well, but the boiler foaming so continually prevented accurate observations. On the 1st of March a crew was shipped, and on the 4th the steamer's first trip on service, after repair, was made to Nanaimo. The 5th and 6th blowing very hard; on the 7th left Nanaimo, after coaling at Departure Bay, for Point Atkinson; received on board Mr. Fenney, the contractor, and two men; landed the lanterns and plate glass, with 100 gallons of coal oil and sundry stores for the station; at night steamed into Burrard Inlet and made fast to the wharf.

March 8th.—Morning. Steamed to light-ship; put on board two cables and two anchors, and moored ship on the north-west anchor, 105 fathoms, and on the south-east anchor 90 fathoms; at dusk, steamed into Fraser River and anchored at the mouth.

March 9th.—At 6 a.m., proceeded up river to the camp at New Westminster; expected to find the buoy-punt afloat; the morning tide did not, however, rise sufficiently high; returned to town and cleaned ship.

March 11th.—At 7 a.m., steamed to camp, landed iron buoys from punt; got gear on board and took punt in tow; anchored at the mouth of river waiting for turn of tide; 1 p.m., weighed anchor and proceeded to north-west buoy, lifted it and shackled on 15 fathoms of 1 inch chain; called at light-ship and tightened chain; 5 p.m. steamed for Active Pass; at 7.30 p.m. anchored in Miner's Bay.

March 12th.—Daylight, proceeded to west end of Pass, and left punt in charge of Henry Georgeman; blowing a fresh south-west gale; arrived at Victoria at 11.30 a.m.

April 6th.—Left Victoria at 7.30 a.m. for light-ship; put on board stores and steamed for Point Atkinson; found the contractor, Mr. Fenney, had left two days previously, leaving a man in charge of station; proceeded to the Inlet and sent a boat on shore to enquire for Mr. Woodward, the person appointed keeper of Point Atkinson Light-house; could gather no information respecting him; subsequently heard of a man of the name of Woodward, at Roger's Camp. Presuming him to be the individual for whom the appointment was intended, I handed to him the documents received from Ottawa.

April 8th.—Daylight. Steamed to Departure Bay; took on board 18 tons coal; 10 a.m. hauled out from the coal wharf and proceeded to Active Pass, arriving there at 2 p.m.; very strong flood tide running; got the punt alongside with difficulty; weighed her anchor and steamed out against the flood; at 7 p.m. arrived at Dodd's Narrows; 7.40 p.m. made fast alongside the wharf at Nanaimo.

April 9th.—Took on board two large mushroom mooring stones, and towed punt to Departure Bay; received on board 50 tons of coal, 40 for steamer's use and 10 for Fisgard Light-house; at 7 p.m. returned to Nanaimo; at 11 p.m. left for Victoria with punt in tow.

April 10th.—At 8.30 a.m. anchored under James' Island waiting for tide; noon, arrived at Victoria; at 1 p.m. made fast alongside Dickson, Campbell & Co's. wharf. Crew employed filling bunkers and cleaning ship.

April 17th.—Left Victoria at 5 a.m. for Whidly Island in search of missing buoy; thick fog set in and continued for several hours; returned to Victoria unsuccessful.

April 18th.—Left Victoria for Nanaimo, arriving there at 5 p.m.; sent on shore for Mr. Feuney, who informed me he could not leave; left for Point Atkinson without him; Mr. McDowell engaged hanging weight, and part of crew of steamer cleaning clock work; found the machinery could not be regulated to the proper time, and found it necessary to obtain mechanical assistance, particulars of which have been previously reported.

April 20th.—Employed as yesterday.

April 21st.—5.30 p.m. proceeded to Victoria; arrived there at 9 a.m., crew employed, with assistance of three Indians, in bagging coal for Fisgard Light-house. At 3 p.m. steamed out of Victoria Harbour for this Light, and delivered ten tons of coal; inspected light-house and found all in good order, except the roof of lantern (subsequently seen to) and sundry small repairs required.

April 26th.—Left Victoria for Point Atkinson direct, taking with me Mr. Hendry and Mr. Gastineau to examine the machinery of light-house; anchored in English Bay at 9 p.m.

April 27th.—At 6 a.m. landed at Point Atkinson; Mr. Hendry concluded that the only way in which the difficulty could be met was to exchange the spindle and spur-wheels; this was done, and the weight regulated. (Further particulars explained in previous letters.) Steamed to machine shop at Moody's Mill.

April 28th.—Left Point Atkinson at 12.30 p.m. for light-ship; left light-ship at 3.30 p.m. for Victoria; arriving there at 9.30 p.m..

May 3rd.—Took on board 300 gallons coal oil for Cape Beale Light-house, sundry stores and provisions for the keeper; left Victoria at 7 p.m.; steamed as far as Race Rocks; met a heavy westerly breeze, and a heavy sea; returned to Esquimalt for the night.

May 4th.—Daylight, more moderate; weighed and proceeded; heavy westerly sea in the Straits; barometer very low; anchored in Neah Bay; steamer "Goliath" with large ship in tow, anchored, weather bound.

May 5th.—1 p.m. weighed and proceeded towards Cape Beale; heavy westerly swell, with moderate breeze; barometer still very low; at 5 p.m. arrived off light-house; anchored at Dodger's Cove at 6 p.m.

May 7th.—Inspected light-house (particulars elsewhere).

May 9th.—Returned to Victoria.

May 10th.—Received on board coal landed at Sproat's Wharf; engaged Pilot Pamphlet to take charge of steamer during my absence to Wrangle and back.

May 12th.—Hauled down to front of Custom House and anchored, making stern fast to the shore.

May 19th.—Hauled along side Hudson Bay Wharf, and took in stores for X Division, Canadian Pacific Railway Survey party, Mr. Gamsby, engineer in charge.

May 20th.—Finished taking in stores and left for Nanaimo; arriving there at 10.30 p.m.

May 21st.—Took on board ten tons of coal, and left for Comox at 9 a.m.; arriving there at 3.15 p.m.

May 22nd.—Remained at Comox to 3.30 p.m.; Mr. Gamsby negotiating for the purchase of cattle; crossed the bar at 4 p.m.; heavy sea running; 8.15 p.m. anchored at Drew Harbour, Valder Island, in 10 fathoms, 30 fathoms chain.

May 23rd.—At 3.30 a.m. weighed anchor and proceeded towards Bute Inlet; 11.30 a.m. anchored in 22 fathoms in Waddington Harbour; landed all freight in ship's boats.

May 24th.—Got underweigh at 5 a.m.; fresh breeze from south-east and rain; proceeded towards Nanaimo; 8.30 p.m. made fast to the coal wharf in Departure Bay.

May 25th.—Took on board 14 tons of coal; 9.20 proceeded towards Victoria; Capt. Cooper came on board from steamer "Isabel;" arrived at Victoria at 4 p.m.

May 28th.—Hauled along side Hudson Bay Company's Wharf to take in freight for V Division, Canada Pacific Railway Survey, and Tiedeman's party.

May 29th.—Employed all day taking in freight.

May 31st.—Received on board additional freight, and a quantity of lumber on deck.

June 1st.—9 a.m. received on board V Division, under charge of Mr. John Trutch, and Tiedeman's party; 9.30 left Victoria *en route* for Dean's Canal *via* Nanaimo and Bute Inlet; took on board 22½ tons of coal at Departure Bay.

June 2nd.—Left Departure Bay at 3.30 a.m.; strong ebb tide and north-west wind; arrived at Waddington Harbour, Bute Inlet, at 9.30 p.m.; anchored off port shore in 12 fathoms.

June 3rd.—Morning, discharging freight for Tiedeman's party; 11 a.m. weighed and proceeded down Bute Inlet; 4 p.m. rounded Stuart Island; 6.30 p.m. off Chatham Point; 9.30 anchored in Blenkinsop Bay.

June 4th.—3 a.m. weighed and proceeded; fine morning; 9.30 anchored in Port John in 27 fathoms.

June 5th.—4 a.m. proceeded; 1 p.m. arrived at the head of Dean's Canal.

June 6th.—Discharging freight; took on board 10 cords of wood; 2.30 p.m. proceeded down the canal; anchored in Restoration Bay in 15 fathoms at 10 p.m.

June 7th.—3.30 a.m. proceeded; thick weather and rain; very threatening outside; barome er falling; last reading 29.8; 8 a.m. anchored in Safety Cove; 9.15 weighed and proceeded; 11.20 thick foggy weather; after reaching Cape Calvert returned to Safety Cove; 2 p.m. cleared, weighed and proceeded; 9 p.m. anchored in Blunden Harbour; thick weather.

June 8th.—10 a.m., cleared, fine morning; proceeded; 1 p.m., called at Alert Bay; took on board 7½ cords of wood; 2 p.m., left; 10 p.m. passed through Seymour Narrows against a strong ebb.

June 9th.—1 a.m. off Cape Mudge; 9.30 a.m. arrived at Departure Bay; received on board 17 tons of coal; noon, left for Victoria; strong flood and head wind; arrived at Victoria at 8 p.m.

June 21st.—Left Victoria at 4.45 p.m. steaming slow, as I did not wish to arrive in the Gulf before dark; my object being to satisfy myself of the character of Point Atkinson light.

Passed the light-ship two miles distant, showing a brilliant light.

At an estimated distance of 16 miles, Point Atkinson Light was distinctly seen; the intervals between the flashes were timed and found very correct.

At 12 miles distant the light showed brilliantly.

Midnight. H.M.S. "Repulse" steamed up the Gulf.

June 22nd.—2 a.m. steamed into Burrard Inlet and made fast to Moody's wharf; filled up tank and water casks; 8.30 a.m., left the wharf, and steamed to Point Atkinson; inspected light-house; the keeper had become familiar with his duties, and everything was clean and well preserved.

Noon, left for light-ship; inspected her, and left for New Westminster at 4.20 p.m.; strong freshet in the river; arrived there at 8.30 p.m.; made fast to Loggie's new wharf.

Made contract with Page & Forrest, to construct four spar buoys for north arm of Fraser.

June 23rd.—Left for Nanaimo.

June 26th.—5 a.m. left for Departure Bay; received on board 15 tons of coal; arrived at Victoria at 7.30 p.m.

MARINE HOSPITAL.

This Institution was ready for the reception of patients on 1st September, 1874, and constructed under the supervision of the Public Works Department. The building is two storeyed, of brick, with a broad verandah on each side, and fitted up with every convenience. The greatest drawback being a deficiency of water supply. Arrangements, however, were made by the resident engineer of the province, Mr. B. W. Pearce, to have water supplied from the pipes, at the present moment being laid through the town of Victoria. I have not included in my estimates for the coming year any sum for this purpose, as I can form no accurate idea what these expenses will be. I beg to append Dr. Davie's Report, (the medical officer appointed to the hospital.)

"VICTORIA, B.C., 19th July, 1875.

"SIR.—As per request I beg leave to submit to you the following report:—

"During the ten months beginning September 1st, 1874, and ended June 30th, 1875, twenty-two patients have been admitted into the Marine Hospital situate here; all of whom were discharged cured, as far as the nature of the respective cases admitted of. A great measure of the success attending the treatment of the patients is due to the faithful nursing of Mr. and Mrs. Wood, who have charge of the hospital.

"The average length of treatment of the patients admitted has been thirty-seven days and a fraction; the severity of the cases has caused this, there having been no less than eight severe cases of pneumonia (inflammation of lungs) admitted, also a case of necrosis (decay) of the entire upper maxillary (jaw) bone, requiring operation for its removal, as well as a case of caries (ulceration) of the tibia (hip) also requiring operation; the remainder of the cases have been of a mere ordinary nature, rheumatism and slight accidents.

"The condition of the hospital is first rate; it is beyond comparison, the best institution of the kind in the Province, and reflects great credit on the Dominion Government.

"I have the honour to be, Sir,

"Your most obedient servant.

"(Signed,) JOHN C. DAVIE, M.D.,
"Surgeon to the Marine Hospital.

"Captain COOPER,
"Agent of Marine and Fisheries."

STEAMBOAT INSPECTION.

After many difficulties, all of which have been overcome, the steamers of this province are now all subjected to the Steamboat Inspection Acts, and, contrary to expectation, all parties are satisfied. It is found and proved that steamers formerly carrying very dangerous pressures of steam per square inch, as high, in some instances, as 175 or 180 pounds, can now do the same work in the same waters at a pressure not exceeding from 80 to 100 pounds per square inch. By the few of the travelling public who are cognizant of these changes it is looked upon as a boon; it is, however, a subject upon which the generality of the travelling public have but a limited information.

The following steamers have received certificates during the year ended 30th June, 1875. In some instances, in consequence of repairs and alterations, the same vessels have been inspected three times during the year, which this formula does not show:—

High Pressure.			Low Pressure.		
Steamer	Hope.....	170 tons.	Steamer	Isabel.....	467 tons.
do	Glenora.....	193 do	do	Grappler.....	185 do
do	Gertrude.....	301 do	do	Beaver.....	159 do
do	Royal City.....	438 do	do	Enterprise.....	542 do
do	Chinaman.....	15 do	do	Emma.....	35 do
do	Ada.....	71 do	do	Otter.....	289 do
do	Gem.....	60 do	do	Maude.....	213 do
do	Maggie.....	30 do			
do	Leviathan.....	28 do			
do	Lily.....	13 do			
do	Union.....	30 do			
do	Onward.....	283 do			

N.B. This tonnage is gross tonnage, upon which fees have been paid.

On the 15th of October, 1874, a case was heard before the stipendiary magistrate, Cooper, vs. Sholl, arising from information laid before me of the captain of the mail steamer "Los Angeles" screening his side and mast head lights, for the obvious

purpose of evading pilotage. The case was proved, and appeared to the magistrate to be a flagrant one, for which the full penalty of \$200 was inflicted and paid in to the credit of Receiver General on account of Steamboat Inspection Fund.

WRECKS.

But two disasters have occurred within the wreck jurisdiction of this province. The barque "Edwin" foundered off the west coast of Vancouver Island, on the 3rd December, 1874. There were four persons drowned; the balance of the crew were saved by forming a raft, on which they floated three days, being rescued by coast Indians, and by them treated kindly. The vessel belonged to the captain, who lost his wife and two children by the disaster.

The United States war ship "Saranac" left Nanaimo, bound for Sitka, on the 17th of June, 1875, and on the morning of the 18th struck on Ripple Rock, in Seymour Narrows; in an hour and three-quarters the vessel foundered, barely giving time to haul in shore and land with a few necessaries, before the vessel sunk in 60 fathoms of water. At the time of the disaster the water was low in the Narrows, and on Ripple Rock there is reported to be only 14 feet at low water. In consequence of the "Saranac" being much out of trim after coaling, she was only steaming about 6 knots; the tide at Seymour Narrows runs at least 8 knots; therefore it is questionable whether it was prudent to attempt to take a vessel of her class through the narrows at such an unfavourable time.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) JAMES COOPER,

Agent.

JOHN HARDIE, Esq.,

For Deputy Minister of Marine and Fisheries.

APPENDIX No. 9.

REPORT OF THE COMMISSIONERS OF THE MARINE HOSPITAL,
ST. JOHN, N.B., FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

ST. JOHN N.B., July, 1875.

SIR,—The Marine Hospital Commissioners for the Port of St. John, N.B., respectfully submit their annual report of sick and disabled seamen admitted in the Kent Hospital for the year ended 30th June, 1875; and Dr. Botsford's specific returns of sick and disabled seamen in the hospital for the same period.

There remained in the Hospital on the 1st July, 1874, twenty-one (21) under medical treatment, and one hundred and thirty-seven (137) new cases admitted, making one hundred and fifty-eight (158) in the hospital during the year ended 30th June, 1875, a decrease of one hundred and one (101) upon the previous year. Of the numbers admitted, one hundred and forty (140) were discharged; two (2) deserted; seven (7) deaths; and nine (9) remained under medical treatment, on 1st instant.

The duties of the officers in charge of the sick wards continue in their approved order. The sick and disabled seamen have all the comfort attainable in the confined and dilapidated state of our old building, and those deeply interested continue to look forward to the time when the Government will approve and order a suitable hospital creditable to the increased commerce of our port.

The general health of seamen arriving at our port the past year was good, and the quarterly reports of the medical officer in charge of the Pest House are free from any infectious cases.

The quarterly accounts of expenditure with vouchers and receipts from the Department for same amount were duly forwarded, and the annual account is now forwarded for the expenditure for all purposes for the year ended 30th June, 1875, amounting to the sum of four thousand eight hundred and fifty-five dollars and twenty-six cents (\$4,855.26) the like amount in quarterly payments being duly received from the Department.

The southern wall having fallen on the street was rebuilt, and the hospital roofing made water-tight.

The shrubbery and garden are well kept and blooming, and is very beneficial to the convalescent.

All of which is respectfully submitted.

JOHN WISHART,
CHAS. McLAUCHLAN, } *Commissioners.*
CHARLES WARD, *Secretary-Treasurer.*

HON. ALBERT J. SMITH,
Minister of Marine and Fisheries, Ottawa, Canada.

APPENDIX No. 10,

STATEMENT of the Accounts of the Kingston General Hospital for the Year which ended on the 30th September, 1875.

[illegible]

STATEMENT of the Accounts of the Kingston General Hospital, etc.—*Concluded.*

1875.	Brought forward.....	\$ cts.	\$ cts.	1875.	Brought forward.....	\$ cts.	\$ cts.
	City Debentures—3 of \$500 each, price.....	29,615 54	6,650 50		Interest on Deposits.....	7,414 13	31,813 19
	Cash in Bank on interest.....	1,481 41			Garden profits.....	87 33	
	Cash in Bank on deposit.....	1,000 00			Live Stock profits.....	174 30	
	Cash on hand.....	77 41			Hospital Practice Fees.....	120 67	
		55 96				30 00	7,826 43
	Goods on hand, viz:—	1,133 37					
	Fuel.....	516 00					
	Live Stock.....	107 40					
	Tea.....	53 43					
	Butter.....	31 92					
	Groceries.....	24 45					
	Sugar.....	12 80					
	Beer, Wine and Spirits.....	12 80					
		738 80	32,989 12				
			39,639 62				39,630 62

J. J. BURROWES,
*Honorary Secretary.*KINGSTON GENERAL HOSPITAL,
1st October, 1875.

APPENDIX No. II.

REPORT BY SUPERINTENDENT OF LIGHTS ABOVE MONTREAL, FOR
FISCAL YEAR ENDED 30th JUNE, 1875.

OTTAWA, 28th October, 1875.

SIR,—I have the honor to report for your information on the lights above Montreal, giving full particulars of each light-house visited by me, the condition of the buildings, the number and description of lamps, &c., during the months of July and August, when delivering the supplies.

LACHINE PIER.

In good repair. One base-burner lamp.

NO. 1 LIGHT-SHIP.

In good repair. Two base-burner lamps.

CHATEAUGUAY FLOATING LIGHT.

In good repair. Three base-burner lamps.

FLOATING LIGHT-SHIP, LAKE ST. LOUIS.

In good repair. Two dual-burner lamps.

BEAUHARNAIS RANGE LIGHTS.

Require painting and slight repairs. Three base-burner lamps on one and two on the other.

GROSSE POINT AND THREE RANGE LIGHTS.

Pier at main light required repairs, which have been performed, and is now in good order.

Three mammoth flat-wick burner lamps. Range lights in good order. One base-burner lamp in each.

OOTEAU LANDING.

No building, only a lantern hoisted on a gallows. One sun-burner lamp.

MCKIE'S POINT.

In good repair. Two mammoth flat-wick lamps. New lantern required; winter best time to put it up.

CHERRY ISLAND.

In good order. Pier required repairs, which have been performed. Three mammoth flat-wick burner lamps.

LANCASTER BAR.

Light-house in good repair. Pier which was injured by the ice last spring has been repaired. 150 cords of stone required to be placed on the north side of it for protection against the ice. Winter is the best time to do it. Two mammoth flat-wick lamps.

LANCASTER PIER.

In good repair. Three dual-burner lamps.

HAMILTON'S ISLAND.

Building requires painting and leaks stopped. Three mammoth flat-wick lamps.

STONEHOUSE POINT.

Building requires painting. Three mammoth flat-wick lamps.

WINDMILL POINT.

In good repair. Three mammoth flat-wick lamps.

COLE SHOAL.

In good repair. Three dual-burner lamps.

GRENADIER ISLAND.

Light-house in good condition. Dwelling-house requires painting and other repairs. Double windows required in dwelling-house. Two dual-burner lamps.

LINDOE ISLAND.

Light and dwelling-house in good repair. Three base-burner lamps.

GANANOQUE NARROWS AND JACK STRAW SHOAL.

Light-houses in good repair. Three base burner lamps in each. Keeper has no dwelling-house.

SPECTACLE SHOAL AND RED HORSE ROCK.

Lights and dwelling-houses in good repair. Two dual-burner lamps in each light-house.

BURNT ISLAND.

Light-house in good repair. At the time of delivering supplies, dwelling-house was in a bad state, but has since been repaired. Boat house required. Three base-burner lamps.

WOLFE ISLAND.

Light and dwelling-houses in good order, and well kept. Three base-burner lamps.

BROWN'S POINT.

Light-house requires painting. Well kept. Two mammoth flat-wick lamps.

SNAKE ISLAND.

In good repair. Three dual and two base-burner lamps—red light.

NINE MILE POINT.

Light-house well kept. Requires pointing and white-washing. Dwelling-house requires pointing, painting, and some plastering. Bell tower requires painting. Seven mammoth burner lamps, flat-wick.

PIGMON ISLAND (REVOLVING LIGHT.)

Light well kept. House requires plastering, painting, and other slight repairs. Two mammoth flat-wick lamps.

POINT PLEASANT.

In good repair. Dwelling required repairs and painting, which have since been performed. Nine dual-burner lamps. The two piers require to be extended towards the shore to prevent cattle coming into the enclosure.

TELEGRAPH ISLAND.

Light well kept. Both light and dwelling-houses required repairs and painting which have been performed since my visit with the supplies. Two base-burner lamps.

FALSE DUCKS.

Light well kept. The light-house requires pointing and white-washing. Part of the dwelling-house requires pointing, part painting. Verandah requires to be rebuilt. New cellar stairs and door required. Three circular-burner lamps, and twelve base-burner lamps.

POINT PETER, LONG POINT (REVOLVING LIGHT.)

Well kept. Light-house requires pointing and white-washing and other slight repairs. Ten dual-burner lamps.

SALMON POINT (RED LIGHT.)

Light well kept. Repairs in progress. Two circular-burner lamps and three mammoth flat-wick lamps.

SCOTCH BONNET.

In good repair. Light well kept. Nine dual burner lamps, and one circular-rner lamp. New set of mammoth flat-wick lamps required.

PRESQU' ISLE MAIN LIGHT.

Light well kept. Light and dwelling-houses require repairs, viz.: pointing, white-washing, painting, &c. Ten dual-burner lamps.

PRESQU' ISLE RANGE LIGHTS.

In good repair and well kept. Two dual-burner lamps in one, and one in the other.

GULL ISLAND.

Light-house in good repair. Lamps left for the keeper to have put up. At the time of delivering the supplies there were ten base-burner lamps, and others left to replace them.

GIBRALTAR POINT.

Well kept. Light and dwelling-houses require repairs, which are now in progress. Eleven mammoth flat-wick burner lamps.

OAKVILLE HARBOUR.

In good repair and well kept. Four base-burner lamps.

BURLINGTON BAY AND RANGE LIGHT.

In good repair and well kept. Six base-burner lamps in main light, and one base-burner lamp in range light.

PORT DALHOUSIE.

Light well kept. On my visit with the supplies both light and dwelling-houses were in a bad state, but have since been repaired. Eight dual-burner lamps and two circular burner lamps.

PORT COLBORNE AND RANGE LIGHT.

The lights are well kept. Both light-houses are in a rotten state. Eleven base-burner lamps in main light, and one base-burner lamp in range light.

MOHAWK ISLAND.

Well kept. Dwelling-house requires shingling. Light-house requires pointing, white-washing, and some new sashes. Nine base-burner lamps; one circular-burner lamp.

PORT MAITLAND.

Light intended to have been exhibited on the 1st instant.

PORT DOVER.

In good repair and well kept. Four base burner-lamps.

LONG POINT, LAKE ERIE.

Light well kept. Light-house in good repair. Breakwater required extensive repairs, which have been performed since my visit. Four dual, five base burner, and six circular-burner lamps.

PORT BURWELL.

In good repair and well kept. Keeper's salary too small, should be increased. Three base burner lamps.

PORT STANLEY.

Light good and well kept. Nothing but a lantern hoisted by a winch and rope. Four mammoth flat-wick burner lamps.

POINT PELEE REEF (REVOLVING LIGHT.)

Light well kept. Light-house requires painting. Caisson requires new timbers and fenders outside; inside requires stone and cement where the high winds have injured it. Six circular-burner lamps, which should be replaced with mammoth flat-wick lamps.

PELEE ISLAND.

Well kept and in good repair. Six circular-burner lamps, and six base-burner lamps.

MIDDLE ISLAND.

Light well kept. Light-house requires pointing and painting. Two base-burner and three mammoth flat-wick lamps.

AMHERSTBURG LIGHT—ON BOIS BLANC ISLAND.

In good repair and well kept. Three dual and three circular-burner lamps.

RIVER THAMES AND RANGE LIGHT.

In good repair and well kept. Six mammoth flat-wick lamps for main light, one mammoth flat-wick lamp for range light.

GODERICH.

In good repair. Ten base-burner lamps. An iron lantern has been put on each of the range lights this season. New lamps required, which I have ordered.

POINT CLARK.

In good repair. One mammoth circular-burner lamp.

KINCARDINE PIER LIGHT.

In good repair. Five mammoth flat-wick lamps.

CHANTRY ISLAND.

In good repair. Keeper reports that parties are taking stone from the island. Five base-burners on one lamp.

ISLE OF COVES.

In good repair. One mammoth circular-burner lamp. Revolving machinery not in good working order. Man sent there to fix it.

PRESQU' ISLE, GEORGIAN BAY.

In good order. Three mammoth flat-wick lamps.

GRIFFITH ISLAND.

In good repair. One circular-burner lamp.

NOTTAWASAGA ISLAND.

Light-house in good repair. Well-kept dwelling house and fence; required some repairs, which have been performed. One mammoth circular-burner lamp.

CHRISTIAN ISLAND.

In good repair. One mammoth flat-wick lamp. No reflector.

GIN ROCK.

In good repair. Three mammoth flat-wick lamps. Light exhibited on the 25th September, thirty-six feet above water. Keeper's name, Israel Mundy.

FOX ISLAND.

In good repair. Four base-burner lamps.

PARRY SOUND.

In good repair. Four mammoth flat-wick lamps.

BYNG INLET.

In good repair. Four mammoth flat-wick lamps.

MICHAEL'S POINT.

In good repair. One mammoth flat-wick lamp.

LONELY ISLAND.

In good repair. Five mammoth flat-wick lamps.

KILLARNEY LIGHTS.

In good repair. Two dual-burner lamps in each.

LITTLE CURRENT RANGE LIGHTS.

In good repair. Two base-burner lamps in each.

CLAPPERTON ISLAND.

Light-house in good repair. Dwelling-house requires repairs and painting. Three mammoth flat-wick lamps.

MANITOULIN ISLAND.

In good repair. Repairs performed this season. Two base-burner lamps, and one circular lamp.

SULPHUR ISLAND.

Light-house in good repair. Repairs of dwelling-house in progress.

POINT AUX PINS.

Light-house in good repair. Repairs performed this season. Three base-burner lamps.

BATCHEWANA BAY.

In good repair. Extensive repairs have been performed this season at this station. Two circular and two base-burner lamps.

MICHIPICOTEN ISLAND.

In good repair. Repairs performed this season. Bell tower repaired. Three mammoth flat-wick burner lamps.

AGATE ISLAND.

In good repair. Painted and repaired this season. Two mammoth flat-wick lamps.

PORPHYRY POINT.

In good repair. Extensive repairs performed this season. Three circular burner lamps.

THUNDER CAPE (REVOLVING LIGHT.)

In good repair. Extensive repairs performed this season. Two mammoth flat-wick burner lamps.

KAMINISTQUIA RIVER RANGE LIGHTS.

In good repair. One mammoth flat-wick lamp in each.

RIVER OTTAWA LIGHTS.

No. 1 Light-house on pier. Light-house requires to be coiled inside. Pier which was injured by the ice last spring has been repaired since my last visit. Two dual and one base burner-lamps.

POINT CLAIRE PIER LIGHT.

In good repair. One mammoth flat-wick, and one base-burner lamp.

CARON'S POINT.

In good repair. Two mammoth flat-wick burner lamps. No reflectors. Keeper's name, Antoine Caron.

ST. ANN'S RANGE LIGHTS.

In good repair. One mammoth flat-wick burner lamp, in each, with cast-iron stands; eighteen-inch reflectors.

POINT AUX ANGLAIS.

In good repair. Three mammoth flat-wick burner lamps with cast-iron stands, 16-inch reflectors. Has been lately painted and repaired.

ST. PLACIDE RANGE LIGHTS.

In good repair. Two mammoth flat-wick lamps, one in each, 16-inch reflectors. Painted and repaired.

L'ORIGINAL.

In good repair. Three mammoth flat-wick burner lamps, 16-inch reflectors. Lately painted and repaired.

MCTAVISH POINT.

In good repair. Two mammoth flat-wick burner lamps, 16-inch reflectors with cast-iron stands.

WAY SHOAL.

In good repair. Two base-burner lamps, 16-inch reflectors. Pier requires to be filled with stone. Keeper offers to do it for twenty dollars. Light-house lately painted.

GREEN SHOAL.

Light-house in good repair. Requires painting. Pier requires repairs and planking. Keeper ordered to perform them. Two dual-burner lamps, 15-inch reflectors. Lamps on a circle.

VICTORIA ISLAND.

Light-house in good repair. Two base-burner lamps with cast-iron stands, 16-inch reflectors.

CAMPBELL'S ISLAND.

Light-house requires painting and repairs, also a butt stand. Two base-burner lamps, 16-inch reflectors.

MOUTH OF DEEP RIVER.

Light-house in good repair. Two base-burner lamps. All of which is respectfully submitted.

I am, Sir, your obedient servant,

DARIUS SMITH.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine.

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, for the Fiscal Year ended 30th June, 1875.**

				\$	cts.	\$	cts.
John Buck.....	12 months' salary as Keeper of Light at Spectacle Shoal			553	00		
Wilson Bentley.....	3 months' salary as Keeper, Scotch Bonnet			107	42		
Lafayette Bentley.....	9 do do do			323	75		
Cornelius Cook.....	12 do do do Gananoque Narrows			395	00		
James Cummins.....	12 do do do Peleé Island.....			429	69		
Thomas Cartier.....	12 do do do River Thames.....			429	69		
George Collins.....	12 do do do Nottawasaga			508	84		
Charles Collins.....	6 do Ass't Keeper, Nottawasaga.....			111	08		
R. Campbell.....	12 do Keeper, L'Orignal.....			100	00		
D. Crawford.....	12 do do Batchewana Bay.....			296	27		
D. Crawford.....	Allowance for increase from Oct. 1 to Dec. 31, '73..			25	00		
R. W. Chisholm.....	12 months' salary as Keeper, Oakville Pier.....			197	50		
J. C. Darke.....	12 do do Muskoka or Fox Isl'd.....			197	50		
George Durnan.....	12 do do Gibraltar Point.....			529	69		
A. Davis.....	12 do do Pigeon Island.....			300	00		
Albert Dunlop.....	12 do do Nine-Mile Point.....			345	63		
James Edwards.....	12 do do Point Peleé Reef.....			493	75		
Richard Elliott.....	12 do do Cole Island.....			346	88		
Charles Ead.....	12 do do Port Stanley.....			247	50		
David Fortier.....	12 do do Port Colborne			395	00		
W. G. Foote.....	12 do do Pointe-au-Pins.....			148	13		
Robert Gillespie.....	12 do do Wolf Island			246	88		
James Gegan.....	12 do do McTavish Point.....			100	00		
Benjamin Gloude.....	12 do do Point Claire Light-ship No. 2.....			296	25		
Andrew Hackett.....	12 do do Bois Blanc.....			429	69		
V. C. Hill.....	12 do do Griffith Island.....			429	69		
John Hoar.....	12 do do Christian Island.....			429	69		
Louis Hudgins.....	12 do do Salmon Point.....			296	25		
John Hamilton.....	12 do do Hamilton's Island.....			120	00		
T. Hill.....	12 do do Lancaster Pier.....			418	95		
Thomas Hill.....	5 months' additional allowance increase, 1st May to 30th Sept., at \$40 per annum			16	65		
E. S. Johnston.....	12 months' salary as Keeper, Cherry Island.....			441	69		
Bernard Kean.....	12 do do Windmill Point.....			148	14		
G. H. Johnston.....	12 do do Lancaster Bar.....			396	88		
Moise Leclerc.....	12 do do Point Claire Light-ship No. 1.....			296	25		
D. McG. Lambert.....	12 do do Chantry Island.....			429	69		
R. A. Lambert.....	12 do Ass't Keeper, do			173	81		
A. Laberge.....	12 do Keeper, Green Shoal			247	00		
F. Lavergne.....	12 do do Victoria Island, to 30th Sept., 1874			100	00		
F. Lavergne.....	12 do do from 30th Sept., '74, to 30th June, '75..			75	00		
Olivier Madore.....	12 do do Light-ship No. 2, Lake St. Louis.....			296	25		
Joseph Meloche.....	12 do do Beauharnois			222	19		
Henry Morgan.....	12 do do Port Dover			256	75		
Joseph Mason.....	12 do do Telegraph Island.....			197	50		
Antoine Mangeon.....	12 do do Wade Shoal			100	00		
John Miller.....	12 do do Manitoulin Island.....			345	62		
John Miller.....	And arrears of increase from 1st Oct. to 31st Dec., 1873, and from 5th to 16th Aug., 1874.....			34	04		
William McBeath.....	12 months' salary as Keeper, Isle of Coves			720	46		
P. McIntyre.....	12 do do Michipicoten Island.....			629	57		
D. McKenzie.....	12 do do Range Lights, Little Current.....			345	63		
Alex. McDonald.....	12 do do McKie's Point.....			172	81		
D. McEachern.....	Salary as Keeper, Thunder Cape Light, from 8th Aug. to 30th June			443	91		
James Nerrin.....	12 months' salary as Keeper, Burnt Island.....			246	88		
W. McGowan.....	12 do do Parry Sound.....			296	25		
G. N. McDonald.....	12 do do Goderich			320	93		
John McKenzie.....	12 do do Owen Sound.....			100	00		

Carried forward.....

16,102 62

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

				\$ cts.	\$ cts.
		<i>Brought forward</i>		16,102 62	
Kenneth McLachlin.....	12	month's salary as Keeper, Stonehouse Point.....		160 50	
John Norton.....	12	do do Lachine Pier Light-ship.....		444 37	
Nathaniel Orr.....	12	do do Snake Island.....		489 69	
Philemon Proulx.....	12	do do Killarney.....		493 75	
John Prinzer.....	12	do do Point Pleasant.....		296 25	
W. A. Palen.....	12	do do Point Peter.....		429 69	
Charles Patton.....	12	do do Clapperton Island.....		345 63	
E. B. Prieur.....	12	do do Coteau Landing.....		140 00	
Robertson Ross.....	6	do do Kincardine.....		60 00	
William Kay.....	6	do do from 5th March to 30th June.....		38 70	
R. Roddick.....	12	do do Gull Island.....		493 75	
Albert Root.....	12	do do Grenadier Island.....		246 88	
Donald Ross.....	12	do do Porphyry Point.....		395 00	
E. Shitley.....		Salary 1st July to 4th Dec., '74, as Sup't of Lights		502 89	
William Shannon.....	12	months' salary as Keeper, Grosse Point.....		429 69	
George Shannon.....	12	do Ass't Keeper, do.....		172 92	
F. F. Swetman.....	12	do Keeper, False Ducks.....		429 69	
Fergus Schofield.....	12	do do Port Maitland.....		345 63	
A. Sutherland.....	12	do do Port Burwell.....		197 50	
W. A. Sherwood.....	12	do do Main Light.....		320 94	
William Shepherd.....	12	do do Sulphur Island.....		321 25	
G. B. Simpson.....	12	do do Range Light & Buoys		370 32	
D. Solomon.....	12	do do Lonely Island.....		444 37	
R. Smithers.....	12	do do Mohawk Island.....		395 00	
O. Smith.....	12	do do Deep River Island.....		100 00	
George Thompson.....	9	do do Burlington Bay.....		222 18	
Thomas Campbell.....	3	do do do.....		74 07	
O. Veaudry.....	12	do do Light-ship No. 3, Lake St. Louis.....		296 25	
H. H. Woodward.....	12	do do Long Point.....		429 69	
W. Woodall.....	12	do do Port Dalhousie.....		296 25	
John Wallace.....	12	do do Lindoe Island.....		246 88	
Alex. Wilson.....	12	do do Campbell Island.....		148 13	
John Young.....	12	do do Point Clarke.....		429 69	
L. S. Brown.....	12	do do Middle Island.....		100 00	
E. Charlebois.....	12	do do Pointe-aux-Anglais..		198 1	
G. Gauthier.....	12	do do Ste. Placide.....		100 00	
A. Caron.....	12	mos. & 3 days' salary as Keeper, Carou's Point..		101 09	
A. De-champs.....	12	do do do St Ann's.....		101 09	
John Boyd.....		Salary from 15th July, 1874, to 31st March, 1875, as Keeper at Brown's Point.....		130 50	
Patrick McAvoy.....		Salary, three months, as Keeper, Brown's Point.....		25 00	
Donald McKillop.....		do do do McKillop's Point, from 20th May to 30th June.....		11 50	
Receiver General.....		Superannuation tax on salaries.....		319 20	
Albert Root.....		Repairs to Grenadier Island Light.....		53 40	
E. Chanteloup.....		Lanterns, lighting apparatus, wicks, &c.....		2,389 92	
Fotheringham & Workman.....		Hardware.....		253 75	
S. J. Belliveau.....		Iron and blacksmith's work.....		173 29	
O. Dandurand & Co.....		Drugs and medicines.....		345 53	
Lymans, Claire & Co.....		Paint, oil, varnish, &c.....		409 36	
E. Atwater & Co.....		Binocular glass.....		310 75	
J. U. Gregory.....		Travelling expenses.....		8 00	
W. Smith.....		Boat, oars, sails, &c.....		16 00	
H. Cunningham.....		White lead, repairing lamps, tanks, &c.....		625 00	
R. M. Hor-ey.....		Oil tanks, tinware, &c.....		429 62	
E. G. Lavardure.....		Repairing buoys, freight, boat, fence repairing.....		993 26	
J. C. Darke.....		Hardware.....		210 33	
Morland, Watson & Co.....		Freight on oil.....		266 46	
St. Lawrence & Ottawa Railway Co.....		Advertising.....		20 14	
Penny, Wilson & Co.....				11 60	
		<i>Carried forward</i>		6,516 41	27,396 68

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>	6,516 41	27,396 68
A. Laberge	Replacing buoys at Green Shoal	7 50	
T. N. Carter	Oil tanks	810 00	
Collingwood Mills Co.	Lumber	67 66	
M. Magnus & Co.	Advertising	50 30	
G. P. Bliss	Wages super'g works at Point Claire & Port Lewis	175 25	
John F. Pierson	Boat for Presqu'île Light	40 00	
Robert & Hadley	Charter of supply steamer "Bruno"	2,750 00	
J. Cummins	Lumber and stone	4,030 60	
Darius Smith	Travelling expenses as Assistant Superintendent	943 15	
Darius Smith	Wages as Assistant Superintendent	1,168 00	
Darius Smith	Pay list for labour, shingles, lumber, &c.	3,208 84	
Lafayette Bentley	Labour	20 12	
Robert Floeter	Carpenter	9 00	
Arthur L. Smith	Salary as Clerk	140 00	
D. J. Smith	do Assistant Clerk	116 00	
Nelson Smith	Wages as Carpenter	52 00	
W. K. McDonald	do Blacksmith	6 00	
Alex. Stirling	do Labourer and Clerk	114 40	
W. Johnston	do do	9 75	
N. Smith	Carpenter	104 00	
Old, Reeve & Horn	Oars, sail, canvas, &c., &c.	32 15	
P. Conroy	Lime	19 50	
G. Reid	Paint, lime, shingles, hardware	60 22	
Ambrose Davis	Wood, clock oil, &c.	22 05	
O. S. Clarke	Covering and watching oil, lumber, &c.	20 65	
W. Greerson	Making and placing buoys	10 00	
W. Shepherd	Ladders, stove, &c.	14 50	
P. Proulx	Making drain and repairing tanks	16 50	
H. Cleland	Hardware, lamps, &c.	122 66	
J. Lindsay	Cotton, twill, flannel, &c.	18 05	
Gregory & Co.	Revolver wheels	23 97	
John Barr & Co.	Firewood for Nottawasaga Island Light	10 50	
Robert Kirk	Sashes and doors for Parry Sound	15 40	
McKenzie & Black	Repairs to Griffith Island	27 60	
S. Hadley	Shingles, &c., for Isle of Coves	16 87	
G. Clarke	Two cords of firewood for Port Dalhousie	12 00	
Louis Baker	Repairs to Lonely Island Light	132 00	
L. Daoust	Hire of barge, freight and cartage	74 00	
A. D. Lamarandière	Ground for Killarney Light	20 00	
E. Chanteloup	Bevel-gear wheel for Point Peleé Reef, and sundries for Manitoulin Light	208 50	
S. B. Mason	Wages as Painter	3 00	
T. Parent	do Boatman	3 00	
W. J. Booth	Battens, nails and labour	31 20	
O. A. Dunning	Freight, storage and cartage	7 25	
John B. T. Hill	Bricks, lime and lumber	59 50	
F. F. Love	Materials and labour at revolving machinery, Isle of Coves	58 39	
W. McRossie	Materials and labour at light and dwelling-house, Snake Island	27 25	
Allan & Bros	Tug hire, taking buoys from Kingston and placing on shoals at Bay of Quinté	45 00	
W. Champness	Team hire to Aylmer, Upper Ottawa Lights	5 00	
J. McIntyre	Placing buoy on channel at Kaministiquia River	30 00	
J. R. Gemmell	Advertising tenders in Chatham Courier	20 22	
R. Campbell	Repairing buoys on Ottawa River	23 70	
Fitzgerald & Co.	Oil	2,199 91	
John Hyslop	Stone, &c., for Goderich Breakwater	280 00	
Henry Matton	Boat and labour at do	71 36	
J. N. McDonald	Superintending repairs, Goderich Breakwater	38 50	
A. H. Sherwood	Repairs to dwelling, Presqu'île	7 85	
G. P. Bliss	Pay-list for labour, Point Claire Breakwater	2,704 25	
P. Jubinville	Timber, stone, for do	1,235 26	
J. B. Grier	Timber for do	558 79	
J. J. Foote	Advertising	12 88	
	<i>Carried forward</i>	38,578 44	27,396 68

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>	28,578 44	27,398 63
N. McGinnis.....	Stove for Stone Point Light.....	20 40	
E. Shibley.....	Travelling expenses from June to 30th September ..	156 89	
Joseph Tomlinson	do do do	122 69	
J. B. D. Letang.....	Cramp chain for Port Claire Breakwater, iron bolts, &c.....	34 07	
S. Ranger.....	Hire of barge for freighting stone.....	192 00	
J. Larue.....	Boat hire, Point Claire.....	3 00	
E. Moore.....	Repairs to Goderich Light	40 00	
W. Murphy.....	Wages as Mason	13 00	
S. King.....	do do	12 00	
E. Reed.....	do Labourer	12 00	
J. Whitney.....	Hire of double team	21 00	
Robt. Lindsay.....	Labourer	13 15	
J. Elliott.....	Mason	50 00	
R. J. McIntyre.....	Carpenter	66 00	
Hiram Leonard.....	Blacksmith.....	92 50	
Angus McKinnon.....	Carpenter.....	50 00	
P. J. Love.....	Machinist	81 00	
Bernard Kiclispirias.....	Plasterer.....	47 25	
J. Makangening.....	Labourer	40 50	
W. Underlad.....	Hire of double team.....	14 00	
J. W. Crookee.....	Boatman	15 00	
J. Waldeck.....	do	7 50	
N. Willard.....	Materials for Windmill Point Light	42 83	
A. Davidson.....	Carpenter.....	12 00	
G. Newlands.....	Passage and freight—Collingwood to Silver Islet..	102 85	
D. Cameron.....	do do Toronto to do	20 37	
A. Bridge.....	Postages and telegrams.....	48 17	
G. N. Davis.....	Lumber and supplies to Goderich Light	79 50	
L. Morrison.....	Boat hire at Thunder Cape.....	15 00	
Murdoch Rowan.....	Freight on lumber do	15 00	
D. McEachern.....	Clearing land at do	259 55	
W. Baine.....	Passage of four men from Silver Islet.....	45 00	
J. T. Rose.....	do three do Sault St. Marie to Col- lingwood	25 50	
Geo. Collins.....	Digging well at Nottawasaga Light.....	68 00	
C. E. Stevenshart.....	Advertising tenders for oil	10 80	
J. B. Desgroseille.....	Removing Light-ship.....	40 00	
E. Charlebois.....	Repairs at Point aux Anglais.....	20 73	
R. Matthewson.....	Advertising change of light at Long Point	3 50	
N. Campbell.....	Repairs to McTavish Point.....	14 00	
Globe Printing Co.....	Advertising	28 90	
A. & H. Hackett.....	Part expenses for maintaining expenses of Light- ship at Colchester Reef	700 00	
D. Reed.....	Repairs to Goderich Breakwater	100 00	
E. Brisebois.....	Blacksmith's work and spikes, Point Claire.....	55 35	
L. B. Dow.....	Boat hire for Point Claire.....	7 00	
Joseph Wilson.....	Laying and taking up buoys in North Channel.....	175 00	
C. Patton.....	Building wharf on Clapperton Island Light	300 00	
G. Watson.....	Repairing weathercock at Gibraltar Point.....	4 00	
G. Pallatio.....	Boat hire for towing lumber, Point Claire	10 40	
D. Allard.....	Boat hire and lumber for do	36 85	
C. Ranger.....	Barge hire for do	256 00	
F. St. Denis.....	Steamboat and barge hire, \$440., and cedars \$8.96 ..	448 96	
L. Duchesneau.....	Lumber for Point Claire.....	10 64	
John Makinson.....	Services as Clerk	446 00	
A. Hackett.....	Placing and removing buoys in Detroit River.....	184 00	
C. Pilon.....	Boat hire for Point Claire	8 00	
P. Bougie.....	Hauling plank, nosing iron and timber.....	147 75	
J. Browning.....	Sundry instruments for engineer	55 35	
W. Shepherd.....	Building boat for Sulphur Island \$30, repairs to Light \$50	80 00	
J. S. Johnston.....	Passage of three workmen from Killarney to Col- lingwood	12 00	
Jos. V. Crooks.....	Passage and freight from Port Dover to Long Point ..	16 70	
	<i>Carried forward</i>	33,588 00	27,398 63

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>	33,588 00	27,396 68
W. K. McDonald.....	Two sets of buoy irons for Kingston Harbour.....	9 50	
Allan Bros.....	Placing two buoys on shoal in Kingston Harbour..	10 00	
W. O'Neill.....	Timber and repairs at Lachine Pier Light.....	80 80	
J. B. Degroseilles.....	Taking in No. 1 Light, and putting three Light-vessels in winter quarters, Lake St. Louis.....	85 00	
T. Chapman.....	Davits, iron tenders for Lachine Pier.....	102 07	
T. Chapman.....	Buoys, mountings, &c., for three Light-vessels.....	43 56	
Jas. Swift & Co.....	Freight and wharfage on buoys for Kingston Harbour.....	4 45	
Thos. Macauley & Co.....	Stationery.....	6 75	
J. Waddy & Co.....	Lime, paint, oil, canvas, &c.....	19 23	
Radford & Bristow.....	Freight on lumber from Kingston to Snake Island Light.....	5 00	
Jos. Sessenal.....	Stone hammer, and repairing sledge hammer.....	2 50	
Taylor & Bros.....	Hardware.....	12 31	
W. McGrossie & Co.....	Lumber, ceiling, &c.....	17 75	
Jos. Geegan.....	Cartage and expenses on oil for McTavish Light..	4 35	
A. T. Barrand.....	Hardware.....	27 67	
Receiver-General.....	Five acres of land for Muskoka Light.....	125 00	
Receiver-General.....	Expenses of do.....	18 85	
R. Roddick.....	Rebuilding of Gull Island Light.....	535 51	
Hudson Bay Co.....	Paint and oil for Kaministiquia.....	18 44	
John Miller.....	Freight, wharfage and cartage, Montreal to P'Original.....	3 75	
John McKenzie.....	Painting and repairing Presqn' Isle Light.....	15 00	
J. Kearns & Co.....	Lumber for pier at Cole Shoals Light.....	44 00	
A. Cameron.....	do Crab Island and Point Claire.....	123 00	
Manhart & McDougall.....	Timber, shingles, &c., for Cole Shoals Light.....	60 89	
W. W. Elliott.....	Stone for Cole Shoals Pier.....	114 00	
W. Clow.....	92 feet of timber for do.....	5 52	
John Miller.....	Allowance for building kitchen at Manitoulin Light.....	35 00	
A. McDougall.....	Maintaining Light-vessel near Bar Point, Lake Erie, for 1874.....	700 00	
Blythe & Kerr.....	Sample trays for polishing materials.....	24 50	
Thomas Duchesneau.....	Planking and lumber.....	20 48	
P. Legouve.....	Rake and wood shovel.....	2 50	
M. Leclerc.....	Cash advanced to pay off Felesque, Claire Point..	15 00	
P. Laroute.....	Timber and boarding for workmen.....	4 00	
T. S. Carmen.....	Advertising change of light in <i>Napance Weekly Express</i>	6 16	
R. S. McDonald.....	Lumber.....	189 55	
Neil McGillis.....	Hardware, iron roof for Cherry Island.....	52 27	
James Falkner.....	Timber, shingles, &c.....	87 75	
D. A. Fraser.....	157 cords of stone for Lancaster Pier.....	628 00	
John McLean.....	Iron boiler, plates, &c.....	64 72	
J. Johnston.....	Stone for Crab Island.....	123 75	
J. Johnston.....	Replacing buoys, Lake St. Francis.....	100 00	
Pierre Caron.....	Rent of land at St. Anns.....	12 00	
L. Shibley.....	Salary of late E. Shibley, to 31st Dec., 1874.....	85 11	
E. J. Barker.....	Advertising in <i>Kingston Whig</i>	14 84	
G. McEwan.....	do tenders in <i>Bothwell Advance</i>	5 76	
Thompson & Smallpiece.....	do do <i>Toronto National</i>	27 00	
D. Cameron.....	Wages for work at Point Claire.....	33 00	
D. Cameron.....	Expenses to and from Ottawa.....	14 00	
J. Briseboise.....	Labour at Point Claire.....	30 75	
J. Lefebvre.....	do do.....	6 75	
P. Malette.....	do do.....	11 00	
M. & L. Brunet.....	do do.....	24 00	
A. Legeo.....	do do.....	27 00	
A. & S. Legault.....	do do.....	27 00	
D. Mitchell.....	do do.....	7 50	
J. B. Aumais.....	do do.....	6 00	
M. Brunet.....	do do.....	9 75	
Joseph Wilson.....	Maintenance of buoys & beacons on St. Josephs....	105 00	
	<i>Carried forward</i>	37,583 04	27,396 68

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

	<i>Brought forward.....</i>	\$ cts. 37,583 04	\$ cts. 27,396 08
Joseph Wilson.....	Chain.....	390 45	
John Buck.....	Lumber for Gananoque Light.....	50 00	
R. Herring.....	Advertising in Petrolia Advertiser.....	7 20	
David & Beausoleil.....	do tenders for lights.....	22 60	
<i>Irish Canadian, Toronto.</i>	do do oil.....	36 70	
C. W. Mitchell.....	do do steamer.....	12 00	
W. H. R. Allison.....	Expenses for prosecuting trespassers at Long Point.....	40 00	
M. Murphy.....	Grant towards Lachine Pier.....	100 00	
<i>Hamilton Times.</i>	Advertising tenders for oil.....	12 05	
R. H. Smithers.....	Boat hire, \$10; glass, \$1.10.....	11 10	
John Cameron & Co.....	Advertising.....	26 90	
W. Griffiths.....	Labour and materials for boat-house, Little Current Light.....	45 00	
Samuel Percy.....	Hardware and lumber for Port Louis Light.....	12 50	
J. McLean.....	Iron wrought spikes.....	5 92	
Taylor & Bros.....	Hardware, glass, &c., Lindoe Island dwelling.....	39 06	
McMurdie, Andrews & Co.....	Lumber, doors, &c., for do do.....	32 34	
D. F. Button.....	Lumber, shingles and labour for Lindoe Light and dwelling.....	119 88	
Ira J. Fisher & Co.....	Iron rods, screw-bolts, &c., Kincardine Light.....	10 25	
J. W. Driscoll.....	Hardware, oil, canvass, &c., do.....	18 17	
Evans & Rookledge.....	Lumber and planking for do.....	9 90	
A. Gunn & Co.....	One year's rent of storehouse to 31st March, 1875.....	50 00	
A. Gunn & Co.....	Oil, \$255.82; storage & wharfage, Kingston, \$29.25.....	285 07	
M. A. Smith.....	Lumber and cartage to Port Maitland.....	111 26	
J. W. Joy.....	Lime and carting.....	11 00	
W. Thompson.....	Oil, white lead and hardware.....	11 05	
Thomas Schofield.....	Spikes, grapples and crow-bar.....	86 16	
J. Bell.....	Repairing revolving machinery at Mohawk Island Light.....	19 00	
D. W. McCann.....	Lumber, screw-bolts, &c.....	13 99	
C. Cryslar.....	Balance for work at Point Claire.....	30 00	
C. Gauthier.....	Freight, &c., to Placide Light.....	2 76	
J. V. Gregory.....	To pay for medicine chest.....	60 00	
M. Graburn.....	Travelling expenses to French River.....	50 00	
George Durnan.....	Boat for Gibraltar Point.....	65 00	
Joseph White.....	Buoys and mooring chains for Ottawa River.....	70 50	
A. McNabb.....	Boat for Porphyry Island.....	50 00	
G. B. Simpson.....	Making channel and painting buoys, Presqu' Isle.....	14 20.	
J. White.....	Temporary keeper of Light at Ste. Placide.....	11 50	
W. Hearn.....	New lamps and burners.....	84 90	
J. U. Gregory.....	To fit up light-ship for Lake Erie.....	1,000 00	
Ottawa River Nav. Co.....	Capt. Bloudin's expenses attending lamps below St. Ann's.....	67 75	
Park & Borrowman.....	Materials and repairs to Bois Blanc Light.....	186 00	
Paré Bros.....	White and red lead, oil, &c.....	19 40	
John B. Thayer.....	Linseed oil.....	4 50	
Lacroix, Charbonnier & Co.....	Plank timber, &c.....	9 23	
Thomas Chapman.....	Repairing pumps, shackles, &c.....	43 15	
E. Manaik.....	Placing three light vessels on their moorings, Lake St. Louis.....	140 00	
S. R. B. Carson.....	Freight on lumber from Montreal to Port Louis.....	4 00	
J. B. Legault.....	Repairing railing and painting lantern, Point Claire Pier.....	13 00	
John Parry.....	Two wheelbarrows, shovels and lumber for Port Maitland.....	31 80	
James Moss.....	Rope, hardware, &c.....	4 31	
Haney & McIndoe.....	Hardware, sheet-lead, &c., for temporary light at Port Maitland.....	17 15	
T. Schofield.....	Irons, &c., for temporary light at Port Maitland.....	4 25	
W. R. Wadsworth.....	Passage and freight of supplies from Collingwood to French River.....	94 83	
O. Stevens & Co.....	Groceries.....	253 71	
J. Henderson.....	Hardware.....	78 53	
	<i>Carried forward.....</i>	41,593 06	27,396 08

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

		\$ cts.	\$ cts.
	<i>Brought forward</i>	41,593 06	27,396 68
E. R. Carpenter.....	Drugs.....	4 95	
S. C. Kennady & Co.....	Lumber.....	29 22	
Melville Fair & Co.....	Blankets, sheeting, &c.....	26 86	
E. Parrott.....	Stove and tinware.....	23 45	
William Watts.....	Boat sails and oars.....	65 00	
Union Glass Co.....	Glass, chimnies, wicks, &c.....	202 82	
J. U. Gregory.....	To pay off crew of light-ship, Bar Point, Lake Erie..	1,500 00	
Elliott & Co.....	Medicines for Fox Island.....	34 34	
Law Building & Manu- facturing Co.....	Lumber for buoys at French River.....	17 82	
R. W. Stanley.....	Materials for boat-house at Goderich Light.....	14 30	
John Chaff-y.....	Lumber, &c., for French River.....	86 29	
W. McCrossie.....	do Snake Island.....	4 50	
A. Denton.....	Three cords stone.....	27 00	
A. Denton.....	Thirty barrels. lime.....	9 00	
James Patterson.....	Paint, oil, cornice, &c., Port Colborne.....	95 00	
M. Graburn.....	Pay list for labour, French River.....	194 00	
John Ryan.....	Repairs to Bois Blanc Light.....	75 50	
A. Ramsay & Son.....	Iron, paint, lead, &c.....	406 04	
C. Sweetman.....	Freight on lumber.....	6 30	
G. W. Robinson.....	Replacing ten new buoys on Lake St. Francis.....	100 00	
James M. Bentley.....	Hardware and service at Scotch Bonnet Light.....	39 55	
James Swift & Co.....	Freight and wharfage.....	16 50	
			44,560 50
	Total expenditure.....		71,937 18

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 12.

REPORT OF THE MARINE HOSPITAL, MIRAMICHI, NEW BRUNSWICK.
FOR THE YEAR ENDED 30TH JUNE, 1875.

I have the honor to report as Medical Superintendent of the Hospital for the fiscal year, beginning 30th June, 1874, and ending the 30th June, 1875, as follows:

There were admitted into the hospital during the year sixty seamen; fifty-eight were discharged cured, and two remains in the hospital under treatment; there has been one death from pulmonary consumption.

During the year Mr. Patrick Lawler, who sustained the position of keeper for forty years, has passed away, and his son-in-law, John Gallihar, has succeeded him, and now acts in the capacity of keeper.

For the comfort of the patients we require new bedsteads, as those we now use have been in use over forty years. Should a supply be furnished I would recommend iron bedsteads.

I have the honor to be,

Your obedient servant.

JOHN THOMSON, M. D.

Hon. A. J. SMITH.

Minister of Marine and Fisheries.

APPENDIX No. 13.

REPORT OF THE MARINE HOSPITAL, ST. ANDREWS, NEW BRUNSWICK, FOR THE YEAR ENDED 30TH JUNE, 1875.

MARINE HOSPITAL, ST. ANDREWS, N. B.,
October 29th, 1875.

SIR,—I have the honor of transmitting herewith the General Report and Account of the Hospital, for the information of the Department of Marine and Fisheries, for the year ended June 30th, 1875.

There has been the usual average of admissions to the Hospital, although the number of weeks for boarding and nursing seamen have somewhat increased, being over one hundred and eight weeks.

The cases have been of the ordinary character, and no death has occurred.

By an appropriation from the Department of Public Works, one of the out-building and fences have been repaired, and the whole establishment is now in good condition.

Disbursements for quarter ended	September 30th, 1874.....	\$252 08
do	do	December 31st, 1874.....
do	do	March 31st, 1875
do	do	June 30th, 1875
		\$824 26

By Receipts for above Period.

Quarterly payments *per* J. H. Harding, Esq., Agent for Department
at St. John, N.B., for said sums respectively.....\$824 26

I have the honor to be, Sir,

Your obedient servant,

S. T. GOVE,
Medical Superintendent.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 14.

REPORT OF AGENT FOR NOVA SCOTIA OF DEPARTMENT OF MARINE
AND FISHERIES FOR THE YEAR ENDED 30TH JUNE, 1875.DEPARTMENT OF MARINE AND FISHERIES,
NOVA SCOTIA AGENCY,
HALIFAX, 29th October, 1875.

SIR,—In former reports from this Agency full and detailed statistical information has been given respecting the various lights in operation in Nova Scotia, and it will be, therefore, unnecessary in the present one to do more than refer to the general operations of the year, noticing, however, more in detail new works either completed during that time or in process of construction.

The working season on our exposed coast is very short, and but few months are available for conveying to the various light stations the oil and other supplies necessary for ordinary maintenance and repairs, and of landing fuel for the steam fog-alarms. This work has been much retarded during the present year by the unusual prevalence of fogs, especially during the months of July and August, and some of the eastern lights have only been supplied within the last few days.

I personally visited this year all the light stations to the westward of Halifax, including those in the Bay of Fundy, as well as several to the eastward. These visits, in which I was accompanied by the Superintendent, Capt. Kendrick, were made without notice, and with very few exceptions the light-houses were found well cared for, the lamps and lanterns clean, and the premises generally in a condition that evidenced intelligence and industry on the part of the keepers.

The positions and advantages offered at the various stations are widely different, some being situated on the mainland, with good facilities for farming, and within easy reach of settlements, while others, far out at sea, are for long periods cut off from all communication with the mainland, and the keeper is restricted to a rugged cliff or small rock rising out of the sea, washed with the spray of every storm, and to be approached only with the greatest caution.

The buildings are mostly of wood, and the more usual shape is that of a tower with dwelling attached. At some of the less important harbour light stations a simple tower is the only structure, the oil being stored in the lower part of the building, and the keeper living in his own house generally close to the station. This is not, I think, a judicious arrangement, as all such stations should be supplied with an oil store removed a short distance from the tower, in which no oil should be kept beyond the night's consumption.

The increase in the number of light-houses each year, and the general substitution of circular or large flat-wick burners for the small lamps previously in use have materially increased the consumption of oil. The oil used during the year 1874-75 was supplied by Messrs. Yeomans & Barney, who delivered during the months of April, May, June and July 700 casks containing 31,752 gallons. Some 39 casks containing 1,755 gallons remained on hand from the previous year's supply, and 80 casks containing 3,100 gallons were received from the New Brunswick Agency. The total quantity available for that year's supply was therefore 37,023 gallons, the greater portion of which was sent round to the various stations. The oil supplied by Messrs. Yeomans & Barney was of American manufacture and of good quality. The reports from the light-house keepers generally agree that it gave a good flame, though liable, under certain circumstances, to crust the wick. This oil was delivered in Halifax at 19½ cents per gallon in bond.

The oil sent to the light-houses this season has been supplied by Messrs. F. A. Fitzgerald & Co., of London, Ontario, who have taken the contract for three years' supply at 2½ cents per gallon delivered in Halifax, duty paid, for the first year, and 27 cents for the second and third.

During the months of June, July and August, 838 barrels, containing 38,778½ wine gallons, have been delivered, and nearly the whole of this, as well as what remained on hand at the beginning of the year, has been sent to the various light-stations comprised in this Agency. This oil is of a high test, and will, I trust, prove satisfactory; but I have not yet received sufficiently numerous reports from the keepers to express any decided opinion on its merits.

A greater or less expenditure is required every year at nearly all the stations to make good the ordinary wear and tear, this involving, of course, a larger amount at the exposed localities where the assaults of the storms are more severely felt. At these places too the landings are liable to frequent damage from the heavy seas and require repairs after almost every storm, and in frequent instances entire renewal. Many of the light-houses are at considerable distances from the only practicable landing, and the roads have to be carried through woods and over rocks and bogs, and each season something must be done to make them passable for the conveyance of the oil and other supplies.

The following is a brief summary of repairs to the several light-stations during the season:—

At Sambro and Peggy's Point, paint and oil have been supplied for painting the tower.

At Margaret's Bay a porch has been built to the light-house—a protection much needed in rough weather, especially in winter—and a new floor has been laid in the cellar. A good landing has been blasted out and skids laid down for hauling up boats, and a commodious and substantial boat-house 24 x 12 feet erected.

Chester.—a new iron lantern 7½ feet in diameter has been erected here, and new lighting apparatus supplied consisting of twelve lamps disposed in two circles around an iron shaft rising from the centre of the lantern. Six lamps are in each circle, the upper one has two mammoth flat-wick lamps with 18-inch reflectors, the other four being large flat-wicks with 16-inch reflectors. In the lower circle one mammoth with 18-inch reflectors, and five large flat-wick with 16-inch reflectors. Two large reflectors face south and one north-east. Three spare lamps are on hand. The plate-glass of the lantern is 36 x 28 inches. A boat 28 feet long is at this station. The light-room has been lined, and the cellar much improved.

At Cross Island the necessary repairs mentioned in last year's report have not yet been made, the new iron lantern not having as yet come to hand. Materials for painting have been sent down. A small store is much required at the landing, which is over a mile from the light-house.

The keeper at Moser's Island has been supplied with materials for painting the buildings, and has been instructed to make some necessary repairs to the oil-store.

Port Minton.—A good landing has been made at this station, and an excellent tramway leading from it up to the light-house. The work has been performed by the keeper, who deserves much credit for the very efficient way in which it has been carried out.

A new iron top has been placed on the lantern at Little Hope, and the old clock replaced by a new one, which has been adjusted to run satisfactorily. Repairs have been made to the landing.

At Carter's Island great difficulty is experienced in landing as the rock is very exposed on all sides. The keeper has been authorized to make a boat-landing at the most accessible point. The spouts in the house have been repaired, new shelves put in the lantern, and a broken pane of plate-glass replaced by a new one.

A fence has been made around the light-house at Shelburne, and all the materials necessary for the repair of the dwelling-house landed. The work here will be attended to early in the spring, and the premises put in thorough order.

At Negro Island the keeper has been allowed \$100 for lining the interior of the dwelling, and partitioning off bedrooms in the chamber; he has also been supplied with paint and oil for the light-house.

At Bon Portage the light-house leaked so badly that it was found necessary to strip off the clap-boards and have it shingled—this has been done, and the building painted. A small sum has been expended in making a road and a boat slip; and a landing has also been made. The station requires a small store-house to receive the supplies at the landing, which is a long distance from the light-house.

Seal Island.—The boiler of the fog-whistle at this station was so much out of repair that it was found necessary to have it removed. The boiler, engine and machinery which had been brought from the east end of Sable Island were put in thorough repair, and during the month of July taken to Seal Island, and erected there in place of the old apparatus. The new whistle was put in operation on the first day of August, and has been working satisfactorily ever since. The pumping machinery which was in use at Sable Island was also taken to this station, and the arrangements for the supply of water are now of the most complete and satisfactory kind. Double windows have been furnished for the keeper's dwelling. Mr. Crowell, the keeper, whose eyesight is failing very much, is anxious to be superannuated. He has always been a faithful and efficient officer.

The light-house at Argyle, like that at Bon Portage, was found to leak badly, and arrangements are now being made to take off the clap-boards and have shingles put in their place. In exposed stations shingles have proved much superior to clap-boards as a protection against the weather, and I would recommend their general use in the erection of new buildings. A floor is to be laid in the cellar and a rain-water cistern built, as the well has not proved of any service, and no fresh water is to be obtained on the island.

At Fish Island the sum of \$100 has been expended in improving the road from the landing across the island—a further sum will probably be required next year to make the road what it should be.

The wharf at Yarmouth has been repaired, and at the harbour light the boat-crane have been lengthened so as to take the boat higher from the wash of the sea; and a ladder has been placed on the west side of the beacon.

A new ventilator or cowl has been placed on the lantern at Cape St. Mary's, and the clock for the revolving apparatus repaired and made to run regularly. Work of a similar character was done at Cape Sable and Bon Portage.

An addition to the light-tower at Church Point is being built for a dwelling, and the keeper is authorized to expend the sum of \$500 for this purpose. The work is now nearly completed.

Double windows have been made for Westport Station, and will be put up before the winter sets in.

As Boar's Head Light is situated on an exposed cliff, a porch has been added to the dwelling. The road from the landing ascends a rough and uneven hillside, and will require to be much improved.

Digby Light-house has been painted, and an embankment of earth and stone put round the building. The temporary tower has been removed from the oil-store, and the building thoroughly repaired and painted. New ladders have been supplied to the fog-whistle house, which has also been painted.

Black Rock Station has had a new wooden platform built round it, and the plastering repaired throughout the building. Oil-tank benches have been supplied to the oil-store.

The protection work around the light-house at Parrsboro has had some necessary repairs made to resist the encroachment of the sea. The keeper is of opinion that further work will be necessary.

Burnt Coat Light-house and oil-store have been painted, and a road made to the landing.

A number of the trees have been cut down at Walton to give the light a larger range, and a marked improvement in the light has been the result.

The fog-whistle at Cape d'Or has been in operation this year, and with very few exceptions has sounded regularly during thick and foggy weather. On one or two occasions for very short intervals the whistle was stopped for want of water. It is proposed to remedy this in future by excavating another tank, so that the supply obtained during the wet weather of spring, supplemented with occasional rainfalls, may afford a sufficient quantity to last during the dry but foggy months of summer. This work would have been proceeded with before now, but it is not improbable that in the event of a light being placed on Isle Haut, the fog-whistle will be transferred to that station, and it would be unwise to incur an expense which might not be of permanent value.

Besides those stations already named, paint and oil for painting the buildings have been supplied at Liverpool, Fort Point, Port L'Ebert, Negro Island, Egg Island, Beaver Island, Country Harbour, White Head, Flint Island, Pomket Island, Pictou Island, and Carribou Island. In some of these the work is now being done, in others it will be postponed until the spring.

The necessity of a protection to the beach at Meagher's Beach Station at the entrance of Halifax Harbour, was referred to in my report of last year, and every day increased the urgency of the work both for preserving the tongue of loose rock and sand in the extremity of which the light-house is built, and for the safe harbour and anchorage to the northward of it. A very elaborate and extensive breakwater was proposed to be built of round logs, with the face covered with flat timber or half-logs securely tied and bolted. The total length of this work was to be 900 feet, measured along the front edge, the portion directly opposite the tower having a right-angled projection, which it was hoped would cause the moving materials washed up by the surf to accumulate in front of the long part of the breakwater. Though this work would no doubt prove very effective for the purpose desired, it would involve a very large expenditure. After a good deal of consideration and a personal examination of the locality by yourself, it was decided to abandon the plan suggested, and instead to drive a double row of piles, filled in and backed with heavy stone from the high gravel bank near McNab's Island, along the low part of the beach, where the sea made the greatest encroachments for about 600 feet, until it met piling which had previously been placed outside, and to the eastward of the tower.

The work was commenced on the 26th of August, and has continued until the present time. It is proving very satisfactory, and the beach is already accumulating outside the portion already piled. It is expected the work will be completed some time in November. So far as I can judge, this work will thoroughly answer the purpose, and will be finished at a comparatively small cost.

A fog-bell, rung by machinery, is much required at this station, and should be erected with as little delay as possible.

At Creighton's Head Station iron stays have been placed round the light-house, and at Jerseyman's Island some considerable repairs have been made. The clap-boards have been renailed, and new lead put between the kitchen and tower; the deck of the tower has been covered with canvas, the kitchen chimney carried up higher, and the building painted and protected with iron stays.

GREEN ISLAND—OFF ARICHAT.

This light was changed on the 10th of October, inst., from a fixed red to a revolving red and white. An entire revolution is made once in every minute and a-half, the light showing alternately red and white, and attaining its greatest brilliancy every forty-five seconds. This change will result in a great improvement to a most important coast light. The lighting apparatus consists of four circular burner lamps, with 22-inch reflectors arranged in two faces of two lamps each, one-face being provided with ruby shades, to give the distinctive colour.

The roof of the buildings at this station has been stripped and covered with canvas, the chamber has been lined, and bed-rooms partitioned off. A porch has also been built over the kitchen door, and the buildings painted.

A boat has been supplied to Ouetique Island, and a well has been dug and stoned up.

At Low Point materials for somewhat extensive repairs are on hand, and the work will be proceeded with next season when the new lantern comes to hand.

At Point Aconi a well has been constructed.

At Black Rock Point an addition to the light-house for a kitchen has been authorized.

In consequence of the erection of a revolving red and white light on Cape North, it became necessary to alter the character of that on Bird Island, off Cape Breton, and on the 1st day of July last that light was changed to a revolving red, showing a flash every minute.

The usefulness of the light in Cape George, in the Bras d'Or Lake, was considerably improved by the destruction of trees in the neighborhood. A large number have been cut down and the range of the light thereby much extended.

At Margaree a number of repairs have been made, the chimnies carried up higher, the deck of tower and inside of dwelling and oil-store repaired, and the buildings painted. A boat was also supplied.

Repairs of small amount were made at North Canso. At Pictou Harbour a barn has been built and a quantity of stone and brush added to the protection work around the light-house, to render it more secure.

The protection work around Amet Island is now being repaired under contract by Messrs. D. and A. Campbell. The wall extends around the Island and is of ashlar masonry without mortar. It is about 1,380 feet long, average $5\frac{1}{2}$ feet in thickness, and varies in height from two to eight feet. The upper part of wall is being now relaid and the stone set in full beds of cement mortar. The department provides the cement. In consequence of delay in the arrival of the cement from England the work will not be completed this season.

The Parliamentary appropriations for the fiscal year contain amounts for providing new lanterns at the following localities:—

Pictou Harbor.

Beaver Island.

Cranberry Island.

Country Harbor.

Egg Island.

Louisburg.

Low Point.

Main à Dieu.

Cross Island.

These lanterns are urgently required and should be delivered here early in the spring. That for Pictou, if on hand this fall or early in the winter, could be erected before the opening of navigation and the light in that way not be interfered with.

An iron lantern eight feet in diameter would suit for Main à Dieu; the others should all be ten feet diameter.

Of these lanterns Cranberry Island, Beaver Island, and Egg Island should be arranged so as to show the light all round the horizon — Pictou Harbour, Country Harbour, Low Point, Main à Dieu and Cross Island may have one-twelfth of the circumference dark and Louisburg two-twelfths dark.

Appropriations were also made for new revolving and lighting apparatus for the following lights:—

Beaver Island.

Egg Island.

Scatterie.

Liverpool.

Green Island.

That for Green Island has come to hand, and was erected and placed in operation on the tenth day of October; the others will be required as soon as the navigation opens.

At Beaver Island, which is a revolving white light, an entire revolution is made once in every two minutes. The present lighthouse apparatus consists of nine lamps with 12-inch reflectors. This is an important coast light, and should be provided with first-class lamps and reflectors.

Egg Island shows an alternate white and red light every minute, making a complete revolution once in every two minutes. There are at present ten A lamps with 12-inch reflectors. An improved and more powerful lighting apparatus is much required.

The light at Scatterie is a revolving white, visible for one minute and eclipsed for half a minute. There are at present nine A lamps with 21-inch spherical reflectors. These lamps are entirely too small and the reflectors of a bad shape. A new and powerful apparatus is required.

Liverpool or Coffin's Island is a very important coast light—a revolving white—giving a complete revolution every two minutes; light for thirty seconds and dark for ninety seconds. The present light is shown by means of seven A lamps and 12-inch reflectors. A complete new lighting apparatus is required. The lantern is ten feet in diameter and nearly new.

I would again urge the necessity of replacing the present light at Cranberry Island with a powerful dioptric. It is one of the most important of our coast lights and requires a very powerful lighting apparatus. The boiler of the whistle at this station has been placed in thorough repair by persons sent down from here for that purpose.

In referring to the new lantern for Cross Island Light, I would make a few remarks respecting the present lighting apparatus, as it is very desirable that something more powerful should be arranged for at this important point.

Two vortical white lights, fifteen yards apart, are shown at this station. The lower by means of four A lamps and 12-inch reflectors, from a window in the tower, looking from south-west to south-east—the upper is an intermittent or flash light and is produced as follows:—

Eight A lamps with 12-inch reflectors are placed on a zinc-covered table in the centre of the lantern, a cylinder of sheet tin is worked by machinery below and is made to descend at intervals covering and obscuring the entire circle of lamps, causing a sudden eclipse and rising again, and thus producing a flash of light. The light shows steady for forty-five seconds, then by the fall of the tin cylinder is obscured for fifteen seconds, which on suddenly rising produces a brilliant flash. The machinery is old and requires considerable repairs, and it would be well to have a new one made and the present one repaired and kept as a duplicate.

The following appointments and change in light-house keepers have taken place since my last report:—

Mr. John McKinnon was appointed keeper of Cape North Light-house, at an annual salary of \$100. His appointment took effect from 9th April, 1875.

By Order in Council of 23rd January, 1875, Mr. Charles W. Bigsby was appointed keeper of Isaac's Harbour Light-house at a salary, of \$200 per annum. The appointment took effect from 9th November, 1874.

On the 24th February, 1875, by Order in Council, Mr. William E. Ellis was appointed keeper of the light-house and fog-whistle on Point Prim, in the place of Mr. Shephard J. Frost, at a salary of \$800 per annum.

By Order in Council of 12th March, 1875, Mr. Charles Lattimore was appointed keeper of the light-house at Cape La Ronde, at a salary of \$300 per annum, to date from the time the light was put in operation, viz., 1st December, 1874.

By Order in Council of a similar date, Mr. Cyrille Sampson was appointed keeper of Ouetique Island Light-house, at a salary of \$350 per annum, to take effect from 1st December, 1874.

By Order in Council of 14th June, 1875, Mr. Christopher DeCoste was appointed keeper of Arichat Light-house, at a salary of \$250 per annum, in place of Mr. Joseph DeCoste, superannuated. The new appointment took effect on the first of July last.

By Order in Council of the 22nd July, 1875, Capt. James W. Brown was appointed light-house keeper and superintendent of the humane establishment on Scatterie Island, in place of Mr. John McLean, who has applied for superannuation.

Three light-keepers have died since last report — Mr. John D. Suthorn, keeper of West Port Light, who died in June last, was succeeded by his son.

Mr. William Gilkie, who for many years was keeper of the Sambro' Light-house and a very worthy and efficient officer, died during the first week in July, 1875. His son Mr. Joseph Gilkie has had charge of the station since that time.

On the 13th October, 1875, Mr. Isaac A. Montague, keeper of Argyle Light-house, was drowned in going to the Island from the mainland. Mr. H. H. Hamilton has had temporary charge of the station since.

The salaries of light-house keepers have been also raised in the following instances:—

Pugwash Light to \$300, from 1st January, 1875.

Point Tupper Light to \$250, from 1st April, 1875.

Sidney Harbour light to \$250, including all allowances, from 1st July, 1875.

Lingan light to \$200, from 1st April, 1875.

The particulars of the new light at Cape North was given in last year's report, as also of Cape George, in St. Peter's Bay. These lights were put in operation for the first time this spring on the opening of navigation.

BETTY'S ISLAND.

Latitude 44 26 22 N.; Longitude 63 45 54 W.

A new light-house has been erected on Brig Point, on the southern extremity of Betty's Island near Prospect, in the County of Halifax.

The building consists of a tower painted white with two horizontal red bands, to which is attached a keeper's dwelling, in the rear of which is a shed covering a brick cistern or reservoir. The lantern is of iron 9½ feet in diameter, and having eight sides glazed with plate-glass 30 x 60 inches.

The light is a revolving red, attaining its greatest brilliancy every two minutes, and is elevated 75 feet above the level of high water.

It is visible from all points of approach, and in clear weather should be seen at a distance of about fourteen miles.

The illuminating apparatus is catoptric, and consists of six circular iron lamps with 20-inch reflectors. This is a coast light, and is but a short distance from the place where the steamship "Atlantic" was lost in 1873.

Besides the main building, an oil store has been constructed, and a fence built enclosing the light-house property. The landing is a considerable distance from the light, and it will probably be necessary to build a small store there to receive the oil and supplies which can be afterwards removed to the station.

It is proposed to exhibit this light on the 1st of December, 1875. The contract for the building was awarded to Mr. Baker for the sum of \$2,750, and Mr. Patrick Christian, sen., was appointed keeper, at an annual salary of \$500.

LIGHT-SHIP AT BARRINGTON, EAST BAY.

Latitude 43 31 5 N.; Longitude 65 34 25 W.

On 27th May, 1875, the light-ship "Barrington" exhibited a fixed white light at an elevation of thirty feet above the deck. The vessel is schooner-rigged, and the hull and spars are painted red, with the word "Barrington" in white letters on both sides. She is placed in Barrington, East Bay, Shelburne County, and is moored in six fathoms at low water by means of two anchors weighing about twenty hundred-weight each, and rides with a bridle of one and one-eighth inch chain. Wessels' Ledge bears S.W. by W. ½ W. distant three-eighths of a mile. Baccaro light-house, S.S. E ¼ E. distant six and three-sixteenths miles, and Bantam Rocks, S. by E. ¾ E., distant six and a half miles.

The light is for the purpose of guiding vessels into Barrington, East Bay, and through Barrington Passage. She has been thoroughly sheathed with spruce and hardwood plank, and covered with galvanized iron forward to protect her from the effects of the ice, and will probably remain at her station all winter. The light is shown by means of a small dioptric hoisted on guys from a house on deck to the end of a short gaff from the mast. The ship is provided with a cage on both masts as a day mark.

Mr. James Rodman Kenny was appointed keeper at a salary of \$500 per annum, this sum to include wages of an assistant.

METEGHAN RIVER (FIXED GREEN).

Latitude 44 13 43 N.; Longitude 66 8 12 W.

This is a small beacon erected on the extreme end of Meteghan River Breakwater, Digby County. It is painted white, with vertical red stripes on the seaward side, and the top of the lantern is painted black. The light is fixed green, elevated twenty-one feet above the level of high water, and in clear weather should be seen about six miles. It is shown by means of three A lamps with 12-inch reflectors, and is for the purpose of guiding vessels into the river, and must be left on the starboard hand and passed close aboard. The tide leaves the breakwater one hour before low water. The light will be put in operation on 15th November next.

The beacon was erected by Mr. Israel Chute for the contract price of \$398, and Mr. L. C. Comeau was appointed keeper, at an annual salary of \$100.

KIDSTON'S ISLAND (FIXED RED).

Latitude 46 5 58 N.; Longitude 60 44 20 W.

A new light tower has just been erected on the north-east point of Kidston's Island, at the entrance to Baddeck Harbour, on the north side of the Bras d'Or Lake, Victoria County, and will be put in operation on 8th November next.

The lantern is of iron, five and a half feet in diameter, and the building is a small square tower painted white, without a dwelling, the keeper living at his own house in Baddeck.

The light is a fixed red elevated thirty-one feet above the level of high water, and in clear weather should be seen a distance of about seven miles. The lighting apparatus consists of three flat-wick lamps with 17-inch reflectors, and is for the purpose of guiding vessels into Baddeck Harbour. It will be put in operation on the 8th November, 1875. The contract for the building was awarded to Mr. Neil W. McKenzie for the sum of \$674, and Mr. Donald McRae was appointed keeper, at an annual salary of \$200, this to include allowance for a boat.

During the past year a small beacon light has been erected at Emerald Isle for the purpose of guiding fishing vessels and other craft into Stoddart's Harbour, Barrington Bay. It was first proposed to put the light in a window of a private house belonging to Mr. Michael Wrayton, but it was considered more advisable to utilize an old lantern which was in the light house store by placing it on the top of an inexpensive wooden beacon, the cost of which, together with its erection, did not amount to \$150. A red light is now exhibited at this point, and is very highly spoken of by the masters of the large number of coasting vessels and other craft seeking this harbour. The light is at present attended to by Mr. Michael Wrayton, without charge, but as he has been put to considerable trouble in maintaining it, and the light has proved a very necessary one, I would recommend that he be paid a small annual amount, to date from the time of his taking charge.

A small beacon light is now in process of construction at George's Island, in Halifax Harbour. The contract was awarded to Mr. Thomas Hallowell for the sum of \$1,300. It is proposed, when the building is completed in a few weeks, to exhibit two vertical white lights.

A light-house is also under contract, and will be soon completed, at Tor Bay, in Guys-boro' County. The contract has been awarded to Mr. James McDonald for \$1,525.

Extensive works are now in progress at Sambro Island, at the entrance to Halifax Harbour, for the erection of a powerful steam fog-whistle. The fog whistle machinery and connections are already completed by Messrs. Fleming & Son of St. John. N. B., for the contract price of \$7,250, and the buildings on the island are under contract to Mr. Jacob Bowser for the sum of \$4,854.

A fog-whistle for Cape Sable, constructed by Messrs. Fleming & Son for the sum of \$2,700, is completed; work, however, has not been commenced on the building to receive it.

A contract has also been entered into for the construction of a light-house on Guyon Island, east coast of Cape Breton, with Mr. John G. Sinclair for the sum of \$2,980, the building to be completed by the 1st August, 1876.

Full particulars respecting these new works will be given in the report for the year 1875-76.

ST. PAUL'S AND SABLE ISLANDS.

The light at St. Paul's have been improved during the past year by having a number of the reflectors which had been re-silvered in England put up, and also by placing a new clock in operation at the south-west light.

The keeper is instructed to keep the light going as long as navigation is open, and especially the north-east light, which is useful frequently during the winter and early spring to sealers and other vessels from Newfoundland, &c., long before the ice is out of the Gulf. The fog-whistle at St. Paul's was occasionally stopped during the summer and early autumn months for the want of water. A large tank is, however, now being constructed, which will contain sufficient water to prevent the recurrence of this difficulty. A dwelling-house for the engineer is also being built, an accommodation which was much required for the comfort of himself and family, who suffered severely from the want of it last winter. The men engaged on this work are still on the island, but I will despatch the steamer "Lady Head" about the middle of November to bring them off, by which time it is expected their work will be completed. Repairs to the other buildings on the island will be required next year, and a party of men will have to be sent for that purpose.

The only wreck which occurred in St. Paul's during the year was that of the Government schooner "La Canadienne." This vessel left Halifax early in August with bricks, lumber, frames, iron and materials for the tank, and workmen. Arrived at St. Paul's in forenoon of 18th August, and during that and the next day a large portion of the cargo was discharged. The weather that evening being threatening, the captain went round to Trinity Cove and anchored well off shore in thirteen fathoms water. At 2 o'clock next morning a light breeze sprang up from the westward, sail was at once set and the vessel got under weigh, but so rapidly did the breeze freshen and the sea heave in, that the schooner would not claw off. The anchor was let go, but the chain parted and the vessel drove on the rocks—she became a total wreck, the crew being with difficulty saved. Her spars, sails, &c., were saved, together with the most of the cargo remaining on board, but the vessel soon broke up, nothing of her hull being left. The materials saved will be brought from the island in one of the Government steamers.

The lights at Sable Island have continued to prove very useful, and together with the fog-whistle at the west end have been kept going regularly and efficiently.

The keeper of the East end Light is very much underpaid. He has been in charge ever since the burning of the fog-whistle last year, and only receives the same pay as any other member of the island staff, viz., \$175 per annum.

The light is one of the finest dioptries and at a most important locality, and he has been faithful and energetic in the discharge of his duties. I would strongly recommend that his pay be increased.

A quantity of the deals, nearly the whole cargo of the "Nashwauk," were saved during the winter and subsequently sold. But one wreck has taken place during past season, namely, the brigantine "Farr," of Portugal, the circumstances attending which, gathered chiefly from a passenger are as follows:—

The brigantine "Farto," of about 152 tons burthen, Jose Caillas Gomez da Silva Sampaio, Master, late of Lisbon, owned by Farto & Jamas, (Brother) sailed from Lisbon on the 21st February, 1875, on a voyage to Madeira, and from thence to Halifax with a cargo of salt, wine, nuts, figs and cork; arrived at Madeira about the 2nd or 3rd of March where she took in more cargo, having partly loaded at Lisbon. Left Madeira in about twenty-four hours after arrival and proceeded for Halifax. After being at sea some time, having broken a yard and running short of provisions, made for the Western Islands, and arrived at St. Michael on the 1st May, where the captain noted his protest. Having repaired the vessel and taken on board provisions and a passenger named George S. Avellar, sailed for Halifax on the 26th May. Experienced heavy head winds during the greater part of the voyage, and had four or five times to lay to for as much as twenty-four hours at a time; had not been able to obtain an observation for five days before the wreck; nothing worthy of notice occurred until 2½ o'clock on the morning of the 29th of June, when the vessel struck on the south side of Sable Island, about three and a half miles to the westward of the East End Lighthouse during a thick fog, blowing at the time a strong breeze from the westward, the vessel heading north by west, a heavy sea running and breaking over her after she struck; attempted to get out the boats, of which there were two on board, but found it impossible to do so and they were carried away by a heavy sea; the Captain was also swept overboard about three o'clock. He was at the time standing in the rigging giving directions to the men; a rope was thrown to him and every effort made to save him, but in vain.

Every exertion was made to get the vessel off, but it was found impossible, and about four o'clock she began to go to pieces and broke up so rapidly that the only thing to be done was for the men to try and save their lives. They then, some swimming and some floating on pieces of the wreck, reached the shore, with the exception of two men, who were unable to reach the land. The cargo, as the vessel broke up, drifted about and went to sea, but a small portion being washed ashore.

It will be seen from this that but little was saved from the wreck, and this has not yet been brought off the island as the weather has proved so stormy during the last two trips of the steamer "Lady Head," that but portions of her cargo for the establishment could be landed and nothing could be brought off the shore.

The Superintendent, under date of 20th April, states that the men at the east end saw a schooner painted black on her beam ends in the ice on the 10th, on the North side, about a mile and a half from the shore. One of the men went out some distance on the ice and found it impossible to go any further and had to return without ascertaining her name. It was their opinion she was loaded, as her stern appeared to be sunk deep in the water. On the 11th the wind hauled south-east and drove the ice and schooner away. It was evident there were no living persons on board of her.

The Superintendent informs me that the crops in the island this year will be unusually good, but I have not yet received any extended report of the year's operations. For the year ending 31st December, 1874, the following statement may be of interest:—

The quantity of hay cut and housed during the year on the whole island was 140 tons.

Potatoes raised.....	555 bushels.
Turnips	75 "
Carrots	11 "
Beets	7 "
Cabbages.....	156 dozen.

The stock on hand at that date was—

Horses	25	Bulls.....	3
Cows.....	32	Sheep	36
Oxen	7	Pigs.....	11
Stoers	7	Fowls	10
Calves	25	Heifers.....	6

Stock killed during the year:—

Cows.....	5	Sheep	9
Steers.....	1	Pigs	12
Calves.....	10		

Increase during the year:—

Calves.....	35	Pigs	11
Lambs.....	16		

Died during the year:—

Cows.....	4	Lambs	2
Calves.....	10	Pigs	3

It is not probable that the crop of cranberries this year will be very heavy, but what have been gathered are reported as very good.

The buoy service of this branch of the Department is increasing every year.

The whole buoyage of Halifax has been transferred from the Admiralty to this Department. These buoys require constant supervision as they are liable to shift their position with the ice or heavy gales of wind. The change in the system was carried out last April as advertised, the only change made during the season being the addition of a staff and cage to the Lichfield buoy to distinguish it from Mar's Rock buoy. This was, after due notice, carried out on the 15th October, 1875.

The iron bell-buoy imported last year, and intended for the Grime's Rock, was duly placed in position on 15th June last.

The buoy lies in seventeen fathoms of water, E. S. E., two-thirds of a mile from the Grimes Shoal, and to the eastward of all shoal ground. From it the Bass Rock, which always breaks, bears west.

Five iron bell-buoys, of the same pattern as those received from England, have been built by Mr. E. Chanteloup under contract. Four of them are for this Agency, and are now in Pictou waiting the steamer "Newfield," which will bring them round here and lay three of them in the Bay of Fundy this autumn, as follows:—

One at Brier Island, to be moored with patent anchor and about sixty fathoms of 1½-inch chain, N.W. ¼ N. a quarter of a mile from North-west Ledge, in about twenty fathoms of water, and to be painted red.

One at Brazil Rock, to be moored in the same way in fifteen fathoms, S.S. E. half a mile from the rock—same size and length of chain. The buoy to be painted red and black horizontal stripes.

One at South-west Point, John's Island, Pubnico, to be moored with patent anchor and about thirty-five fathoms 1½-inch chain in seven fathoms of water, S. W. by W. ¼ W. half a mile from the ledge—the buoy to be painted red. The Grimes' Shoal bell-buoy will require to be brought in before the close of navigation; the others will remain out all winter.

The fourth buoy is intended for a spare one and will be used this fall to replace the buoy on the "Sisters," which will be brought in, painted, etc., and used probably to replace the one at Trinity Ledge. It is only prudent to keep one on hand at all times ready for any emergency that may arise as regards those in position.

Three buoys have been placed at entrance to Pictou Harbour. A large number have been made and laid down at Mahone Bay, while all round the coast those already moored have been attended to, repaired and such additions as seemed necessary for safe navigation made.

A spindle and cage is also about being placed in Cow Ledge, Grand Passage, Digby County.

STEAMER "LADY HEAD."

The following is a brief statement of the services of this vessel during the year:—

During the month of January the ship was on the marine slip.

During February, was at the wharf, frozen in. Engineers engaged about the engines.

March 3rd.—Work on engines being completed, got up steam, and prepared for removing buoys, and was engaged on that service until the 17th, and sailed on the 18th for Cranberry Island with boiler-makers to make repairs at that station, but owing to the large quantities of ice could not land there until the 20th. Then left for Whitehead and remained there, through stress of weather, until the 29th, when the steamer went to Sable Island; embarked Mr. Courtney and wrecking crew and returned to Halifax.

In April was engaged about the buoys, and took on board cargo and landed it at White Head, Cranberry and Sable Islands, returning to Halifax on 25th.

May 11th, took light-vessel "Barrington" in tow and proceeded to Barrington Bay. On 12th anchored the light vessel and proceeded to Yarmouth, remaining there until the 14th and then proceeded to Trinity Ledge Buoy and replaced it in its proper position, then left for Barrington; calling at Seal Island, and returned to Halifax. The latter part of the month was engaged about the buoys in Halifax Harbour.

During the first week in June the ship was in the marine slip having bottom cleaned. On 10th commenced taking in stores for the eastern lights and leaving Halifax on 11th, calling at Chezetcook for the dredge "Cape Breton" to tow her to Cheticamp, arriving there on 18th. Then steamed for St. Paul's Island, embarked Mrs. McNeil, family and effects, and proceeded to Sydney, calling at the several lights and sending supplies on shore, and returned to Halifax on 27th.

July was passed in serving with supplies the western light-houses of Nova Scotia. On 18th landed fog-alarm and boiler on Seal Island. On 26th the Superintendent and I left the ship for Halifax and the vessel proceeded to St. John, N.B., arriving at 4.30 p.m., same day. On 28th engaged in taking on board cargo and supplies for the lights in the Bay of Fundy.

On August 4th finished supplying the lights and returned to St. John and coaled. Took on board lumber, &c., for Machias Seal Island, but remained in port until the 10th, the weather being very foggy, and then proceeded to sea, but owing to a dense fog the vessel struck on Quoddy Head, but after a short time was got off and proceeded to the Machias Seal Islands and landed the building materials and workmen and left for Halifax arriving there on the 13th, after calling at Cape St. Mary and Seal Island and taking on board the old fog-alarm. On 16th the vessel went on the marine slip for repairs where she remained until the 13th September.

September 14th to 17th taking in cargo for Sable Island and sailed on 20th and anchoring at the main station on 22nd, and landed part of the cargo, but the weather being so very unfavourable had to leave for White Head and remain there until October 5th, when the steamer left for Sable Island, anchoring there on 6th and sent a few supplies on shore, and the wind increasing to a gale and a heavy sea running, weighed anchor for Halifax, arriving on 7th. Proceeded again to sea on the 11th with more cargo for Sable Island, and supplies for some of the eastern lights, but owing to bad weather had to return, and left again on the 13th; landed supplies at Devil's Island and other lights, taking on board some logs at Country Harbour for the wharf at White Head, arriving on 15th, but unable to leave for Sable Island through bad weather until the 23rd.

Was at the Island at 9 30 a.m., of 24th, and landed part of cargo, but a heavy sea running on the beach and a gale springing up from the eastward, had to leave for Halifax and arrived there at 9 p.m. of 25th.

I have the honour to be, Sir,

Your most obedient servant,

Hon. A. J. SMITH,

H. W. JOHNSTON.

Minister of Marine and Fisheries, Ottawa.

APPENDIX No. 15.

STATEMENT shewing the Names of the Members on the Establishment Staff of the Department of Marine and Fisheries, the Rank held by each, and the Salaries they severally received, during the Fiscal Year ended 30th June, 1875.

Name.	Rank.	Salary.	\$ cts.	\$ cts.
The Hon. Albert J. Smith	Minister	12 months' salary		7,000 00
William Smith	Deputy Minister	do		3,200 00
W. F. Whitcher	Commissioner of Fisheries	do	2,000 00	
Do	do	Bonus	300 00	2,300 00
John Hardie	Chief Clerk	12 months' salary	2,000 00	
Do	do	Bonus	300 00	2,300 00
Joseph Tomlinson	General Superintendent of Lights	12 months' salary	2,000 00	
Do	do	Bonus	300 00	2,300 00
John Tilton	1st Class Clerk and Accountant	12 months' salary	1,650 00	
Do	do	Bonus	247 50	1,897 50
S. P. Bauset	1st Class Clerk	12 months' salary	1,400 00	
Do	do	Bonus	210 00	1,610 00
W. L. Magee	do	12 months' salary	1,400 00	
Do	do	Bonus	210 00	1,610 00
W. S. Pettegrew	Sen. 2nd Class Clerk	12 months' salary	1,150 00	
Do	do	Bonus	172 50	1,322 50
Marmaduke Graburn	do	5 months' salary	458 34	
Do	do	Bonus	82 50	540 84
F. F. Gourdeau	do	12 months' salary	1,112 50	
Do	do	Bonus	165 00	1,277 50
W. P. Anderson	Jun. 2nd Class Clerk and Asst. Engineer	2 months' salary	166 67	
Do	do	Bonus	75 00	241 67
Wm. H. Alexander	Jun. 2nd Class Clerk	12 months' salary	775 00	
Do	do	Bonus	116 25	891 25
Carried forward				26,491 26

STATEMENT shewing the Names of the Members on the Establishment Staff
of the Department of Marine and Fisheries, etc.—*Concluded.*

Name.	Rank.	Salary.	\$ cts.	\$ cts.
		<i>Brought forward.....</i>		26,491 26
R. N. Veunig.....	Jun. 2nd Class Clerk	12 months' salary	750 00	
Do	do	Bonus	112 50	862 50
George Trudeau	Jun. 2nd Class Clerk	12 months' salary	700 00	
Do	and Translator	Bonus	105 00	805 00
Arthur Chisholm	3rd Class Clerk and	12 months' salary	600 00	
Do	Stenographic Writer	Bonus	90 00	690 00
W. B. Carleton	3rd Class Clerk.....	12 months' salary	525 00	
Do	do	Bonus	78 75	603 75
James B. Halkett	do	12 months' salary	525 00	
Do	do	Bonus	78 75	603 75
F. E. A. Gautier.....	do	10 months' salary	436 92	
Do	do	Bonus	62 50	499 42
Jules Morin.....	Messenger.....	12 months' salary	490 00	
Do	do	Bonus	73 50	563 50
James Robertson.....	do	12 months' salary	180 00	
Do	do	Bonus	27 00	207 00
				31,326 18

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 16.

REPORT OF MARINE AND IMMIGRANT HOSPITAL AT QUEBEC, FOR
THE FISCAL YEAR ENDED 30TH JUNE, 1875.MARINE HOSPITAL,
QUEBEC, 30th October, 1875.

SIR,—The Trustees of the Marine and Immigrant Hospital of Quebec have the honour to submit their annual report for the year ended 30th June, 1875.

By the report of the resident physician it appears that the number of patients treated in the Hospital during the course of the year was 1,312, 830 of whom were seamen, 56 immigrants, and 426 residents.

As the greater part of the remarks contained in their last annual report for the year ended 31st December, 1874, are quite as applicable to the last half year (the first of the fiscal year 1874-75) than to the first, the Trustees did not deem it necessary to repeat the matters that form the subject of it.

Nothing has occurred during the last six months of the fiscal year, 1874-75, that deserves special mention, except a considerable decrease in the number of admissions of the class of seamen, a decrease, however, accounted for by the small number of vessels which this year visited the Port of Quebec.

Although the Quebec Hospital may now, with regard to hygiene and comfort, be advantageously compared with other similar institutions in the Dominion, its internal economy still leaves something to be desired. The Trustees have repeatedly, and particularly in the annual report for 1865, made representations which, unfortunately, remained unattended to. At the present they are still of the opinion that were the suggestions contained in the above mentioned report adopted, experience would confirm the anticipated results.

Before closing this report, the Trustees deem it their duty to repeat the observations already made with regard to the state of the floors in the halls and rooms; they are in a wretched state, being exceedingly difficult to keep clean, and should the actual state of things be continued much longer, the salubrity of the Hospital might be compromised.

The Trustees have the honour to submit with their present report a statement of the expenses incurred for the maintenance of the Hospital during the fiscal year 1874-75.

Respectfully submitted,
(Signed), P. WELLS, M.D.,
Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries.

STATEMENT of Expenditure on account of the Marine and Immigrant Hospital, Quebec, for the Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
J. A. Sewell, M.D.	12 months' salary as Chairman of Commissioners	400	00		
A. Von Iffland, M.D.	do Commissioner	200	00		
O. Robitaille, M.D.	do do	200	00		
P. Wells, M.D.	do Secretary and Treasurer	600	00		
J. E. Landry, M.D.	do Visiting Physician	400	00		
A. Rowand, M.D.	do do	400	00		
C. E. Lemieux, M.D.	do do	400	00		
L. Catellier, M.D.	do Resident Physician	799	92		
Rev. J. S. Sykes	Allowance as Chaplain, 1 year	168	00		
Rev. J. A. Hamelin	do do	108	00		
Rev. J. A. Hamelin	To provide for children born in the Hospital, during 6 months	200	00		
Rev. J. A. Hamelin	Interments	30	00		
Corporation of Quebec	Water tax, 18 months	900	00		
Quebec Gas Company	Gas	685	12		
Quebec Gas Company	Gas pipes	92	75		
Jas. McCorkell	Bread	861	47		
L. Lessard	Firewood	1,851	75		
Jos. Gravel	Cutting wood	296	99		
Thos. Delany	Beef, \$1,443.40; Pork, \$33.63	1,477	03		
M. Brophy	Milk	1,195	19		
Jas. McCone	Groceries	2,219	49		
Geo. Thompson	do	14	09		
J. B. Dubaut	do	5	44		
W. W. Martin	Ale	14	50		
J. P. Dery	Wine	184	50		
S. Mossman	One year's disbursements for vegetables, fish, eggs, fowls, for patients	1,165	14		
S. Mossman	12 months' wages as Matron	390	00		
C. Trythall	10 months' and 20 days' wages as Orderly	146	00		
C. Servan	14 days' wages as Orderly	5	60		
M. Phalen	2 months' wages as Orderly	24	00		
J. O'Keefe	7 months' and 24 days' wages as Orderly	105	67		
J. Streeter	5 do 16 do	76	40		
F. Côté	24 days' wages as Orderly	11	20		
E. Raymond	20 do do	6	66		
J. Donelly	2 month's wages as Orderly	28	00		
J. Dormer	1 month and 17 days' wages as Orderly	21	93		
L. Birch	1 do 12 do	19	60		
S. Hobbs	1 months' wages as Orderly	14	00		
L. Mechels	1 do do	14	00		
J. Vaillancourt	12 do as Porter	168	00		
M. Sullivan	12 do Outside Porter	168	00		
S. Hobbs	11 do do	154	00		
H. Hunt	1 do do	14	00		
J. Waters	16 days' wages as Watchman	4	27		
L. Girard	3 months' wages as Watchman	30	00		
J. Savard	1 do do	10	00		
H. Pelletier	9 months' and 19 days' wages as Head Nurse	96	33		
C. Ross	2 do 8 do do	22	61		
A. McGrath	12 months' wages as Fever Nurse	120	00		
C. Conway	1 do do	8	00		
M. Quinn	24 days' wages as Fever Nurse	6	40		
A. Power	8 months' wages as Night Nurse	80	00		
J. Delany	12 do Nurse in the sheds	120	00		
C. Conway	5 months' and 7 days' wages as Nurse in the sheds	39	87		
A. Delany	1 do 22 do do	17	33		
A. Bendie	1 month's wages as Night Nurse in the sheds	6	00		
A. Delany	1 month and 2 days' wages as Night Nurse in the sheds	10	66		
A. Berrigan	4 month's wages as Cook	38	00		
M. Dunn	10 do do	80	00		
M. Harris	7 months' and 16 days' wages as Cook	66	26		
M. Quinn	1 month's wages as Cook	7	00		
M. Mitson	22 days' wages as Cook	5	86		

Carried forward..... 16,860 90

STATEMENT of Expenditure on account of Marine and Emigrant Hospital,
Quebec, for the Fiscal Year ended 30th June, 1875.—Continued.

		\$	cts.	\$	cts.
	<i>Brought forward</i>	16,860	90		
E. Dunn	12 months' wages as Seamstress	72	00		
C. Ouellet	12 do House-maid	72	00		
J. O'Neil	5 do do	30	00		
M. Kehl	7 do do	42	00		
A. Boyle	15 days' wages as House-maid	3	00		
C. Conway	24 do do	4	80		
M. Mitson	74 do Scullery-maid	37	00		
M. Quinn	15 do do	7	50		
M. Mitson	40 1/2 days' wages as House-cleaner	20	25		
M. Quinn	44 do do	22	00		
M. Boily	35 do do	17	50		
A. Dupil	35 do do	17	50		
J. Harrington	30 do do	15	00		
M. Dalton	22 do do	11	00		
A. Bendle	8 do do	4	00		
J. Hogan	9 do do	6	30		
G. Jacobs	9 do do	6	30		
M. Jacobs	12 do do	8	40		
Hamel & Frères	Towelling, sheeting, ticking	72	43		
Garneau & Frère	Blankets, flannel, carpeting and small wares	225	15		
J. P. Dery	Stationery	25	15		
J. A. Lauglois	do	17	67		
Lafrance & Lemieux	do	24	00		
A. Laberge	Making doors, fences, painting, glazing, whitewash- ing and repairs	1,194	00		
Geo. Cook	Smith work, putting up and cleaning stove pipes	215	18		
P. Cook	do do do	65	70		
O. Picard	One air furnace and pipes	119	50		
P. Séguin	Repairs to the hearse	10	50		
T. Andrews	Hardware and cutlery	194	55		
T. Andrews	Repairing gas pipes, and new fixtures	343	08		
A. Mulholland	Plumber's work	302	80		
T. Norris	Crockery	110	30		
J. E. Burke	Drugs	106	32		
J. Masson & Co.	do	169	16		
W. E. Burnet	do	26	67		
Dublin Apothecaries	do				
Hall	do	439	91		
Allans, Rae & Co.	Freight on drugs	11	65		
D. S. Rickaby	Furniture	97	20		
L. Gagnon	Ice	28	00		
Fisher & Blouin	Saddler's work	4	00		
J. Drolet	Washing bill	572	80		
J. Drolet	Straw	26	48		
L. Brousseau	Painting	13	00		
H. Fabre	do	21	00		
A. Côté & Cie	do	9	10		
Imperial Insurance Co'y.	Insurance, \$2,000.00 from 3rd December, 1874, to 3rd December, 1875; \$10,000.00 from 2nd De- cember, 1874, to 2nd December, 1875; Carpenter's risk, \$10.00	167	50		
Royal Insurance Comp'ny	Insurance, \$2,000.00, from 10th December, 1874, to 10th December, 1875; \$4,000.00 from 16th February, 1875, to 16th February, 1876; \$8,000.00 from 7th March, 1875, to 7th March, 1876; Car- penter's risk, \$12.00	122	00		
Royal Canadian Insu- rance Company	Insurance, \$10,000.00, from 16th February, 1875, to 16th February, 1876	62	50		
Etna Insurance Co'y.	Carpenter's risk	10	00		
				21,994	75

JOHN TILTON,
Accountant.
5—10

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 17.

REPORT OF THE MARINE HOSPITAL, RICHIBUCTO, N.B., FOR THE
YEAR ENDED 30TH JUNE, 1875.

MARINE HOSPITAL,

RICHIBUCTO, N.B., Oct. 21st, 1875.

SIR,—I have the honour of submitting this Annual Report of the Richibucto-Marine Hospital, for the fiscal year ended June 30th, 1875.

During the fiscal year only three patients were admitted, remaining in the aggregate fifty-six days, when two were discharged cured, and one improved.

Mrs. Sarah Farrel, the matron, gives me entire satisfaction as a careful competent nurse, and keeps the wards, bedding and building in a cleanly condition.

The drugs, etc., sent in 1864, arrived in good order, with which I am quite satisfied, with the exception of the scarifying instrument, which was and continues to be of no practical use.

Mrs. Hannah McNeil, the previous matron, who had charge of the Hospital for many years, had to resign a couple of years ago on account of old age and infirmities; she now lives alone in a small house near the Hospital, and I would respectfully submit for your consideration the propriety of granting her a small annuity.

Mr. Simon Graham, who, I believe, acts under instructions from your Department, is putting considerable necessary repair and paint on the Hospital, building a wood-house and having the ground cleared, ploughed and fenced.

The Hospital stands on the north bank of the Richibucto River, between the village of Kingston and the shire town of Kent—about one-eighth of a mile from the main road—from which a very crooked, circuitous path, through stumps and bushes, leads to the Hospital. This path is also very rough; so much so, that I broke my wagon on it last summer. I therefore respectfully submit for your consideration the propriety of having this path shortened, straightened and levelled.

As the ground is dry there is no necessity to have it turnpiked.

I have the honour to be, Sir,

Your obedient servant,

J. W. DOHERTY, M. D.

Hon. A. J. SMITH,

Minister of Marine and Fisheries, Ottawa.

APPENDIX No. 18.

REPORT OF THE MARINE HOSPITAL, SACKVILLE, N.B., FOR THE YEAR
ENDED JUNE 30TH, 1875.

MARINE HOSPITAL,

SACKVILLE, N.B., Oct. 23rd, 1875.

SIR, — I have the honour to submit my report as Medical Superintendent of the Marine Hospital, Sackville, N.B., for the fiscal year ended June 30th 1875.

There was only one case treated in the Hospital up to that time, who is still under treatment for chronic diarrhœa; but there were three treated as out-patients before the Hospital was made sufficiently comfortable to receive patients, and as thorough repairs are now being proceeded with, under the efficient supervision of Mr. Steal, I feel confident that any sick seaman who may be sent here in the future will find ample accommodation.

The quarterly accounts passing through my hands have been duly forwarded, and I hope have been found satisfactory.

I have the honour to be, Sir,

Your obedient servant,

ALEX. FLEMING, M. D.

Hon. A. J. SMITH,

Minister of Marine and Fisheries.

APPENDIX No. 19.

REPORT OF THE MARINE HOSPITAL, CHARLOTTETOWN, P. E. I., FOR
THE FISCAL YEAR ENDED 30TH JUNE, 1875.

MARINE HOSPITAL,
CHARLOTTETOWN, P. E. I., 19th Oct., 1875.

SIR, — I have the honour to present to you my report as Medical Superintendent of the Marine Hospital of this port, for the fiscal year beginning 1st July, 1874, and ending 30th June, 1875.

We have had about forty six seamen under treatment, having a great variety of disease. None have died. Under the superintendence of the matron, Margaret Barrach, the internal arrangements have been quite satisfactory.

Four patients are now under treatment.

A great many of the patients were the victims of the very severe weather of last fall and winter.

The accounts have all been sent in to the proper quarter.

The Hospital is now contained in a hired building not competent for the purpose.

I take the liberty to recommend to the Department that a suitable building be erected. This being the capital and chief port of the island, and the means of communication hither being so convenient, I think I may safely say that nearly all the sick seamen of the country could be treated here, provided we had a suitable hospital building.

I have the honour to be, Sir,

Your obedient servant,

H. P. TAYLOR.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries.

APPENDIX No. 20.

STATEMENT of Expenditure on Account of Maintenance of Light-Houses
Steam Fog-Whistles, &c., in the Province of Nova Scotia, for the
Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
	<i>Amet Island.</i>				
H. G. Bennett.....	12 months' salary as Light-keeper.....			493	76
	<i>Annapolis, or Digby Gut.</i>				
S. J. Frost.....	8 months and 8 days' salary as Light-keeper.....	545	46		
W. F. Ellis.....	3 do 23 do do	249	54		
Hughes, Ruel & Co.....	Lumber, hardware and cartage.....	64	04		
J. H. Harding.....	Paid for cartage.....	2	60		
J. Ross.....	Handspikes for frame.....	13	00		
S. J. Frost.....	Paid for cartage and sundry materials.....	15	00		
John Condon.....	Frame woodshed, ladder, &c.....	22	00		
J. R. Cameron & Co.....	Oil	81	24	992	78
	<i>Apple River.</i>				
James Tate.....	12 months' salary as light-keeper.....	375	28		
A. Robinson.....	Blacksmith's work	55	90		
E. Albro & Co.....	Hardware, &c.	7	60		
T. W. De Wolf.....	Addition to boat-slip	134	90		
R. H. Cogswell.....	Spy-glass.....	8	00	581	68
	<i>Arichat</i>				
Joseph Coste.....	12 months' salary as Light-keeper.....	229	12		
N. Coste.....	Painting	12	50		
S. Vigneux.....	Building and materials for oil-store	227	00		
E. Albro & Co.....	Paint	1	00	469	62
	<i>Argyle.</i>				
Isaac A. Montague.....	8 months and 6 days' salary as Light-keeper.....	265	96		
C. Burus.....	Boat	23	00		
J. E. Butler.....	Oars	4	20		
W. Roberts.....	Blocks and strapping	6	60		
E. Albro & Co.....	Rope, ensign, &c.....	15	95		
M. Amero.....	Carriage of supplies	6	00		
R. H. Cogswell.....	Telescope	8	00	329	71
	<i>Bar. ington.</i>				
James S. Smith.....	12 months' salary as Light-keeper.....	375	28		
do.....	Materials and building additions to light-house.....	300	00		
John Meagher.....	Painting and repairs	23	60		
J. Hopkins.....	Freight of supplies	1	40		
P. Judge.....	Water	1	40	701	58
	<i>Carried forward.....</i>				
				3,69	13

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$	cts.	\$	cts.
	<i>Brought forward</i>			3,569	13
	<i>Beaver Island.</i>				
N. McCampbell	12 months' salary as Light-keeper.....	395	00		
do	Repairs to boat.....		5 83		
J. A. Stewart.....	Stove and piping.....	15	50	416	33
	<i>Bird Island</i>				
Angus Ross.....	12 months' salary as Light-keeper.....	395	00		
do	Shingling and painting		12 60		
W. S. Symonds & Co.....	Gear for clock		5 00		
W. R. Irish	Truckage of stores		2 50	415	10
	<i>Black Rock.</i>				
James Robinson	12 months' salary as Light-keeper.....			355	52
	<i>Black Rock Point.</i>				
D. Morrison	12 months' salary as Light-keeper.....	345	64		
Burns & Murray	Spy-glass, \$5.00; repairs to boat, \$6.55		11 55	357	19
	<i>Boar's Head.</i>				
Hy. M. Ruggles	12 months' salary as Light-keeper.....	395	00		
W. S. Symonds	1 Globe and 1 cooking-stove		18 50		
Jos. Stark	Self and seven others improving road to light-house		50 00	463	50
	<i>Burnt Coat.</i>				
John Smith.....	11 month's salary as Light-keeper.....	20	57		
W. Faulkner	11 do do do	226	31		
John Smith.....	Lumber and freight.....		12 75		
E. Moseley.....	Drawing plan of derrick		5 00	264	63
	<i>Brier Island.</i>				
Jos. Suthern.....	12 months' salary as Light-keeper.....	454	28		
E. Albro & Co.....	Nails		3 30		
W. H. McKay.....	Freight of shingles, paint, &c		8 00		
Bauld & Reynolds	14 M. shingles.....		49 00		
J. Suthern.....	Room paper, truckage, &c		8 60		
Lordly & Stimpson	Shingling dwelling.....		16 00	539	16
	<i>Bon Portage.</i>				
Arthur Wrayton.....	Salary as Light-keeper from 25th November to 30th June, 1875	206	64		
do	Taking care of light-house from 1st October to 25th November, 1874		53 50		
do	Boat and digging well		77 00		
A. R. Greenwood.....	Freight on oil and supplies.....		10 00		
W. Roberts.....	Blocks and strapping		6 60		
C. E. Fairbanks	Plan of Island.....		3 00		
W. S. Symonds & Co.....	Adjusting revolving apparatus and expenses of men	36	85		
S. Kendrick	Stove-pipe		8 65		
E. Albro & Co.....	Ensign, rope and paint		16 35		
Albert Kenny.....	Freight.....		1 00		
R. H. Cogswell	Telescope and marine time-piece		12 00	431	59
	<i>Carried forward</i>			6,812	17

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward</i>			6,812	17
	<i>Canso Harbour.</i>				
Jno. Langley.....	12 months' salary as Light-keeper.....	197	52		
do	Painting.....	10	00		
E. Albro & Co.....	Cotton duck, tar paper and hardware	38	21	245	73
	<i>Cape Canso.</i>				
Jas. Hanlon	12 months' salary as Light-keeper.....	493	76		
E. Albro & Co.....	Hardware	2	70		
J. Hogan & Sons	Lumber.....	7	45		
L. Heart	Building boat slip, \$120; board fence, \$14.50	134	50		
Jas. Dempster	Window sashes.....	19	30		
A. Roberts	Freight of supplies	1	50		
S. W. Marvin.....	Altering and repairing lamps, burners, &c.....	5	60	664	81
	<i>Cape North.</i>				
Jno. McKinnon	Salary as Light-keeper from 9th April to 30th June, 1875	88	98		
Thos. Walsh & Co	Putty, &c.....	5	15		
A. McKay	Labour repairing light.....	56	00		
do	Paid travelling expenses of workmen to and from light.....	51	81	261	94
	<i>Cape George.</i>				
Thos. Walsh	Labour, fares and meals for workmen.....			27	50
	<i>Church Point.</i>				
J. McLaughlin, sen.....	Salary as Light-keeper, from 22nd September, 1874, to 30th June, 1875.....	153	07		
Jno. McLaughlin.....	Digging, &c., well.....	36	00		
C. M. Melançon.....	Freight and cartage	8	00		
W. Burrill & Co	Hardware and glass	26	21		
J. McLaughlin, sen.....	Labour and materials building shed and repairing lantern.....	41	45	264	73
	<i>Cape Sable.</i>				
Isaac Doane	12 months' salary as Light-keeper.....	474	00		
E. Chanteloup.....	Revolving apparatus, 9 circular-burner lamps, &c.....	1,899	49		
W. S. Symonds & Co.....	Fitting up clock work and adjusting apparatus	143	12		
W. Roberts	Blocks and strapping	6	60		
Str. "M. A. Starr".....	Freight of lantern, &c.....	35	68		
P. Walsh	Labour, &c.....	13	05		
S. Kendrick	Cutting and fitting chimney	5	00		
E. Albro & Co.....	Rope, paint, lock, &c.	12	32		
R. H. Cogswell.....	Time-piece	4	00	2,593	26
	<i>Cape St. George.</i>				
David Condon.....	12 months' salary as Keeper.....	474	00		
Chipman Bros	Storage and hauling supplies	2	60		
E. Albro & Co.....	Hardware, sheet rubber, &c.....	27	56		
A. McEachran.....	Painting	38	00	542	16
	<i>Carried forward</i>			11,352	30

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		11,352 30
	<i>Cape St. Mary.</i>		
M. Robichau.....	12 months' salary as Light-keeper.....	493 76	
do	Repairs to light-house	31 54	
E. Albro & Co.....	Cotton duck, tar paper, &c	22 95	548 25-
	<i>Carter's Island.</i>		
Jas. Lloyd.....	12 months' salary as Light-keeper.....	197 52	
A. Robinson	Blacksmiths' work.....	48 72	246 24
	<i>Carriboo Island.</i>		
Alex. Munro.....	12 months' salary as Light-keeper.....	395 00	
Duffus & Co	Freight, &c	1 53	
J. A. Stewart.....	One stove and piping	15 10	411 63-
	<i>Chester.</i>		
Edward Young	12 months' salary as Light keeper.....	395 00	
Intercolonial Railway Co	Freight	59 69	
Jas. Dempster	Door	2 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus	1,699 78	
G. Slangenwhite.....	Freight of lantern and do	30 00	
E. Albro & Co.....	Hardware, rope, cotton duck, &c	42 88	
E. Mosley	Repairs and alterations	169 96	2,399 31
	<i>Cheticamp.</i>		
E. Briard.....	12 months' salary as Light-keeper	345 64	
P. Robin & Co.....	Painting and hardware	20 81	366 45-
	<i>Creighton's Head.</i>		
H. H. Creighton	Taking care of light-house prior to lighting.....	50 00	
do	Salary as Keeper from 25th October, 1874, to 30th June, 1875	112 58	
A. Robinson.....	Blacksmiths' work	51 89	
W. S. Symonds & Co.....	Stove and pipe, \$9.75; making two lamp frames, \$11.05	20 80	
C. Le Noir	Iron plates, piping, &c.....	16 15	
E. Albro & Co	Paint	1 00	
K. H. Cogswell	Time-piece	4 00	
A. McLeod & Co.....	Zinc	7 62	263 95-
	<i>Chebucto Head.</i>		
E. Johnson.....	12 months' salary as Light-keeper	395 00	
A. Robinson.....	Blacksmiths' work.....	9 25	
E. Albro & Co.....	Hardware	5 95	
Jno. Hogan & Sons.....	Lumber	29 95	
A. W. McNab	Labour and materials repairing light.....	242 66	
S. W. Marvin.....	Iron chimney top, piping and repairs	18 30	701 11
	<i>Country Harbour.</i>		
W. B. Foster	12 months' salary as Light-keeper.....	395 00	
do	Board of mason, carpenter, &c	78 72	
A. Robinson	Blacksmiths' work	51 37	
W. S. Symonds & Co.....	Copper bowl and ventilator.....	23 50	
E. Albro & Co.....	White lead, brushes, &c	18 75	567 34
	<i>Carried forward</i>		16,856 58

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward</i>			16,856	58
	<i>Cross Island.</i>				
Geo. E. Smith	12 months' salary as Light-keeper.....	454	28		
C. Burns	Making road from light house to landing	25	00		
do	Truckage of oil and stores	5	00		
E. Albro & Co.	36 feet chain	0	75	485	03
	<i>Cape La Ronde.</i>				
C. Lattimore	Salary from 1st December, 1874, to 30th June, 1875	172	82		
do	Making road.....	14	00		
W. S. Symonds & Co.	Stove	10	00		
E. Albro & Co.	Zinc, paint, &c.....	2	55	199	37
	<i>Devil's Island.</i>				
Benjamin Fulker.....	12 months' salary as Light-keeper.....	375	28		
do	Painting light and dwelling house, and life-boat ...	42	00		
J. B. Smith	Life-boat and fittings	80	00		
Reilly & Davidson	Metal air-tight caissons for life-boat.....	78	00		
A. Robinson	Blacksmiths' work.....	9	25		
Hy. Moseley	Repairing boat	3	50		
Jacob Bowser.....	Enlarging boat-house, lining lantern base with zinc	50	20	638	23
	<i>Egg Island.</i>				
Wm. Condon, jun.....	12 months' salary as Light-keeper	493	76		
do	6 days' labour at boat-slip, timber, &c.....	20	00		
J. E. Butler	Oars	5	10		
W. S. Symonds & Co.	Oven and lining.....	10	00		
Chas. Dean	Repairing boat	15	50		
Wm. Roberts	Blocks and strapping	7	05		
Jacob Bowser.....	Labour of self, with carpenter and mason.....	72	50		
do	Boarding the above; hire of horse and waggon.....	31	05		
E. Albro & Co.	Lead, paint, cement and rope	17	50		
J. Hogan & Sons	Lumber	7	24	679	70
	<i>Fish Island.</i>				
Joseph White.....	12 months' salary as Light-keeper	276	52		
Thos. Doyle	Building and materials for oil store.....	119	00	395	52
	<i>Plint Island.</i>				
Benjamin Heney	12 months' salary as Light-keeper	493	76		
R. H. Wetmore	Freight of supplies	4	00		
E. Albro & Co.	Rope and hardware.....	18	37		
J. E. Butler	Oars	7	00		
Benjamin Heney	Repairs to light-house	29	75	553	88
	<i>Fort Point.</i>				
S. T. N. Sellon	12 months' salary as Light-keeper	237	00		
W. Turner	Making steps.....	3	25		
Lawson, Harrington & Co	Oil	13	30	253	55
	<i>Carried forward</i>			20,060	86

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia — *Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		20,060 86
	<i>Grand Narrows.</i>		
Stephen McNeil.....	Salary as Light-keeper, from 18th September, 1874, to 30th June, 1875	94 59	
do	Polishing tables, shelves, locks, &c	10 00	
E. Albro & Co.....	Zinc and nails	8 94	
Lawson, Harrington & Co	Oil	27 16	140 69
	<i>Green Island.</i>		
Wm. Duane	12 months' salary as Light-keeper	493 76	
T. A. Bishop	Repairing foundation walls and plastering light- house	93 75	587 51
	<i>Gull Rock.</i>		
Wm. Hayden	12 months' salary as Light keeper	395 00	
E. Albro & Co.....	Hardware	2 91	
D. J. Smith.....	Lumber	10 49	
A. R. Greenwood.....	Freight on lumber and shingles	5 00	
Jas. A. Hayden.....	Repairs	17 00	
Bauld & Reynolds	Shingles	20 75	451 15
	<i>Guy'sboro'.</i>		
G. S. Peart	12 months' salary as Light-keeper.....	217 28	
do	Ladder	2 00	
Jas. Macdonald	Building store and boat-house, and materials	250 00	
do	Repairing and glazing house, and building over cellar	92 20	561 48
	<i>Horton Bluff.</i>		
C. E. Rathbun.....	12 months' salary as Light-keeper.....	246 88	
do	Building and materials for oil store, &c.....	140 13	
do	Putting in lantern, shingle nails, &c.....	7 96	
A. McKay	Smiths' and iron repairs	39 14	
O. R. Barry	Express freight	1 07	
E. Albro & Co.....	Hardware	8 13	
T. Walsh & Co	Glass	17 50	460 81
	<i>Ingonish.</i>		
S. C. Campbell	Salary as Keeper, from 1st July to 30th Nov., 1874..	134 31	
L. McDougall	do do 27th November, 1874, to 30th June, 1875	245 70	
S. C. Campbell	Materials for repairs	300 66	
A. Robinson.....	Blacksmiths' work.....	54 24	
T. Walsh & Co	Glass, &c	3 90	
E. Albro & Co.....	Rope, sheet lead, cotton duck, &c	70 08	
Jacob Bowser.....	Cutting down and enlarging tower, putting up new lantern and repairing building.....	702 00	
do	Boarding and lodging self and men at Sydney	14 00	
R. H. Cogswell.....	Spy-glass.....	12 00	
Brookfield, Romans & Co	Cement.....	1 60	1,538 49
	<i>Carried forward</i>		23,800 99

STATEMENT of Expenditure on account of Maintenance of Lights., etc. in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		23,800 50
	<i>Ironbound.</i>		
Enos Wolf.....	12 months' salary as Light-keeper.....	355 52	
do	Boarding workmen, \$19.25; lumber, &c., \$19.75....	39 00	
J. Bowser.....	Lumber, shingles and labor, repairing light-house and oil store.....	127 94	522 46
	<i>Isaac's Harbour.</i>		
C. W. Bigby.....	Salary as Light-keeper, from 9th November, 1874, to 30th June, 1875.....	126 66	
E. Albro & Co.....	Zinc and nails.....	15 53	
W. S. Symonds & Co.....	Stove, piping and kettle.....	12 25	154 44
	<i>Jerseyman's Island.</i>		
Simon Babin.....	12 months' salary as light-keeper.....	296 28	
W. H. Tully.....	Lumber.....	14 05	
T. Walsh & Co.....	Glass, &c.....	20 00	
Esson & Co.....	Repairs.....	24 12	
E. Albro & Co.....	Hardware, paint, cotton duck, &c.....	24 43	
J. Hogan & Sons.....	Lumber.....	5 28	
Alexander Robinson.....	Blacksmith's work.....	52 62	
C. Le Noir.....	Galvanized piping, iron and fittings to lamps.....	13 25	
Peter Post.....	Logs for protection work.....	20 00	470 02
	<i>Little Hope.</i>		
Alexander McDonald.....	12 months' salary as Light-keeper.....	493 76	
E. Albro & Co.....	Hardware, &c.....	4 81	
A. Robinson.....	Blacksmith's work.....	4 50	
R. T. Muir & Co.....	Repairs to landing.....	18 00	521 07
	<i>Lingan Head.</i>		
James Quinn.....	Salary as Light-keeper from 20th November, 1874, to 30th June, 1875.....	90 56	
Thomas Walsh & Co.....	Cutting glass.....	0 50	
W. S. Symonds & Co.....	Stove, pipes, &c.....	11 85	
C. & W. Anderson.....	Freight of supplies.....	2 80	
George Nunn.....	Keeping light, \$9.00; hire of waggons, \$6.62.....	15 62	
E. Albro & Co.....	Zinc, screws, &c.....	3 22	124 55
	<i>Liscomb.</i>		
Seth Crooks.....	12 months' salary as Light-keeper.....	345 64	
do	Laying floor, landing oil, repairing boat, &c.....	13 00	358 64
	<i>Liverpool.</i>		
Charles Firth.....	12 months' salary as Light-keeper.....	395 00	
R. J. Thompson.....	Repairs to light-house machinery.....	20 00	
Avery, Brown & Co.....	Repairs and alterations.....	23 50	438 50
	<i>Louisburg.</i>		
L. Kavanagh.....	12 months' salary as Light-keeper.....	454 28	
James Dempster.....	Window-sashes.....	38 55	
W. Barrow.....	Boat and landing supplies.....	13 00	
L. J. O. Toole.....	Building new porch, repairing old one, &c.....	166 50	
P. Walsh.....	Labour on new wall, stone and sand.....	48 00	720 33
	<i>Carried forward.....</i>		27,111 01

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		27,111 01
	<i>Low Point.</i>		
John G. Peters.....	12 months' salary as Light-keeper.....	454 28	
E. Albro & Co.....	Nails, brass butts, handles, &c.....	45 23	
James Dempster.....	Doors.....	10 50	
E. Moseley.....	Timber.....	7 51	
J. G. Peters.....	Hauling supplies.....	19 00	
John Hogan & Sons.....	Lumber.....	40 24	
Bauld & Reynolds.....	45 M. shingles.....	123 75	
W. H. Tully.....	Lumber.....	18 80	719 31
	<i>Lunenburg.</i>		
John A. Ernst.....	12 months' salary as Light-keeper.....	296 28	
C. Burns.....	Painting.....	17 97	
E. Albro & Co.....	Hardware.....	1 40	315 65
	<i>Main-à-Dieu.</i>		
J. Burke.....	12 months' salary as Light-keeper.....	296 28	
do.....	Board of carpenters, \$90; repairing boats, &c., \$6.....	96 00	
P. W. Burke.....	Labour securing light-house.....	7 50	
A. Robinson.....	Blacksmith's work.....	50 32	
E. Albro & Co.....	Hardware.....	16 44	
W. S. Symonds & Co.....	Box-stove and irons.....	14 50	
Jacob Bowser.....	Building retaining wall round building, repairing foundation, shingling roof.....	507 00	
do.....	Freight and passage of eight men to Cow Bay, and boarding the same.....	112 25	
Bauld & Reynolds.....	Shingles.....	60 45	
W. H. Tully.....	Lumber.....	41 00	1,201 74
	<i>Margaretsville.</i>		
Wm. Early.....	12 months' salary as Light-keeper.....		227 12
	<i>Margaret's Bay.</i>		
Albert Pearl.....	12 months' salary as Light-keeper.....	493 76	
do.....	Boat, building boat-house and improving landing-place.....	190 00	683 76
	<i>Margaree.</i>		
N. C. McKeen.....	Salary as Light-keeper from 1st July to 30th Sept. 1874.....	98 75	
J. McFarlane.....	do do 1st Oct., 1874 to 30th June, 1875.....	296 25	
E. Albro & Co.....	Cotton duck, tar-paper, &c.....	21 16	
Murray & Fitch.....	Repairing house, hauling stores, &c.....	23 00	
J. McFarlane.....	Tar, nails, &c.....	3 00	442 16
	<i>Mahone Bay.</i>		
Abram Zinck.....	12 months' salary as Light-keeper.....	246 88	
do.....	Repairing road, painting, lining lantern.....	89 97	
C. R. Barry.....	Freight of supplies.....	1 28	
A. Robinson.....	Blacksmith's work.....	47 95	386 08
	<i>Carried forward</i>		21,036 83

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward</i>			31,086	83
	<i>McKenzie's Point.</i>				
D. J. McKay	Salary as Light-keeper, from 18th Sept., 1874, to 30th June, 1875	122	06		
C. Burns	Boat	20	50		
W. S. Symonds & Co.	Stove, deck-pipe, &c.	11	85		
E. Albro & Co.	Hardware, zinc, &c.	9	97		
J. E. Butler	Oars	4	00		
D. McKay	Lumber and carpenter's work	6	36		
W. R. Irish	Storage and labour	7	00		
Lawson, Harrington & Co	Oil	27	02		
				308	76
	<i>Meagher's Beach.</i>				
Edward Horn	12 months' salary as Light-keeper	395	00		
S. Tupper	20 cords firewood	100	00		
E. Albro & Co.	Rope, &c.	2	64		
E. Horn	Paid twelve men, team and two boats for repairs to protection work	263	00		
Daniel Timmens	20 cords firewood	100	00		
R. H. Cogswell	Repairing spy-glass	5	00		
				865	64
	<i>Moser's Island.</i>				
Henry Moser	12 months' salary as Light-keeper			444	40
	<i>Mullin's Point.</i>				
Z. Mullins	12 months' salary as Light-keeper			100	00
	<i>Negro Island.</i>				
James McKinnon	12 month's salary as Light-keeper	197	52		
T. Walsh & Co.	Glass, &c.	9	65		
				207	17
	<i>North Canso.</i>				
George McKay	12 months' salary as Light-keeper	454	28		
Esson & Co.	Paid for shingles, labour for repairs and painting light-house	114	90		
E. Albro & Co.	Hardware	13	21		
				582	39
	<i>Ouetique.</i>				
C. Sampson	Salary as Light-keeper, from 1st December, 1874, to 30th June, 1875	201	62		
Thomas Walsh & Co	Fares, meals and labour	27	50		
W. S. Symonds & Co.	Stove, pipes, &c.	16	10		
C. Lattimore	Trucking and boating oil	10	00		
S. W. Narvin	Stove piping, wire, &c.	12	40		
				267	62
	<i>Parrsboro'.</i>				
J. W. Armstrong	1 month's salary as Light-keeper	27	98		
John H. Newcomb	11 do do	307	78		
do	Self and seven men repairing breakwater	47	34		
do	Lumber for breakwater	17	85		
E. Albro & Co.	Hardware	2	05		
T. Walsh & Co.	Glass, lead, &c.	1	43		
				404	43
	<i>Carried forward</i>			34,167	24

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		34,167 24
	<i>Peggy's Cove.</i>		
W. Crooks.....	12 months' salary as Light-keeper.....		345 64
	<i>Pictou.</i>		
R. E. Lowden.....	12 months' salary as Light-keeper.....	454 28	
J. F. Lowden.....	Foundation, building &c., kitchen as per contract.....	310 00	
do.....	Painting light-house and dwelling-house, &c.....	102 60	
H. B. Lowden.....	Paid for stone, hardware, lumber, &c.....	148 18	
M. Sproule.....	Building 400 feet protection work.....	2,472 50	
Alexander McNab.....	Plans and specifications for protection work.....	35 00	
			3,522 56
	<i>Pictou Island.</i>		
Andrew Hogg.....	12 months' salary as Light-keeper.....		454 28
	<i>Pomquet Island.</i>		
John Atwater.....	12 months' salary as Light-keeper.....		345 64
	<i>Point Tupper.</i>		
J. McDonald.....	12 months' salary as Light-keeper.....	209 86	
E. Albro & Co.....	Hardware.....	5 45	
			215 31
	<i>Port Hood.</i>		
Thomas Power.....	12 months' salary as Light-keeper.....	276 48	
P. Smyth.....	Painting, &c.....	16 93	
R. H. Cogswell.....	Repairing clock.....	1 50	
			294 91
	<i>Port L'Ebert.</i>		
M. Lisk.....	12 months' salary as Light-keeper.....	100 00	
C. W. Palmer.....	Zincing inside of light-house.....	2 00	
			102 00
	<i>Port Medway.</i>		
E. Perry.....	12 months' salary as Light-keeper.....	256 76	
do.....	Paid for stove-pipes, freight &c.....	7 00	
			263 76
	<i>Port Mouton.</i>		
R. J. Smith.....	12 months' salary as Light-keeper.....		296 28
	<i>Port Williams.</i>		
James M. Dunn.....	12 months' salary as Light-keeper.....		256 76
	<i>Pubnico.</i>		
Maurin Amero.....	12 months' salary as Light-keeper.....	237 00	
do.....	Building protection work.....	15 00	
			252 00
	<i>Carried forward</i>		40,516 38

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		40,516 98
	<i>Point Aconi.</i>		
George Bonner.....	Salary as Light-keeper, from 20th November, 1874, to 30th June, 1875.....	90 56	
George Nunn.....	Conveyance of lamps per waggon, &c.....	15 63	
W. S. Symonds & Co.....	Hardware.....	11 85	
E. Albro & Co.....	Zinc, screws, &c.....	7 80	125 81
	<i>Pugwash.</i>		
R. F. Bent.....	12 months' salary as Light-keeper.....	246 89	
do.....	Freight of four boxes and four casks from Halifax.....	3 11	
Wm. Barrow.....	Lamp.....	0 65	
T. Walsh & Co.....	Plate-glass, putty, &c.....	39 50	
J. Blain.....	Freight of barrel and box from Halifax.....	1 37	
C. McDowall.....	Repairing lamp, fountain, &c.....	1 45	
H. Huston.....	do do.....	1 00	
Black & Co.....	Paint and oil.....	3 50	297 47
	<i>Sable Island (East).</i>		
E. Albro & Co.....	Hardware.....	18 85	
John Hunter.....	2 brass tubes.....	0 50	19 35
	<i>Sable Island (West).</i>		
Wm. Morrison.....	12 months' salary as Light-keeper.....	588 00	
E. Albro & Co.....	Paint, rope, flannel, cotton, &c.....	50 25	
A. Robinson.....	Blacksmith's work.....	24 55	
W. S. Symonds & Co.....	Shaft, pulley and boxes.....	35 40	
Lawson, Harrington & Co.....	Oil.....	256 80	
E. Chanteloup.....	Chimneys and glasses.....	134 50	
Burns & Murray.....	Buff holland.....	8 40	
A. McKay.....	Green hide for revolving shaft.....	0 50	
Isaac Melvin.....	Coopering 15 casks of oil.....	1 50	
F. W. Fishwick.....	Express charges on five packages of glass.....	10 50	
John A. Stewart.....	Coal grate.....	2 00	
P. Carroll.....	Services from 15th to 29th April, 13 days at \$5.....	65 00	
do.....	Travelling expenses, board, &c.....	20 30	
Lewis Wilson.....	Blacksmith's work.....	3 28	1,220 98
	<i>Sand Point.</i>		
J. Mundell.....	12 months' salary as Light-keeper.....		395 00
	<i>Sambre.</i>		
Wm. Gilkie.....	12 months' salary as Light-keeper.....	395 00	
John Smith.....	Conveyance of workmen.....	12 00	
T. Walsh & Co.....	Glass, lead, putty and labour.....	41 85	
W. Gilkie.....	Boarding workmen, \$13.80; repairing boat, \$8.40.....	22 20	
E. Albro & Co.....	Paint and hardware.....	7 85	
John Fleming.....	Oars.....	8 25	
W. S. Symonds & Co.....	Bolts, files, punches and labour.....	47 35	
Jos. Mundell.....	Removing old foundation and building a new one.....	49 00	
do.....	Painting outside of Light-house.....	10 00	
Wm. Gilkie.....	Assisting glazier and cleaning out tank.....	12 00	
Henry Moseley.....	Repairing boat.....	10 92	
S. W. Marvin.....	Zinc drip pans.....	12 00	628 42
	<i>Carried forward</i>		43,203 44

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		43,203 44
	<i>Scatterie.</i>		
John McLean	12 months' salary as Light-keeper.....	803 60	
T. Walsh & Co.....	Glass, putty, &c.....	3 00	
W. S. Simonds & Co.....	Lantern floor, repairing lantern, &c.....	58 62	
P. W. Burke.....	Freight	10 55	
Jacob Bowser.....	Painting dwelling-house, &c.....	33 00	908 77
	<i>Seal Island.</i>		
T. C. Crowell.....	12 months' salary as Light-keeper.....	474 00	
do	Boarding five workmen 25 weeks, \$4.00.....	100 00	
A. Robinson.....	Blacksmith's work	4 87	
M. F. Egar.....	Medicines	6 89	
T. Walsh & Co.....	Plumbing and glazing, putty, lead, &c.....	129 05	
James Monaghan.....	Repairing foundations.....	266 20	
E. Albro & Co.....	White lead, rope and brushes	33 77	
W. Robertson.....	Painting and supplies	87 50	1,102 28
	<i>Shag Harbour.</i>		
E. Moseley.....	Lumber, joiners' labour, &c.....	91 00	
E. Albro & Co.....	Hardware, white lead, &c.....	11 94	102 94
	<i>Shelburne.</i>		
E. Goudock.....	12 months' salary as Light-keeper	197 52	
D. Shepherd	Repairs and carting	16 80	
E. Albro & Co.....	Hardware	10 16	224 48
	<i>Shelburne Harbour.</i>		
N. D. McKenna	12 months' salary as Light-keeper		474 00
	<i>Spencer's Point.</i>		
W. Spencer.....	12 months' salary as Light-keeper	100 00	
A. McLellan.....	Freight of supplies.....	3 09	103 09
	<i>St. Ann's.</i>		
J. Morrison.....	12 months' salary as Light-keeper.....	138 24	
Angus Ross.....	Landing oil &c	4 00	
W. R. Irish	Truckage of stores.....	2 50	144 74
	<i>St. Pauls (S.W.)</i>		
L. McDougall.....	Salary as Light-keeper, from 1st July to 8th November, 1874	169 06	
M. McKenzie.....	Attending light, from 12th November 1873, to 30th June 1874, 7 months', at \$17.00..	119 00	
E. Albro & Co	Sheet lead, files, tools, rope, &c.....	27 17	
Chance Bros. & Co.....	Re silvering, &c, plate-glass, new glass, &c.....	381 91	
Brookfield, Romans & Co.	Cement.....	1 60	698 74
	<i>Carried forward.....</i>		46,961 48

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		46,962 48
	<i>St. Pauls (N.E.)</i>		
H. W. Johnston.....	To pay Light-house keeper, from 1st July to 30th November, 1874.....	20 83	
E. Albro & Co.....	Handle and axe.....	1 50	
J. E. Butler.....	Six oars, &c.....	9 20	
Brookfield, Romans & Co.	Cement.....	1 60	33 13
	<i>Sissiboo.</i>		
B. Amero.....	12 months' salary as Light-keeper.....	197 52	
do.....	Painting light-house.....	13 75	211 27
	<i>Sydney Bar.</i>		
G. Nunn.....	12 months' salary as Light-keeper.....	197 52	
do.....	Allowance for fuel.....	20 00	
do.....	Building and materials for protection work.....	137 60	
R. J. Ingraham.....	Purchase of land.....	118 00	
Murray Dodd.....	Searching title, recording and perfecting deed.....	11 00	
E. Albro & Co.....	Zinc and nails.....	5 90	490 02
	<i>Walton Harbour.</i>		
Timothy Parker.....	12 months' salary as Light-keeper.....	100 00	
do.....	Paid freight on stores.....	2 21	
E. Albro & Co.....	Zinc.....	6 28	108 49
	<i>West Port.</i>		
John D. Suthern.....	12 months' salary as Light-keeper.....	296 28	
E. Albro & Co.....	Hardware.....	20 30	
E. C. Bowers.....	Repairing and painting.....	89 12	405 70
	<i>Whitehead.</i>		
James Dillon.....	12 months' salary as Light-keeper.....	503 64	
do.....	Board of carpenters, masons, &c.....	240 35	
S. W. Marvin.....	Iron chimney.....	40 00	
E. Albro & Co.....	Hardware, paint, &c.....	84 91	
D. J. Smith.....	Lumber.....	14 64	
Jacob Bowser.....	Balance of alterations.....	685 25	
T. Walsh & Co.....	Glass, putty, &c.....	5 00	
A. Robinson.....	Blacksmith's work.....	4 80	
J. D. O'Connor.....	Old canvas.....	5 00	
T. A. Bishop.....	Repairing foundation walls and plastering light- house.....	75 25	
Bauld & Reynolds.....	4 M. shingles.....	14 00	
J. Hogan & Sons.....	Lumber.....	75 43	
J. T. Sinclair.....	Building and materials and wharf and store.....	2,041 87	3,790 14
	<i>Yarmouth.</i>		
J. H. Doane.....	12 months' salary as Light-keeper.....	784 00	
T. A. Bishop.....	Re-building chimney.....	22 50	
E. Albro & Co.....	White lead, paint and hardware.....	10 68	
C. J. J. Fox.....	Materials and labour, making road from landing to light-house.....	281 65	
J. K. Butler.....	Labour and repairs.....	95 03	
J. H. Doane.....	Painting and building fence.....	38 25	1,232 11
	<i>Carried forward</i>		53,433 34

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		53,233 34
	<i>Yarmouth Harbour.</i>		
Joshua Doane.....	12 months' salary as Light-keeper	345 64	
T. A. Bishop	Re-building chimney	5 00	
J. K. Butler	Labour and repairs	59 88	
Killam Bros	Labour and supplies.....	20 84	431 36
	<i>GENERAL ACCOUNT.</i>		
Hon H. W. Smith	Legal services.....	65 00	
C. Neal.....	Freight of reflectors, truckage and labour	842 42	
S. W. Marvin	Brass lamps, plumbers' and tin work	1,102 15	
A. Robinson	Blacksmiths' account	15 40	
R. Huntingdon	Advertising	8 00	
Jas. Woods	Straw	9 28	
E. Albro & Co.....	Hardware, paint, glass, oil, sails, cotton, &c	5,139 28	
Yeomans & Barney	Oil	2,033 56	
Isaac Melvin.....	Casks and coopering.	204 10	
M. F. Eagar	Drugs, medicines and sponges.....	168 20	
Halifax Post Office.....	Postages, &c.....	305 75	
Dawson, Gordon & Co	Building materials—Coal Depot, Whitehaven.....	194 45	
W. C. Milner	Advertising	50 50	
<i>Church Chronicle</i>	do	3 50	
Jacob Bowser.....	Labour and planking for wharf, Whitehead	262 11	
Western Union Tele- graph Co	Telegrams	316 30	
G. E. Fairbanks	Plans	8 00	
J. Tomlinson	Travelling expenses.....	138 97	
Intercolonial Railway Co	Freight	27 56	
W. Barrow	Lamps, burners and chimneys.....	41 04	
Burns & Murray.....	Flannel	8 50	
Lewis R. Kaye	Storage of oil	185 94	
T. Walsh & Co	Glass, putty, &c.....	6 20	
Halifax Corporation	Taxes	122 85	
H. W. Johnston	Travelling expenses.....	59 00	
J. H. Kendrick	do	725 32	
do	Salary as Superintendent	1,176 00	
Receiver General	Superannuation tax on salaries.....	467 50	
Hon. S. L. Shannon.....	Rent of wharf and stores.....	975 00	
D. M. Browne.....	Travelling expenses	25 50	
W. B. Symonds & Co.....	Services of Chief Engineer visiting light-houses	118 80	
S. F. Barss	Plaster	6 20	
Newcomb & Lambert.....	Walnut frames for ruby shades.....	23 00	
Jno. P. Mott	Lime, soap, &c	97 62	
Jno. Fleming	Oars	22 00	
W. Roberts	Blocks and strapping	17 11	
J. K. Goold.....	Ammunition for fog-signals, Sambro	130 00	
do	Repairing gun platform.....	84 00	
Lawson, Harrington & Co	Services proceeding to Sambro and back.....	72 20	
do	Services of tug-boat, \$5.00; oil, \$67.20.....	30 00	
Halifax Water Co.....	Rate from 1st May, 1874, to 1st May, 1875	21 00	
S. J. Bentley.....	Seven pairs oars.....	2 05	
Levi Hart	Wharfage of deals.....	1,337 53	
A. Roberts	Freight of supplies	18 50	
E. Moseley	Taking down and shipping pile driver to Whitehead	12 80	
Ruggles & Salterie.....	Burners and chimneys.....	14 40	
C. Y. Barry.....	Freight on supplies.....	9 60	
F. W. Fishwick	Express charges.....	19 55	
J. A. Watt	Freight of logs from Conn. Harbour to Whitehead	300 00	
Hy. Haverstock	Packing boxes for chimneys.....	90 00	
De Wolfe & Doane.....	Ticking, blind holland, &c.....	72 01	
<i>Citizen Publishing Co</i> ...	Advertising	10 50	
	<i>Carried forward.....</i>	17,696 04	53,664 70

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>	17,696 04	53,664 70
GENERAL ACCOUNTS.—Continued.			
Blackadar Bros	Advertising	20 25	
T. Casey	Beef for "H. J. Nickerson"	4 06	
G. Davidson & Co	Hand lamps	4 30	
W. H. Tully	Lumber	13 27	
G. C. Newcomb	16 frames	24 00	
Jas. Barnes	Advertising	15 00	
A. W. Nicholson	do	23 25	
Jo. Findlay	Repairing oil boat	16 53	
W. Elder	Advertising	6 00	
C. Amand	do	16 37	
T. W. Bateman	Repairing locks and brass work	6 75	
N. Russell & Co	Hauling oil tanks	4 00	
Jos. Gardner	Oil and attendance on Brooklyn Breakwater	92 00	
Jno. McLellan	Freight of materials to White Head	12 00	
S. Masher	Hire of pile-driver	140 00	
J. Coulon	Hay for packing	8 08	
B. Perry	Hire of schooner for pile-driver for Whitehead Wharf	160 00	
W. J. Munroe	Damage to land and hawser while building White head Wharf	55 00	
do	Hire of boat	10 00	
J. R. Fultz	Subscription to shipping list	3 75	
W. Murray	Large trolley for stone	60 00	
R. H. Cogswell	Telescope and repairing clock	9 00	
Starr Manufacturing Co. ..	Repairing, plating and polishing reflectors	52 50	
R. T. Muir	Stationery	13 85	
W. M. Smith	Travelling expenses, &c.	130 00	
Royal Canadian Ins. Co. ..	Premium on \$6,000 from 30th June, 1875, to 30th June, 1876	60 00	
Brookfield, Romans & Co. ..	Cement	10 65	18,666 70
<i>Barrington Light-ship.</i>			
Jas. R. Kenny	Salary as Captain, from 13th May to 30th June, 1875.	64 45	
A. & H. Creighton	Spy-glass	6 00	
			71 45
	Total expenditure, Light-houses		72,402 85
FOG-WHISTLES.			
<i>Brier Island.</i>			
F. Sutherland	12 months' salary as Engineer	493 76	
E. Albro & Co	Hardware, &c.	9 20	
R. P. McGiverin	Fifty tons coal, \$320; freight and cartage, 224.20... ..	544 20	
Jas. McRell	Carting coal	45 00	
E. C. Bowers	Five cords wood	37 50	
Spring Hill Mining Co.	Ten tons coal	30 00	
			1,159 66
<i>Cape D'Or.</i>			
Jo. Short	Salary as Engineer, from 14th July, 1874, to 30th June, 1875	474 98	
G. A. Briggs	Salary as Assistant Engineer, from 14th July, 1874, to 30th June, 1875	125 00	
Joggins Coal Mining Association	100 tons coal, \$325; stowing, \$6	331 00	
W. W. Barton	Self and assistant, labour teaming coals, &c.	17 00	
	<i>Carried forward</i>	947 98	1,159 66

**STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	947 98	1,159 66
	<i>Cape D'Or.—Continued.</i>		
T. McAvity & Sons	Hardware, brushes, oil-soap, rubber-packing, &c...	210 20	
Clarke & Stackhouse.....	Scow hire for coal.....	32 00	
W. M. Smith	To pay for boat	40 00	
G. K. Morris.....	Removing 85 tons coal from Horse Shoe Cove to Cape D'Or	212 50	
do	Ten cords firewood	50 00	
E. Lunt & Sons.....	Freight of supplies	18 05	
			1,510 73
	<i>Cranberry Island.</i>		
Jas. Hanlon	12 months' salary as Engineer.....	444 40	
do	Paid for labour landing coal	172 25	
do	Boarding boiler-makers during repairs.....	307 00	
Levi Hart	Freight of coals, &c.....	189 00	
E. Albro & Co.....	Hardware, paint, brushes, rubber-packing, &c	60 94	
Acadia Coal Co	Coals	270 00	
J. McDonald	Ten cords wood ..	60 00	
W. S. Symonds & Co	Hand-tap, &c.....	5 25	
J. Patterson.....	Repairs to boiler	70 52	
Jno. Hunter	Steam-gauge, rings, glasses, piping, &c.....	33 95	
A. McKay	Labor and materials, repairing boiler.....	707 54	
			2,320 85
	<i>Digby.</i>		
G. Fleming & Son	Furnace bars.....	21 31	
Jno. Hayden.....	Hauling coal	45 00	
W. S. Symonds & Co.....	16 grate bars, &c.....	16 30	
Joggins Coal Mining Association	Coal.....	118 00	
Spring Hill Mining Co....	do	251 07	
R. P. McGivern.....	do Anthracite ..	543 52	
Jas. Hunter	Gauge glasses.....	1 50	
C. N. Hughes.....	Freight and hauling supplies.....	5 90	
E. Albro & Co.....	Tube-brushes, emery, &c.....	5 50	
A. McKay	Cylinder for steam pump, furnace bars, &c.....	63 50	
T. McAvity & Sons	Operating valves, hardware, felt, &c	167 07	
Jno. Adams	65 cords hardwood	195 00	
			1,433 67
	<i>Sable Island, West.</i>		
J. M. Watson	Storage and wharfage of coal	97 70	
J. McDonald.....	Shovelling, and filling, &c., coal.....	20 00	
E. Albro & Co.....	Hardware, paint, oil, brushes, &c.....	81 05	
Acadia Coal Co.....	Coal.....	300 00	
James Norman	Salary as Engineer, from 1st July to 26th August...	91 07	
do	Travelling expenses to Chatham and freight of luggage.....	35 60	
Jno. Hunter.....	Steam piping and repairs	7 25	
W. S. Symonds & Co.....	Repairs to boiler, engine and machinery	1,353 49	
do	Boiler tubes, plates, tube expanders &c	92 47	
T. Doherty	Wheelbarrow	4 50	
T. McAvity & Sons	Operating valves, &c., for fog-whistle	176 19	
Isaac Melvin.....	Water casks, coal barrels and coopering.....	110 20	
A. McKay	Smith's repairs and piping	14 95	
W. Roche, jun	Coal.....	71 25	
Jno. A. Stewart	Large stove and piping.....	30 50	
			2,486 23
	<i>Carried forward.....</i>		8,911 13

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		8,911 13
	<i>Seal Island.</i>		
Corning Crowell.....	12 months' salary as Engineer.....	493 76	
W. Robertson.....	Firewood, \$265.00; carting and housing 155 tons of coal, \$116.25.....	381 25	
do	Labour and digging well.....	333 85	
Jiggins Coal Mining As'n	Coal, &c.....	341 25	
E. Albro & Co.....	Hardware, paint, brushes, &c.....	34 94	
Burrell, Johnston & Co.	Boiler plate.....	1 44	
J. M. McLellan & Co.....	Bricks	23 00	
N. Wilson.....	Digging well.....	30 00	
J. Monaghan.....	Digging and tank.....	532 40	
do	Paid for conveyance of workmen.....	43 00	
J. Kenny.....	Freight of bricks.....	112 20	
W. Roche, jun.....	Coal.....	145 50	
A. R. Greenwood.....	Freight of supplies.....	15 00	
J. P. Mott.....	Lime.....	37 50	
T. C. Crowell.....	Boarding eight workmen 61 weeks, \$4.....	244 00	
John Crowell.....	Labour and lumber for roof on coal shed.....	72 79	
J. Hogan & Sons.....	Lumber	1 50	
Bauld, Reynolds & Co.....	Shingles	31 75	
Levi Hart.....	Labour at well.....	111 00	
W. Murray.....	Wheelbarrow	4 50	
A. McKay.....	Iron, forging, &c.....	11 92	
T. McAvity & Sons.....	Valve.....	42 50	
Spring Hill Mining Co.....	37 tons of coal.....	111 00	
			3,156 05
	<i>St. Pauls.</i>		
R. Muirhead.....	11 months' salary as Engineer.....	454 85	
Acadia Coal Company...	Coals	300 00	
A. H. Rand.....	1 month's salary as Engineer.....	56 64	
E. Albro & Co	Oil, soap, paint, brushes, &c.....	97 95	
W. Murray.....	Wheelbarrow	4 50	
Alexander McLeod & Co	Freight of coals from Pictou.....	425 00	
			1,338 94
	<i>Yarmouth.</i>		
J. E. Clements.....	Firewood, \$7.25; coal, \$116.34; freight of fuel, &c., \$42.73.....	166 32	
Jiggins Coal Mining As- sociation	100 tons of coal, \$325.00; stowage, \$6.00.....	331 00	
Burrell, Johnson & Co...	Repairing tallow cup.....	1 20	
C. J. J. Fox.....	Paid for labour making road, and excavating for tank	210 25	
do	Stone for making road, \$19.50; covering dome and steam pipe, \$7.50.....	27 00	
T. A. Bishop.....	Building tank.....	152 00	
E. Albro & Co.....	Paint, cotton, packing, &c.....	17 63	
W. K. Clements.....	Firewood, \$30.84; coal, \$20.50	51 34	
J. K. Butler.....	Labour and materials for repairs at station.....	245 57	
J. H. Doane.....	Painting, teaming coal, &c.....	65 00	
John P. Fault.....	Crowbar, wrench and repairs.....	5 10	
			1,272 41
	Total expenditure, Fog-whistles		14,678 53
	HUMANE ESTABLISHMENTS.		
	<i>Sable Island.</i>		
	Salaries of staff.....	3,151 09	
Joseph Duggan.....	Tax on Superintendent's salary.....	5 00	
do	Medicine chest.....	20 50	
	Pig feed.....	80 75	
	<i>Carried forward</i>	3,257 34	

STATEMENT of Expenditure on account of Maintenance of Lights, &c., in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	3,257 34	"
	<i>Sable Island.—Continued.</i>		
W. H. Tully.....	Lumber.....	95 25	
A. Grant	Shingles.....	144 00	
E. Albro & Co.....	Hardware, rakes, glass, saddlery, white lead, &c...	545 95	
M. F. Eagar.....	Medicines.....	26 20	
H. W. Johnston.....	Travelling expenses of self and Captain Scott to Halifax.....	7 80	
A. J. Knapen.....	Stencil plates.....	2 90	
James Woods.....	Oats.....	24 00	
William Barrow.....	Groceries and provisions.....	422 75	
J. A. Watt	Freight.....	53 10	
Macintosh & McInnis.....	Lumber for repairing boats at island.....	102 78	
J. D. Nash.....	Plough.....	20 00	
J. A. Chipman & Co.....	Churn.....	8 00	
W. S. Symonds & Co.....	Stove and pipe.....	17 20	
J. Findlay.....	Boat building, repairs, oars, &c.....	257 15	
G. Monaghan.....	Plasterer's account.....	385 00	
Hyde, Bent & Co.....	230 bushels of oats at 60 cents.....	150 00	
Edward Johnson.....	Two small boats.....	76 00	
Bauld & Reynolds.....	Shingles.....	160 50	
William Murray.....	New cart.....	70 00	
Henry Outram.....	Allowance for clothing.....	10 00	
Newcomb & Lambert.....	Matrasses.....	42 00	
A. Robinson.....	Blacksmith's work.....	3 60	
J. E. Butler.....	Four pairs of paddles.....	8 50	
A. & H. Creighton.....	Memorandum books and almanacs, spy-glass, &c...	19 30	
Esson & Co.....	Provisions.....	456 15	
Burns & Murray.....	Bags.....	10 42	
George Davidson & Co.....	Crockeryware.....	19 18	
James Thompson.....	Oats.....	65 00	
W. H. Naufts.....	Seed potatoes.....	56 50	
Robt. Pickford.....	.....	3 96	
J. Wentzell.....	Two ox yokes.....	12 00	
Forsyth & Co.....	Seeds.....	19 36	
Peter Grant & Co.....	Linen towelling.....	1 70	
E. Moseley.....	Lumber, hardware and building barn.....	328 12	
J. A. Stewart.....	Stove and utensils.....	25 00	
H. Outram.....	Labour.....	10 46	
A. Hemmeon.....	do.....	10 46	
C. Woods.....	do (carpenter).....	37 50	
J. Kelly.....	Wages.....	25 00	
W. Mortimer.....	do.....	21 87	
H. W. Johnston.....	To pay for sundry provisions, \$159.60; paint and oil, \$20.00.....	179 60	
Geo. Goodwin.....	Carpenters' wages.....	131 50	
John Phelan.....	do do.....	151 50	
Henry Devaney.....	do do.....	115 50	
			7,600 00
	<i>St. Pauls.</i>		
D. J. McNeill.....	Salary from 1st July to 30th Nov., 1874.....	327 55	
do	Boarding boatmen.....	183 33	
do	Boats (five), boat-hire, ladder, grindstone, &c.....	304 50	
S. C. Campbell.....	Salary from 1st Dec., 1874 to 30th June, 1875.....	360 02	
Boatmen (five).....	12 months' wages to do do.....	1,062 48	
W. Barrow.....	Provisions.....	168 50	
Burns & Murray.....	Bedding and flannel.....	48 90	
E. Albro & Co.....	Hardware, powder, &c.....	108 98	
Arthur Ives.....	Storage.....	4 90	
J. P. Mott	Hay and oats.....	115 39	
W. Ives & Sons.....	Freight and storage on sleds.....	5 65	
R. H. Cogswell.....	Marine time-piece.....	3 00	
			2,693 20
	<i>Carried forward.....</i>		2,693 20

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		2,693 20
	<i>Scatterie.</i>		
W. Barrow	Provisions.....	63 38	
Burns & Murray.....	Blankets	25 80	
E. Albro & Co.....	One barrel of tar	4 00	
J. E. Butler.....	Oars	18 00	
W. S. Symonds & Co.....	Fuel	30 00	
M. F. Eagar	Medicines	10 54	
			151 72
	Total expenditure, Humane Establishments.....		2,844 92
	<i>Schooner "J. H. Nickerson."</i>		
W. Roberts.....	Labour stripping	22 00	
E. Albro & Co.....	Rope, chain-cable, onkum, hardware, &c.....	810 08	
Lawson, Harrington & Co.....	Towage	15 00	
S. Mutch & Co.....	Dockage	23 40	
J. O'Connor.....	Anchor	69 35	
George Wilson.....	Caulking and sheathing	516 37	
Wm. Anderson.....	Night watching	55 35	
T. Walsh & Co.....	Painting	72 42	
S. Townsend.....	Winch	25 25	
Chebucto Marine R.R. Co.....	Slip hire	105 89	
Henry Moseley.....	Repairing boat.....	5 50	
R. Pickford.....	Patent stopper	120 00	
N. Wilson.....	Watching on board and eight days' labour.....	15 75	
Isaac Melvin.....	Coopering water-casks	12 50	
T. W. Offen.....	Blocks, &c.....	60 37	
John Crook	Blacksmith's work	23 13	
A. McKay.....	Dockage, wharfage, &c.....	16 75	
S. W. Marvin.....	Iron, hardware, repairs.....	27 95	
J. E. Wilson.....	Chain pipes	6 00	
H. W. Johnston.....	Balance of account for outfitting	286 19	
John Ead.....	Wheel, spindles and two davits	25 45	
J. Domville & Co.....	2,580 lbs. old anchor iron.....	45 15	
	Total expenditure Schooner "J.H. Nickerson,"		2,359 85
	BUOYS AND BEACONS.		
Buoy service at.....	Arichat	196 85	
do	Bras d'Or	235 17	
do	Barrington	120 75	
do	Bear River	95 00	
do	Country Harbor	18 65	
do	Clyde River	137 90	
do	Cape Canso	20 00	
do	Digby	50 00	
do	Guysboro'	20 00	
do	Halifax	1,589 69	
do	Jordan River.....	15 30	
do	Lunenburg.....	324 89	
do	Lockeport	109 75	
do	Liscomb	13 80	
do	La Have	55 43	
do	Louisburg	17 60	
do	Merigomish	10 00	
do	Port Hood	156 64	
do	Port Medway.....	190 20	
do	Port Hawkesbury.....	40 50	
	<i>Carried forward.....</i>	3,418 12	

STATEMENT of Expenditure on account of Maintenance of Lights. etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	3,418 12	.....
BUOYS AND BEACONS.—Continued.			
Buoy service at	Pugwash	50 28	
do	Port La Tour	35 00	
do	Pubnico	16 50	
do	Shag Harbor	26 08	
do	Sydney	60 00	
do	Tusket	80 00	
do	Wallace	101 30	
do	Yarmouth	80 98	
James Duggan	Anchors, chains, &c	702 97	
J. H. Harding	Painting bell buoys	43 87	
do	Chain, buoy Trinity Ledge	238 50	
C. Neal	Freight of anchor, \$9.00; repairs, \$12.00	21 00	
A. Robinson	Blacksmith work	359 63	
J. U. Gregory	Patterns for buoy sinkers	26 50	
do	Buoys, shackles, swivels, &c	1,525 00	
T. J. Bentley	Spar buoys	124 00	
W. Caldwell & Son	Anchor stocks	42 30	
C. Lortie	Buoys	480 00	
J. Belanger	Ironing buoys	360 00	
John Ead	Anchor	59 58	
E. Albro & Co	Supplies	726 11	
L. A. Blanchette	Swivels and shackles	177 51	
S. Townsend	Anchor, \$41.85; anchor stock, \$8.48	50 33	
Wm. Roberts	Buoy service	103 00	
Lawson, Harrington & Co	Tug-boat services	295 00	
W. S. Symonds & Co	Supplies	99 94	
do	Cast-iron anchors	255 58	
do	Labour in buoys	25 65	
John O'Connor	Anchors for bell buoys	141 15	
do	Anchor for bell buoy, Graine's Ledge	138 39	
D. McPherson	Fitting lighter	22 00	
A. McDaniel	Recovering buoy	65 00	
T. Walsh & Co	Painting buoys	50 01	
Reid & Wasson	Freight and cartage	53 00	
J. E. Butler	Derrick	14 25	
F. W. Fishwick	Express freight	5 50	
J. Harris & Co	Labour at bell buoys	18 15	
Edward Walsh	Lettering and varnishing	35 67	
J. Hogan & Sons	Timber	5 00	
C. J. Napen	Supplies	20 15	
T. W. Offen	Chain roller	1 50	
W. McFabridge	Anchor	18 45	
G. E. Smith	Rope	59 96	
J. Melvin	Coopering buoys	18 00	
J. Fleming	Services at bell buoy, Sisters	25 00	
do	Removing S.W. breaker buoy	25 00	
A. McKay	Labour and supplies	505 21	
L. Wilson	Blacksmith work	155 14	
S. Dunlop	Services at Trinity Ledge bell buoy	21 16	
A. & H. Creighton	Buoy book	12 50	
			10,994 92
<i>"La Canadienne."</i>			
J. Benning	Winch	35 00	
J. E. Wilson	Capstan	42 90	
Lawson, Harrington & Co	Towage	5 00	
George Matson	Compass	10 00	
Charles Neal	Labour	55 20	
J. McDaniel	Wood	6 00	
T. Walsh & Co	Glazing	10 20	
W. & A. Nauffts	Provisions	7 10	
	<i>Carried forward</i>	171 40	10,994 92

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	£ cts.
	<i>Brought forward.....</i>	171 40	10,994 92
BUOYS AND BEACONS.—Continued.			
T. Casey	Beef	43 10	
P. Judge	Water	5 20	
D. M. Browne.....	Pay-lists.....	231 40	
D. Murray & Co.....	Supplies	219 94	
D. McPherson	Carpenters' labour, &c.....	205 91	
Essin & Co.	Provisions	35 50	
C. W. Anderson.....	Stores	97 57	
J. B. Elliott & Co.....	Supplies	9 00	
A. & H. Creighton	Charts.....	21 57	
			1,040 59
SIGNAL STATIONS.			
J. K. Goold, Control } Paymaster.....	Expenses for quarter ended 31 March, 1874.....	503 58	12,035 51
do	do do 30 June, 1874.....	345 85	
do	do half-year ended 31 Dec., 1874.....	1,028 58	
Alex. W. McNab.....	Materials for repairing signal-station, Camperdown	344 94	
Capt. E. M. Peters.....	Services as Officer in charge of Signal-Stations, from 1st Dec., 1872, to 31 March, 1874—1 year and 4 months.....	200 00	
			2,422 95
SUMMARY OF EXPENDITURE.			
Light-houses.....	From 1st July, 1874, to 30th June, 1875.....	72,402 85	
Fog-whistles.....	do do	14,678 53	
Humane Establishments, Sable Island	do do	7,600 00	
Humane Establishments.. "J. H. Nickerson".....	do do	2,844 92	
Buoys and Beacons.....	.....	2,349 85	
Signal Stations.....	.....	12,035 51	
		2,422 95	
			114,344 61

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 21,

STATEMENT of Expenditure on account of Construction of Lights above
Montreal for the Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
	<i>Battle and Lamb Island.</i>		
E. Chanteloup.....	Lanterns, lighting apparatus, &c.....		2,378 79
	<i>Brown's Point, Wolf Island.</i>		
E. Chanteloup.....	Lantern	203 50	
J. White.....	Extras.....	105 00	308 50
	<i>Gin Rock.</i>		
E. Chanteloup.....	Lantern and lighting apparatus.....	1,116 89	
G. Harvey.....	On account of contract for building.....	750 00	1,866 89
	<i>Point Claire.</i>		
Alexander Cameron.....	Contract for building and extras.....	2,577 65	
John Campbell.....	Building closet and oil shed.....	50 00	
E. Chanteloup.....	Lantern and apparatus.....	273 75	
do	Stove-pipe and ventilator.....	7 30	
G. P. Bliss.....	Paid for sundries.....	2 96	2,911 66
	<i>Port Lewis.</i>		
J. B. Spence.....	Paid on account of contract.....	200 00	
H. Henderson.....	Lumber.....	37 73	
S. B. B. Carson.....	Freight on lantern.....	19 90	
O. Dandurand.....	Canvas.....	17 85	
W. Walsh.....	Oil, nails, &c.....	92 55	
J. Murphy.....	Blacksmith's work.....	10 00	
D. Brown.....	Boating account.....	15 00	
E. Shibley.....	Excavating cellar for new light.....	27 75	
G. P. Bliss.....	Pay-list for men finishing tower.....	246 24	
James Shearer.....	Flooring timber.....	35 63	
S. Percy.....	Cartage of timber.....	74 85	
E. Chanteloup.....	Lantern and lighting apparatus, &c.....	1,065 22	
James Campbell.....	34 days' wages and one month's board.....	109 50	1,952 22
	<i>Thunder Cape.</i>		
Squires & Co.....	On account of contract.....	1,500 00	
R. T. Sutton.....	Balance of contract and extras.....	295 00	
E. Chanteloup.....	Lantern and lighting apparatus.....	1,446 14	
E. Shibley.....	Provisions	11 73	
Oldrieve & Horn.....	Canvas	11 28	3,264 15
	<i>General Account.</i>		
G. P. Bliss.....	Wages as acting Inspector of work.....	346 25	
do	Travelling expenses.....	111 80	
Mitchell & Co.....	Balance on storage of glass.....	7 42	
	<i>Carried forward.....</i>	465 47	12,682 21

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

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	465 47	12,682 21
	<i>General Account.—Continued.</i>		
L. Baker.....	Balance of extras for Corbay Point.....	113 00	
W. P. Anderson.....	54 days' labour as draftsman, \$2.50.....	135 00	
J. Tomlinson, jun.....	212 days' labour as draftsman, \$1.00.....	212 00	
W. H. Kerlin.....	Eight days' labour as draftsman, \$1.50.....	12 00	
Joseph Tomlinson.....	Travelling expenses to Montreal, inspecting.....	17 00	
A. B. Cronk.....	Purchase of Telegraph Island, Bay of Quinte.....	142 77	
W. H. R. Allison.....	Preparing deeds and legal services for Bay of Quinte.....	18 50	
Globe Printing Co.....	Advertising for tenders for lights.....	12 00	
L. Baker.....	Balance of contract for Ottawa Beacon Lights.....	285 00	
do	Extra for oil stores.....	150 00	
J. Cameron & Co.....	Advertising for tenders.....	11 20	
Rice Lewis & Son.....	Glass, &c., for French River Lights.....	30 50	
			1,604 44
	Total, construction of Lights.....		14,286 65

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 22.

STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, for the Fiscal Year ended 30th June, 1875.

			\$	cts.	\$	cts.
William Jeffs	Salary as Light-keeper, Montreal Harbour		175	00		
A. Lamoureux	do do Pointe aux Trembles		97	50		
F. Brodeur	do do Ste. Therese		126	00		
S. Reeves	do do Varennes		56	00		
Jos. Ethier	do do Isle à la Bague		112	00		
O. Rivet	do do Repentigny		49	00		
J. B. Lachapelle	do do do		49	00		
J. B. C. dit Larose	do do Isle aux Prunes		105	00		
Jos. Gervais	do do Contrecœur		70	00		
F. Lacroix	do do do		73	75		
D. Giguere	do do Lavaltrie		225	00		
Ed. Paul	do do Isle de Grace		210	00		
Jos. Lamoureux	do do Isle à la Pierre		210	00		
O. Letendre	do do Isle aux Raisins		210	00		
O. Auger	do do Light-ship No. 1, Lake St.					
	Pierre		384	06		
do	do Assist. do seven months		42	00		
E. Arcand	do do Light-ship No. 2, Lake St.					
	Pierre		349	06		
H. Fiset	do do do do		50	00		
do	do Assist. do seven months		42	00		
A. M. Magnon	do do Light-ship No. 3		384	06		
do	do Assist. do seven months		42	00		
J. Chaurette	do do Point St. Francis		100	00		
E. Duval	do do do		40	00		
M. Paquin	do do Pointe du Lac		83	50		
P. Manuel	do do Cape Madeleine		95	00		
P. Montplaisir	do do do		95	00		
A. Brunel	do do Pointe aux Citrouilles		175	00		
N. Hardy	do do Champlain		83	50		
L. Fugère	do do Batiscan		60	00		
Jos. Marchand	do do do		64	00		
F. C. dit Francœur	do do St. Pierre les Becquets		40	00		
H. dit Francœur	do do do do		16	00		
F. Boisvert	do do Cape Charles		97	50		
Mde. J. Trottier	do do Grondines		83	50		
E. Trottier	do do do		75	00		
C. Blais	do do L'Islet Richelieu		140	00		
Wid. J. Langlois	do do Rivière du Chene		49	00		
O. Beaudet	do do Loubinère		49	00		
O. C. de la Chevrotière	do do do		55	00		
J. W. Hammond	do do Ash and Bloody Islands		220	00		
D. Menard	do do North Half-way Point		102	50		
P. Martin	do do St. Valentine		87	50		
W. H. Vanvliet	do do Lacolle		87	50		
Richelieu Co	do do Sorel Harbour		85	00		
P. Beaudet	do do Platon		105	00		
G. H. Bramley	do Harbour Master, Port of Sorel, from 1st					
	January to 20th July, 1874		166	00		
D. Rosa	Painting and general repairs		226	55		
Archer & Co.	Lumber and cedar		431	27		
A. P. Frechette	Hardware, brushes, &c.		600	33		
C. Gariépy	Freight		90	00		
G. H. Bramley	Oars		4	50		
L. Gagne	Paid for labour, &c.		771	00		
Sincennes McNaughton	Placing lights		754	00		
Carried forward				5,193	58	

**STATEMENT of Expenditure in connection with the Maintenance of Lights
between Montreal and Quebec, etc,—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	5,193 58	.....
D. Giguere	Taking down light, Lavaltrie, \$30.00; placing tower, \$30.00.....	60 00	
do	Painting, \$70.00; firewood, \$32.00.....	102 00	
P. Jobin.....	Balance, repairs to wharf, Point St. Francis.....	469 10	
do	Travelling expenses	16 35	
J. U. Gregory	do	63 50	
J. Vaudry	Cloth	68 76	
J. Boivin.....	Hardware	38 12	
A. Force	Storage	9 66	
M. Paquin.....	Repairs and cartage, &c., Pointe du Lac.....	10 80	
E. Bedard	Painting	150 50	
C. Brunette	Repairs, Pointe aux Citrouilles, \$32.77; firewood, \$8.....	40 77	
E. Chanteloup.....	Lamps, lighting apparatus, glasses, &c.....	2,257 25	
M. Cinqmars.....	Land, Lotbiniere	24 00	
P. Martin.....	Repairs, St. Valentine.....	3 50	
H. S. Scott & Co.....	Hardware and paint	36 13	
Geo. Turgeon.....	Travelling expenses, Cape Charles	21 75	
E. K. Smith.....	Advertising	3 85	
J. B. Boisvineau	Cartage of supplies	4 00	
Isaac Trottier	Firewood, Grondines	5 50	
P. Bellefeuille	Boatman's expenses, provisions, &c., \$18.50; firewood, \$134.....	152 50	
L. Villeneuve.....	Cedar and oars.....	16 50	
W. Barbour.....	Travelling expenses	14 23	
F. O. Valleraud	Chimney glasses, lamps, wicks, &c.....	390 70	
Jos. Ethier	Painting, Isle à la Bague.....	13 50	
do	Putting up and taking tower, Repentigny.....	56 30	
A. Lamoureux.....	Repairing fence, Point aux Trembles, \$20; freight and supplies, \$1.50.....	21 50	
L. Fugere	Ground rent, for 1874, Batiscan, \$6; cartage, \$5.....	11 00	
Jos. Marchand	do	6 00	
Capt. L. Jones.....	Freight and distributing supplies.....	47 50	
F. Boisvert.....	Ground rent, Cape Charles, \$10; freight and cartage, \$10.17	20 17	
P. Montplaisir	Ground rent, Cape Madeleine, \$12; paid for labour, \$5.40	17 40	
J. B. C. dit Larose.....	Taking down and putting up light, Isle aux Prunes.....	40 00	
do	Firewood	18 50	
G. N. Lanaudiere	Ground rent, Lavaltrie	30 00	
C. Blais	Firewood, L'Islet Richelieu	18 70	
W. Jeffs.....	do Montreal Harbour, \$7.90; storage, light-house, \$40.....	49 90	
do	Taking down and putting up light-house, \$70; repairs, \$13.57.....	83 57	
H. Brassard	Taking down and putting up light-house, Point St. Francis.....	60 00	
D. Rooney.....	Services connected with light-houses, subsequent to dissolution of Trinity House, Montreal	200 00	
Aug. Portelance.....	Iron and chains for light-ships and beacons	48 27	
F. G. Marchand	Advertising	4 00	
Audet & Robitaille	Canvas, cordage, &c.....	126 73	
Aug. Villars	Resilvering reflectors	20 00	
A. Côté & Co.....	Almanacs	6 25	
N. Paulet.....	Hardware, glass, &c.....	2 76	
J. B. Pruneau	Postages, &c.....	10 79	
F. X. Dery	Oil cans, tin boxes, &c.....	218 95	
P. Beaudet	Sundry expenses, Lotbiniere	3 67	
A. E. Brassard	Professional services and travelling expenses respecting purchase of land for two light-houses, River Richelieu.....	18 87	
O. Letendre	Erecting and taking down light-towers, Isle aux Raisins.....	30 00	
Ed. Paul	Erecting and taking down light-towers, Isle de Grace.....	30 00	
T. Routier.....	Paid for labour, repairing light-houses.....	1,026 97	
	<i>Carried forward</i>	14,392 35	.....

**STATEMENT of Expenditure in connection with the Maintenance of Lights
between Montreal and Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>	14,392 35	
Leon Hardy	General repairs to light-houses.....	100 00	
W. Grose & Co.....	Cotton waste.....	31 96	
J. Marmen	Cartage.....	7 95	
O. Picard	Trays.....	27 00	
Receiver General	Superannuation tax.....	2 82	
S. Reeves	Repairs and cartage, Isle St. Therese.....	13 61	
H. C. Cabana	Subscription, <i>Pionnier de Sherbrooke</i> , 1st January, 1873, to 1st July, 1875.....	5 00	
J. J. Foote	<i>Morning Chronicle</i> , twelve months ending 31st December, 1875.....	6 00	
L. Frechette.....	Labour of self and assistant.....	17 57	
L. A. Blanchet	Petty disbursements.....	10 00	
Capt. Marmen	Paid for milk, fish and cartage.....	6 00	
S. Bedard	Oil pumps, repairs, &c.....	148 44	
E. Fontaine	Travelling expenses, Batiscan.....	6 20	
C. E. Buteau	do to repair light, Cape Magdalen.....	6 00	
E. Courchene.....	Stove piping, repairs, &c.....	17 38	
Girard & Frechette	Repairs, light-ships No. 1 and 2.....	201 72	
	Total expenditure		15,000 00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 23.

EXPENDITURE on account of Investigations into Wrecks and Casualties,
for Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
J. J. Fox.....	Reporting wrecks	14	00		
D. Ferguson.....	do	26	00		
James Barber.....	do	126	00		
T. E. Moberly.....	do	32	00		
James Ross.....	do	15	00		
R. J. N. Dunaresq.....	do	6	00		
Government of British Columbia.....	Searching for steamer "G. S. Wright"	70	00		
Edward Pope.....	Services connected with wreck of schooner "Dauntless"	12	00		
William Duggan.....	Reporting wreck of barque "Agnes Raymond"	10	00		
Lawson, Harrington & Co.....	Services of tug boat going to wreck of schooner "J. T. Hibbard"	20	00		
H. A. Hood.....	Reporting wrecks.....	28	00		
George Collins.....	do	4	00		
H. W. Johnston.....	Paid messenger, for information of wrecked brig "Agnes Reynolds"	3	00		
				366	00

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 24.

STATEMENT of Expenditure on account of Rewards for Saving Life, for fiscal year ended 30th June, 1875.

		\$ cts.	\$ cts.
John Leslie.....	For gold and silver watches presented Capt. W. Lewis, B. Sedley and Thomas Fleming.....	205 15	
Bank of Montreal.....	To pay Henry Gotman, T. Hodgkin, A. P. Lewis and G. P. Sweet (rewards).....	81 00	
John Leslie.....	Two gold watches presented Capt. Wm. Hopewell and Capt. J. P. Aikens.....	179 82	
Bank of Montreal.....	Drafts on New York in favor of Nelson Mitchell, John Tyne, M. Flynn and George Flye.....	101 00	
Swedish Customs Officials, etc.....	For rescuing crew of "Abbey Ryerson".....	184 93	
John Leslie.....	Silver medal for Captain Kullberg.....	27 00	
H. McLean.....	Gold watch for Joseph Dekiner.....	26 25	
Zephirin Lapierre.....	For lifeboats on Lower St. Lawrence.....	640 00	
M. Foran & Co.....	Allowance to steamer "City of London," for rescuing V. C. Hill, light keeper at Griffith Island.....	50 00	
Regis Le Blanc.....	Building sheds for lifeboats at Kamouraska.....	33 80	
Pierre Lafrance.....	Building sheds for lifeboats at St. Ann's.....	41 80	
A. M. Ingersoll.....	For metallic lifeboat.....	260 75	
Z. Lapierre.....	Canoe and paddles for Crane Island.....	128 00	
John Leslie.....	Watch presented Captain Bailie.....	87 00	
J. U. Gregory.....	For canoe at Murray Bay.....	128 00	
John A. Olin.....	For self and three others, rewards.....	81 00	
T. Hayes, J. Higgins, Frederick Reyne, Chs. Thomas and John Hayes.....	For attempting rescue of crew of brig "Helen".....	50 00	
Hon. A. J. Smith.....	For orphan children of Capt. Downey, who was drowned in attempting the rescue of shipwrecked crew, per Order in Council.....	750 00	
Louis Ross.....	To pay for erecting lifeboat building at Port Hope.....	302 38	
J. U. Gregory.....	Erecting sheds for lifeboats at Crane Island, Murray Bay, Trois-Pistoles, Rivière Ouelle.....	160 00	
G. Collins.....	Repairs to Nottawasaga Station lifeboat.....	19 98	
G. Collins.....	For signal flag.....	15 00	
			3,552 86

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 25.

STATEMENT of Expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1875.

Samuel Risley	12 months' salary as Chairman of Board and Inspector, Toronto.....	1,764 00	
do	Pay of Clerk, office rent and travelling expenses ...	1,210 78	2,974 78
Wm. M. Smith	12 months' salary as Inspector and Deputy Chairman of Board, St. John, N.B.....	1,372 00	
do	Travelling and office expenses.....	722 72	2,094 72
W. J. Meneilley.....	12 months' salary as Inspector, Toronto.....	1,176 00	
do	Travelling expenses	480 55	1,656 55
John Burgess	12 months' salary as Inspector, Montreal.....	1,176 00	
do	Travelling expenses	287 06	1,463 06
F. X. Befort	12 months' salary as Inspector, Three Rivers	980 00	
do	Travelling expenses	148 24	1,128 24
Jos. Samson	12 months' salary as Inspector, Quebec	980 00	
do	Travelling expenses	58 58	1,038 58
Jos. Taylor	12 months' salary as Inspector, Kingston.....	980 00	
do	Travelling expenses	230 49	1,210 49
Receiver General	Superannuation tax.....		172 00
McLean, Roger & Co.....	Advertising		4 35
T. & R. White.....	do		11 07
J. Dougall.....	do		5 95
M. Magnus.....	do		8 80
Duvernay Frères.....	do		11 66
C. Garth & Co.....	Repairing valves		8 25
J. Dick	Surveying steamer "Athenian"		40 00
A. Cantin.....	do do		25 00
P. Vautier.....	do do		10 00
Thos. Westgarth	Inspector, British Columbia.....		152 75
Hudson's Bay Co.....	Freight and storage on pumps		33 00
Welsh, Rithet & Co	Passage of Inspector to Burrett Inlet, freight, &c.....		17 00
Thos. Storey.....	Box for pump gear		9 00
D. Morrison	Passage of Capt. Cooper to and from Wrangil.....		60 00
do	Freight on pump		10 00
Joseph Spratt.....	Piping, testing pump, &c.....		25 56
Capt. Cooper.....	Travelling expenses.....		29 00
Total expenditure			12,199 81

RECEIPTS.

Fees received (during same period) for inspecting steamers	\$11,984 90
do do for examination of Engineers and renewal of certificates.....	3,027 00
Total fees received.....	\$15,011 90

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 26.

STATEMENT of Expenditure on account of Examination of Masters and Mates, for Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
Capt. P. A. Scott.....	12 months' salary as Chairman of Board.....	1,764 00	
D. M. Browne	12 do Clerk.....	900 00	
McNally & Seaton.....	One year's subsidy for Marine Schools.....	1,500 00	
Receiver General.....	Tax on Capt. Scott's salary.....	36 00	
Capt. P. A. Scott.....	Travelling expenses.....	674 01	
Capt. D. Cronk.....	Examination fees.....	112 00	
Capt. J. Pritchard	do	147 35	
E. D. Ashe.....	do	12 00	
C. A. Harris.....	Printing	45 75	
Hearn, Harris & Co.....	Dividers.....	3 00	
R. O. Cotton.....	Printing.....	16 12	
Fowler & Patrick.....	Printing examination papers.....	11 50	
Black Bros. & Co.....	Compasses.....	57 50	
G. A. McKenzie.....	Examination fees.....	156 00	
A. & H. Creighton.....	Ink	1 25	
Baxter Bros.....	Repairing office chairs	2 75	
A. Stephen & Son.....	Desk.....	2 00	
McIntosh & Innis	Table and stand	15 00	
A. & W. McInly.....	Stationery.....	23 51	
D. Hunter.....	Examination fees.....	80 00	
Roger Connell.....	Preparing candidates for examination.....	82 50	
A. W. McInly.....	Stationery	17 88	
G. E. Morton & Co.....	Nautical Magazine.....	4 50	
D. Murray.....	Matting for office	12 00	
A. & H. Creighton.....	Charts.....	7 25	
R. & J. Wetmore.....	Mounting chart.....	2 00	
A. Stephen & Son.....	Repairs to office furniture	10 75	
			5,696 62

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 27.

STATEMENT of Expenditure on account of Quebec Observatory, for the
Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
E. D. Ashe.....	Twelve months' salary as Director.....	1,374 72	
T. Heatly.....	do do Assistant Director.....	600 00	
Receiver General.....	Superannuation tax on Director's salary.....	28 00	
E. D. Ashe.....	Postage, removal of snow, etc.....	16 83	
T. Heatly.....	Paid for labour.....	12 00	
John Farley.....	do.....	41 50	
A. Learmouth & Co.	Repairing time-ball machine.....	13 50	
S. J. Shaw.....	Hardware and repairs to house.....	11 77	
C. Beverly & Co.....	Lantern and coal oil.....	17 25	
J. Ritchie & Son.....	Gun fuses.....	19 00	
P. Poulin & Son.....	Repairing clocks, chronometer, &c., &c.....	34 00	
G. T. Phillips.....	Brass hose couplings and rubber hose.....	12 93	
R. & R. Samson.....	New machinery for time-signal and ball.....	91 55	
Ann Kane.....	Coal stoves, pipe, etc.....	62 17	
Middleton & Dawson.....	Stationery, etc.....	53 96	
J. J. Foote.....	Advertising in <i>Quebec Chronicle</i>	35 00	
W. Crawford & Sons.....	Coal.....	69 50	
Lemesurier & Brouard.....	Firewood.....	103 00	
Hatch Bros.....	Lumber and repairs.....	22 77	
John Ryan.....	Clearing ground and planting trees.....	52 60	
F. O. Valleraud.....	Lamps, coal oil and wicks.....	27 75	
A. Clarke & Sons.....	Repairing telescope.....	90 00	
H. Clint.....	Palings for fence.....	4 25	
M. Kelly.....	Cleaning Observatory.....	5 00	
A. Shaw.....	Cartage of instruments and books to Observatory..	5 00	
P. Blodget.....	Joiner work.....	6 00	
Montreal Telegraph Co.....	Material and repairs.....	17 75	
Canadian Express Co.....	Charges.....	4 10	
John Carroll.....	Labour.....	9 00	
Thomas Andrews.....	Hardware.....	17 75	
Hatch Bros.....	Joiners' repairs.....	4 30	
George T. Phillips.....	Repairing gas and water pipes.....	26 22	
E. D. Ashe.....	Amount due for fiscal year to 30th June, 1874.....	10 83	
			2,900 00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 28.

STATEMENT on account of Expenditure of Trinity House of Quebec,
for Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
Vital Tétu.....	12 months' salary as Master.....		980 00		
Capt. F. Gourdeau	do Harbour Master.....	1,568	00		
A. Lemoine	do Secretary-Treasurer	1,568	00		
A. Lindsay.....	do Assistant do	1,176	00		
John Smith.....	do Superintendent of Pilots	1,176	00		
Pierre Chatigny	do Messenger.....	120	00		
Joseph Eden	3 do Harbour Master at Gaspé.....	31	23		
C. Sullivan	12 months' wages Assistance to Harbour Master.....	500	00		
Pierre Chatigny	Messenger allowance for board and petty disbursements.....	164	99		
Joseph Vaudry.....	Two official suits for Messenger	60	00		
Receiver General	Superannuation tax on salaries.....	132	00		
Penny, Wilson & Co.....	Subscription to <i>Montreal Herald</i>	6	00		
Blumhart & Co	do <i>Le Canadien</i>	6	00		
J. J. Foote	do <i>Morning Chronicle</i>	6	00		
Queen's Printer.....	do <i>Official Gazette</i>	5	00		
A. Côté & Co.....	do <i>Journal de Quebec</i>	7	00		
do	Printing.....	24	00		
John Cassidy	Salary as Harbour Master at Amherst, Magdalen Islands, from 11th Oct., 1872, to 21st Oct., 1874.....	51	80		
Blumhart & Co.....	Stationery.....	7	50		
A. Chartré	Plumber's account	31	35		
Alley & Chauveau.....	Professional services	256	58		
Langlois, Angers & Co.....	do	92	60		
		7,970	05		
	Less Refund to Receiver-General for legal expenses disallowed by Department of Justice.....	80	00		
				7,890	05

WM SMITH.

Deputy Minister of Marine and Fisheries,

JOHN TILTON,
Accountant.

APPENDIX No. 29.

STATEMENT of Expenditure on account of Registry and Survey of Canadian Shipping during Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
Wm. L. Magee.....	To pay freight and express charges on forms.....		24 95		
James Free & Co.....	Twenty-five metallic measuring tapes		52 18		
C. H. Lune	Repertoire General.....		51 10		
American Lloyds'.....	Registry book.....		45 25		
James Barber.....	Board and travelling expenses		185 13		
do	Salary from 8th January to 23rd March, assisting				
Secretary London Board	to compile instructions to Registrars	300	00		
of Trade.....	Register books and books of transactions	292	00		
A. Mortimer.....	Binding books.....	24	50		
S. Donovan.....	Freight on books and forms.....	4	88		
E. Jenkins	To pay for forms.....	15	17		
Ottawa Free Press.....	Printing forms	39	20		
J. J. Letson	Express charges on books.....	2	40		
Canadian Express Co.....	Charges on register books and forms supplied to				
	Registrars in Canada.....	59	70		
				1,096	48

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 30.

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-whistles, &c., in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
<i>Annapolis Light.</i>			
E. A. Poole.....	Building light-house at Point Prim.....	1,975 00	
do	Extras	8 00	
S. J. Frost.....	Superintending building light-house.....	50 00	
E. Chanteloup.....	Lantern and lighting apparatus.....	1,305 45	
			3,410 45
<i>Argyle Light.</i>			
F. Ryerson.....	Balance of contract.....	1,550 00	
do	Extras	30 00	
do	Digging well, making platform, &c.....	257 56	
E. Larkin.....	Freight of apparatus from St. John.....	64 00	
Jeremiah Murphy.....	Superintending erection of light-house.....	51 00	
James Spinney.....	Purchase money of land, Whitehead Island..	350 00	
Thomas B. Flint.....	Preparing, engrossing and recording deed.....	10 60	
			2,313 16
<i>Betty's Island Light.</i>			
L. G. Power.....	To pay for land for light-house.....	200 00	
do	Searching title, preparing abstract, &c.....	12 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	2,218 71	
Louis Baker.....	On account of contract.....	2,475 00	
George S. Black.....	Freight of lantern from Montreal to Halifax.....	94 95	
			5,000 66
<i>Bon Portage Light.</i>			
Henry Chute.....	Contract for building light-house.....	1,755 00	
do	Extras do do	29 10	
A. Chute.....	Contract for building oil store.....	225 00	
A. R. Greenwood.....	Freight	20 00	
Intercolonial Railway.....	do	7 80	
E. Chanteloup.....	Lantern, lamp and lighting apparatus.....	1,761 29	
Alexander Hamilton.....	Survey, plans, &c.....	18 50	
G. Robertson.....	Superintending erection.....	104 00	
			3,920 00
<i>Canso Harbour Light.</i>			
John Y. Paysant.....	To pay for land for light-house.....	400 00	
do	Recording deed	1 50	
			401 50
<i>Cape George Light.</i>			
W. Lynch.....	Services of steam yacht selecting site.....	6 00	
D. McRae.....	On account of contract for building.....	450 00	
E. Chanteloup.....	Four lamps, reflectors, &c.....	312 20	
J. Morrison.....	Freight of lamps, &c.....	22 29	
			790 40
<i>Carried forward.....</i>			15,836 95

**STATEMENT of Expenditure on account of Construction of Lights, Steam
Fog-whistles, etc., in the Province of Nova Scotia.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		15,836 95
	<i>Cape La Ronde Light.</i>		
F. S. Cunningham	Contract for building light-house.....	1,345 00	
do	Extras	2 00	
J. J. Robinson.....	Survey, plans, &c.....	8 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	1,405 64	
C. H. Harrington.....	Storage, &c.....	12 00	
W. Maloney.....	Superintending erection.....	50 00	
			2,822 64
	<i>Cape North Light.</i>		
Jacob Bowser.....	Contract for building light-house.....	2,995 00	
do	Extras	18 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	2,227 49	
C. H. Harrington.....	Storage	26 50	
Neil McPherson.....	Superintending erection.....	107 33	
			5,374 32
	<i>Church Point Light.</i>		
George S. Parker.....	Contract for building.....	646 00	
do	Painting, &c., lantern.....	4 00	
E. Chanteloup.....	Lantern and lighting apparatus.....	1,272 66	
Steamer "Express".....	Freight.....	15 50	
J. McLaughlin.....	Superintending erection.....	25 00	
			1,963 16
	<i>Creighton's Head Light.</i>		
S. Vigneau.....	Staying light-house and fitting up oil benches.....	154 46	
William Tory.....	On account of contract.....	401 02	
			555 48
	<i>Grand Narrows Light.</i>		
William Tory.....	Materials and lining light room.....		32 00
	<i>Isaac's Harbour Light.</i>		
J. T. Sinclair.....	Contract for building.....	870 00	
John F. Taylor.....	Selecting and surveying site.....	20 00	
E. Chanteloup.....	Four lamps, reflectors, &c.....	278 54	
C. W. Bigsby.....	Making benches and fitting zinc in lantern	13 40	
Intercolonial Railway.....	Freight.....	30 93	
Daniel Hattie.....	Superintending erection	40 00	
			1,252 87
	<i>Lingan Head Light.</i>		
F. S. Cunningham.....	Contract for building.....	685 00	
do	Extras.....	38 00	
Neal White & Co.....	Survey and plans.....	12 50	
E. Chanteloup.....	Four lamps and lighting apparatus.....	423 20	
C. H. Harrington.....	Storage.....	1 55	
John Handrigan.....	Superintending erection	20 00	
			1,180 25
	<i>Mahone Bay Light.</i>		
James Eisenbauer.....	Purchase of land.....	118 00	
G. T. Solomon.....	Searching title and registering deed	5 30	
			123 30
	<i>Carried forward.....</i>		29,140 97

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, etc., in Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>		29,140 97
	<i>Margaret's Bay Light.</i>		
C. E. Church.....	To pay for land for light-house.....	150 00	
do	Services to Tancook Island and hire of boat.....	6 00	
			156 00
	<i>McKenzie's Point Light.</i>		
William Tory.....	On account of contract.....		125 00
	<i>Onetique Light.</i>		
F. S. Cunningham.....	Contract for building, \$1,380; extras, \$2.....	1,382 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	1,237 69	
C. H. Harrington.....	Storage.....	12 00	
W. Maloney.....	Superintending erection.....	50 00	
			2,681 09
	<i>Point Aconi Light.</i>		
John A. Moore.....	Balance of contract.....	50 00	
do	Extras, \$39.80; and sundry fittings, \$9.50.....	49 30	
Neal White & Co.....	Survey and plans.....	20 25	
E. Chanteloup.....	Five circular-burner lamps and lighting apparatus.....	423 20	
C. H. Harrington.....	Storage.....	0 60	
Donald Walker.....	Damage to crops during building and making road.....	30 00	
			573 35
	<i>Port Mou'on Light.</i>		
G. S. Parker.....	Balance for erecting dwelling.....		100 00
	<i>Port L'Ebert Light.</i>		
J. F. More.....	Survey, plans, &c.....		18 00
	<i>Sable Island Lights and Steam Fog-Whistle Buildings.</i>		
P. Carroll.....	In full for balance of claim on Sable Island Light-house and fog whistle contract.....		1,000 00
	<i>Cape D'Or Fog Whistle.</i>		
Clarke & Stackhouse.....	Balance of contract for erecting fog-Whistle building.....	3,851 00	
do do	Building coal shed and car track.....	590 00	
do do	Extras for do do	354 00	
Allan Bros.....	On account of fog-whistle.....	500 00	
do	Car wheels, trucks &c	40 50	
T. McAvity & Sons.....	Hardware, steam gauge, ensign, &c	135 93	
W. M. Smith.....	Travelling expenses to examine buildings, &c.....	20 00	
			5,490 43
	<i>St. Paul's Fog-Whistle.</i>		
H. W. Johnston.....	To pay for Engineer's dwelling.....		757 29
	<i>Torbay Light.</i>		
E. Chanteloup.....	Lantern and cast iron floor		1,630 64
	<i>Carried forward</i>		41,672 71

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, etc., in Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>		41,672 77
	GENERAL ACCOUNT.		
J. McCallum.....	Building beacon, entrance to Guysboro' Harbour...	480 00	
W. M. Smith.....	Travelling expenses selecting sites for Sambro and Cape Sable Fog-Whistle.....	127 20	
do	Designs and specifications for Sambro and Cape Sable Fog-Whistle.....	160 00	
J. F. Forbes.....	Express charges on lantern for Brooklyn Pier.....	3 35	
W. P. Anderson.....	24 days' services drafting plans.....	60 00	
H. Chanteloup.....	Freight of lantern to Sydney, C. B.....	300 00	
do	Paid for insurance on lighting apparatus to Oue-tique, Point Aconi, Lingan Head, Cape North and Cape La Ronde.....	64 00	
do	Outport entry and wharfage	17 50	
Isaac Dixon	Iron roofs for fog-whistle buildings at Cape Sable and Sambro.....	1,012 99	
			2,225 86
	Total Expenditure, Nova Scotia.....		43,898 63

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 31.

STATEMENT of Expenditure on account of construction of Lights and Steam Fog-Whistles in New Brunswick, for the Fiscal Year ended 30th June, 1875.

<i>Escuminac Fog-Whistle.</i>			
J. W. Fraser.....	Pay-list for labour.....		168 50
<i>Cape Enrage Fog-Whistle.</i>			
W. M. Smith.....	Superintending and testing fog-whistle.....	25 00	
J. R. Stevens.....	Balance in full of extras.....	946 20	
David Oliver.....	Inspecting expenses and travelling.....	187 14	1,158 34
<i>Miscou Fog-Whistle.</i>			
Jonathan Doran.....	Passage of men from Shippegan to Miscou.....	10 00	
N. McConnell.....	Digging well.....	9 60	
Robert McConnell.....	Carting stone.....	17 00	36 60
<i>Goose Lake, Miscou Light.</i>			
T. F. Gillespie.....	Freight on lantern and apparatus from Montreal...	68 50	
E. Chanteloup.....	Lanterns, reflectors and glass, &c.....	1,564 52	
J. Doran.....	Self and others placing lantern, glass, &c.....	224 16	
W. Taylor.....	Locating site and travelling expenses.....	100 00	
W. Muirhead.....	Provisions.....	52 75	
C. W. Weldon.....	Preparing deeds.....	32 50	2,042 43
<i>Heron Island Light.</i>			
B. Chanteloup.....	Reflectors, &c.....	188 44	
S. McGregor.....	Amount of contract.....	600 00	
do.....	On account of oil shed.....	148 45	
John McNish.....	Clearing ground and inspecting.....	82 50	1,019 39
<i>Grand Manan Fog-Whistle.</i>			
James Tatten.....	Building wharf and road.....		250 00
<i>Spruce Point Light.</i>			
John Boyd.....	Purchase of land.....	25 00	
C. W. Weldon.....	Title deeds, &c.....	37 60	62 60
<i>Pokemouche Light.</i>			
B. Chanteloup.....	Lantern, iron roof, lamps, &c.....	978 05	
W. Muirhead.....	Storage and wharfage.....	2 00	980 05
Carried forward.....			5,717 91

STATEMENT of Expenditure on account of Construction of Lights and Steam Fog-Whistles in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		5,717 91
	<i>Beaver Harbour Light.</i>		
E. Chanteloup.....	Lantern and lighting apparatus.....	1,228 87	
John Nugent.....	Carting do do	12 80	
C. W. Weldon.....	Preparing deeds	46 99	1,288 66
	<i>Saint Andrew Light.</i>		
E. Chanteloup.....	Lantern and lighting apparatus	1,064 10	
Angus Fisher.....	On account of contract.....	500 00	
W. Elder.....	Advertising	20 00	1,584 10
	<i>Mark's Point Light.</i>		
C. W. Weldon	Preparing deeds.....		39 39
	GENERAL ACCOUNT.		
Allan Bros.....	Brass tubes.....	91 50	
E. Robicheau	Expenses in selecting site for Pokemouche Light...	5 00	
W. P. Anderson	26 days' labour as Draughtsman	65 00	
Willis & Mott.	Advertising	51 50	213 00
	Total Expenditure for New Brunswick.....		8,842 97

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 32.

STATEMENT of Expenditure for the Construction of Lights below Quebec,
for the Fiscal Year ended 30th June, 1875.

	<i>Portneuf (Lower)</i>	\$ cts.	\$ cts.
Archer & Co.....	Lumber		376 93
	<i>Macquerreau, Point.</i>		
Wm. Sinclair.....	Balance of contract.....		655 00
	<i>Etang-du-Nord Fog-Whistle.</i>		
W. Muirhead	Supplies toward building	255 19	
Jas. Carter	On account of contract	814 10	
W. J. Fraser	Fitting up fog-alarm.....	238 60	1,407 89
	<i>Point Prairie.</i>		
G. E. Forgues	Extras		181 86
	<i>Métis.</i>		
R. Cameron	Balance of contract.....	1,475 00	
P. Leggatt	Services, superintending.....	60 00	1,535 00
	<i>Cape Despair.</i>		
W. Sinclair.....	Repairing cellar wall	92 52	
do	Balance of contract.....	170 00	262 52
	<i>Chicoutimi.</i>		
A. Trudelle	On account of contract	200 00	
J. U. Gregory	Travelling to and expenses at Chicoutimi.....	26 75	
J. Boivin	Hardware	4 20	230 95
	<i>Percé.</i>		
J. O. Boucher.....	Balance of contract, \$748.50 ; Extras, \$18.80	767 30	
E. Chanteloup.....	Five lamps, with stands, chimneys, &c.	351 75	1,119 05
	<i>Martin River.</i>		
J. Carrol.....	Advertising	9 60	
G. T. Cary	do	10 56	20 16
	<i>Seven Islands.</i>		
A. Côté & Co.....	Advertising	4 50	
J. J. Foote	do	8 48	
	<i>Carried forward.....</i>		5,780 35

STATEMENT of Expenditure for the Construction of Lights below Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		5,189 35
	<i>Seven Islands.—Continued.</i>		
G. T. Cary.....	Advertising.....	10 24	
R. Cameron.....	On account of contract.....	318 00	
do.....	Boat.....	42 00	
Jos. Boivin.....	Hardware.....	15 45	366 67
	<i>Gaspé Point.</i>		
Edward Roberts.....	Coal oil shed.....	175 00	
John Roberts.....	Constructing bridge and road.....	334 00	
G. Turgeon.....	On account of work.....	100 00	
P. Rousseau.....	do do.....	80 00	
R. R. Call.....	Contract and expenses.....	547 00	1,236 00
	<i>Rivière Ouelle.</i>		
L. Gagné.....	Self and others, fixing posts.....	13 70	
Archer & Co.....	Lumber.....	274 25	
A. Gagnon.....	Freight.....	4 70	
Richelieu Co.....	do.....	7 68	
M. Proulx.....	do.....	12 30	
E. Chanteloup.....	Lantern, floor and reflectors.....	516 67	
J. Corbin.....	Contract and extras.....	892 00	1,721 30
	<i>Cape Chatte.</i>		
Archer & Co.....	Lumber, &c.....	522 85	
Richelieu & Co.....	Freight.....	4 02	
C. Vezina.....	Self and others, carpenter work.....	126 80	
H. S. Scott & Co.....	Iron and powder.....	34 61	
Jos. Boivin.....	Hardware.....	96 03	
C. Touchette.....	On account of building.....	420 00	
E. Chanteloup.....	Lantern, apparatus and iron flooring.....	981 88	2,186 19
	<i>St. Francis Range.</i>		
O. Gourdeau.....	Labour of self and assistant.....	23 63	
Archer & Co.....	Lumber.....	598 05	621 08
	<i>GENERAL ACCOUNT.</i>		
Ann Kane.....	Tanks.....	375 00	
George Turgeon.....	Paid for labour and superintendence.....	410 92	
W. P. Anderson.....	57 days' services as Draftsman.....	142 50	
J. Carrol.....	Advertising.....	44 20	
A. Côté & Co.....	do.....	6 60	
Montreal Telegraph Co.....	Messages.....	248 09	
Dominion Telegraph Co.....	do.....	22 89	
Belanger & Gariepy.....	Oil.....	395 22	
L. Laframboise.....	Advertising in <i>Le National</i>	6 38	
Jos. Boivin.....	Paint and hardware.....	209 97	
J. A. Chenevey.....	Advertising in <i>La Gazette de Sorel</i>	4 20	
Rock River Paper Co.....	Sheathing paper and roofing felt.....	69 05	
Grand Trunk Co.....	Freight.....	10 13	
Jos. Tomlinson.....	Travelling expenses.....	53 25	
Jno. Giblin.....	Coals.....	20 00	
A. P. Frechette.....	Paint and hardware.....	97 25	
W. H. Larocbe.....	Medicines.....	20 00	
	<i>Carried forward.....</i>		11,963 19

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
etc.—Continued**

		\$ cts.	\$ cts.
	<i>Carried forward.....</i>		11,953 19
	GENERAL ACCOUNT.—Continued.		
W. Barbour	Ten weeks' board during services inspecting	50 00	
J. B. Pruneau	Postage, &c.....	34 90	
J. Marmen	Cartage.....	123 03	
E. Chanteloup.....	Reflectors, ruby glass, expanders, &c.....	833 20	
T. Routier.....	Pay-list for repairs	806 98	
Archer & Co.	Lumber	12 50	
L. Hardy.....	On account of repairs.....	150 00	
D. Tremblay.....	Tools	20 00	
J. O. Belanger.....	Blacksmith's account	89 62	
F. X. Dery.....	Thirty tanks	480 00	
L. A. Blanchet.....	Petty disbursements.....	10 93	
			4,746 81
	Total Expenditure for Queb c.....		16,700 00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 33.

STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, for the Fiscal Year ended 30th June, 1875.

	<i>Buoys.</i>	\$ cts.	\$ cts.
J. K. Suter	Advertising	6 00	
Collings & Cook	Repairs, Fraser River	235 00	
Jno. Murray	Taking charge of buoy, New Westminster	65 00	
do	Taking down, repairing and preparing for service ..	39 50	
R. Sammann	Labour, Fraser River	15 00	
Broderick & Co	Towage do	80 00	
Drake & Jackson	To pay Master of schooner "Experiment" recover- ing drift buoy in Straits	100 00	
Hy. Smith	Hire of steamer "Etta White" for services on Sands Head, Fraser River, 12 days, at \$70	840 00	
do	Provisions to six labourers 13 days—78 days, at \$1 ..	78 00	
Capt. Jas. Cooper	Paid for labour	195 00	
E. B. Marvin	Chain	43 50	
Jas. Cunningham	Boiled oil, varnish, white lead, &c.	25 25	
Henry Glide	Painting and refitting Victoria Harbour	110 00	
P. McQuade & Son	Chain, \$343.56; spikes, \$39.00; oakum, \$7 50	390 06	
C. Morton	do for Inland Channel	312 80	
W. R. Clarke	Labour of three Chinamen 3 days, at \$1.50	13 50	
Arthur Fenny	Straightening guys, painting, &c., Gabriola Reef ..	130 00	
do	Putting on boards, painting &c., Walker Rock	66 00	
do	Cleaning, painting and replacing buoys, Nanaimo Harbour	350 00	
Loewen & Erl	Rations for labourers	10 00	
Jno. Holden	Hardware and moving stones, &c.	112 00	
do	Blacksmiths' work, swivels, &c.	184 80	
Cornelius Francis	Labour of self and assistant at Victoria Harbour ...	22 50	
Alex. Stewart	Repairs to Brothie Ledge	130 00	
R. W. Deane	Raw oil, keg of lead	6 12	
Hudson's Bay Co	Storage, &c	4 50	
G. Hardisty	Freight of buoy, mooring stones, &c ..	21 00	
E. Eustace	Boat hire	4 00	
Joe. Spratt	Blacksmiths' work	121 72	
			3,712 25
	<i>Cape Beale.</i>		
Denny & Spencer	Towelling, flannel, &c.	13 75	
J. K. Slater	Advertising	12 00	
Fell & Co	Provisions	18 70	
R. Westmoreland	6 months and 12 days' salary as Keeper	640 00	
do	Allowed for transit of coal oil	8 00	
W. Spring	Freight on supplies, oil, &c	162 50	
do	Passage of Keeper and two men from Victoria	72 50	
Geo. Norris	Advertising	12 00	
Lockhart Smith	Surf-boat	90 00	
Jno. P. Hughes	Salary as Light-house Keeper 6½ months, 9th June to 22nd December	322 54	
do	One barometer	15 00	
Jno. McQuarrie	Salary as Light-house Keeper, 5 months and 22 days, 1st July to 22nd December	285 45	
Langley & Co	600 gallons of coal oil, at 65cts.	390 00	
E. B. Marvin	Hardware, cotton waste, turpentine, &c	39 50	
	<i>Carried forward</i>	2,081 94	3,712 25

STATEMENT of Expenditure on account of Maintenance of Lights in British Columbia, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	2,081 94	3,712 25
	<i>Cape Beale.—Continued.</i>		
J. L. Jungermann.....	One pair binocular marine glasses.....	30 00	
P. McQuade & Son.....	Hardware, &c.....	112 75	
A. & W. Wilson.....	Repairing lamp.....	2 50	
T. N. Hibben & Co.....	Stationery.....	7 25	
			2,224 44
	<i>Fisgard Light.</i>		
W. H. Bevis.....	12 months' salary as Keeper.....	795 96	
T. C. Jones.....	Repairing boat and temporary lending one.....	25 00	
Williams & Arthur.....	Water.....	10 00	
R. Broderick & Co.....	11½ tons coal 1½ tons at \$12.50, 10 tons at \$11.....	128 75	
Thomas Story.....	Making and fixing five storm windows.....	36 00	
Langley & Co.....	Coal oil, chimneys, wicks, &c.....	88 00	
Henry Saunders.....	Soap, coal oil, &c.....	17 50	
John Weiler.....	15 yards cocoa matting.....	15 00	
James Isbister.....	Making boat-sail for L. H. mast.....	12 00	
T. N. Hibben & Co.....	Stationery.....	14 25	
De Weiderhold & Co.....	Coal.....	10 50	
Dunsmuir, Diggle & Co.....	do.....	55 00	
J. L. Jungermann.....	Marine clock.....	10 00	
P. McQuade & Co.....	Lantern, brushes, &c.....	11 50	
E. B. Marvin.....	Boiled oil, white lead, &c.....	26 49	
A. & W. Wilson.....	Stove piping, repairing roof of lantern.....	37 75	
			1,257 70
	<i>Fraser River Light-ship.</i>		
James Jolly.....	12 months' salary as Master and Chief Keeper.....	1,200 00	
Duncan McLean.....	do Assistant.....	480 00	
John Wick.....	do do.....	480 00	
Fell & Co.....	Provisions.....	354 00	
Hudson's Bay Co.....	Freight.....	47 00	
Michael Muir.....	Oil, soap, &c.....	130 00	
E. B. Marvin.....	Boiled oil, lead, brushes, rope, &c.....	288 92	
P. McQuade & Son.....	Crockery, hardware, &c.....	79 38	
do.....	Anchor, chains, &c.....	1,484 14	
Henry Saunders.....	Provisions, groceries, &c.....	332 70	
Langley & Co.....	Red lead, sponges, wicks, &c.....	16 00	
Henry Smith.....	Towing light ship to position, Land Heads, Fraser River.....	250 00	
T. H. Long & Co.....	Advertising "Notice to Mariners".....	8 00	
T. C. Jones.....	Repairing boat.....	15 00	
G. Hardisty.....	Freight and passages from 1st July to 31st Dec., '74	87 75	
D. W. Higgins.....	Advertising.....	10 00	
Wells, Fargo & Co.....	Three coils lamp wick and express charges.....	21 60	
T. N. Hibben & Co.....	Stationery.....	3 00	
Engelhardt & Co.....	Labour, removing chains.....	3 00	
A. & W. Wilson.....	Tinware, repairing lamps, &c.....	76 03	
J. A. Raymur.....	Lumber.....	10 15	
Joseph Spratt.....	Blacksmith's work.....	48 67	
Michael Muir.....	52 gallons oil, at 62½ cents.....	32 50	
			5,457 81
	<i>Point Atkinson Light.</i>		
T. C. Jones.....	Boat, sculls, &c.....	64 00	
James Cunningham.....	Hardware, brushes, oil, &c.....	59 37	
P. McQuade & Son.....	Clock \$5.25, axe \$2.50.....	7 75	
A. & W. Wilson.....	Cutlery, tinware, stove piping.....	76 46	
Langley & Co.....	100 gallons coal oil, &c.....	66 74	
B. Woodward.....	2 months and 7 days' salary as Keeper.....	143 83	
			418 15
	<i>Carried forward.....</i>		13,070 35

STATEMENT of Expenditure on account of Maintenance of Lights, British Columbia, etc.—*Continued*:

		\$ cts.	\$ cts.
	<i>Brought forward</i>		13,070 35
	<i>Race Rocks.</i>		
Fell & Co.....	Provisions.....	354 00	
Henry Saunders.....	do	332 70	
T. C. Jones.....	Oars and sculls.....	13 00	
Michael Muir.....	Oil, soap, &c.....	215 00	
P. McQuade & Son.....	Rope, twine, oil, &c.....	19 00	
R. Broderick & Co.....	13 tons coal, \$71.50; freight and delivery, \$91.	162 50	
Langley & Co.....	Coal oil, olive oil, drugs, wicks, &c.	43 12	
Kelly & Taylor	Hardware, iron piping, &c.....	17 00	
E. B. Marvin.....	Cotton waste, paint, oil, &c.....	33 14	
Thos. Argyle.....	12 months' salary as Light Keeper, and three Ass'ts	1,554 96	
do	Paid for repairing six burners and three lamps.....	40 00	
			2,784 92
	<i>GENERAL ACCOUNT.</i>		
Janion, Rhodes & Co.....	Storage.....	16 00	
H. Rhodes & Co.....	do on oil.....	24 00	
Hudson's Bay Co.....	do do and boat.....	17 45	
E. B. Marvin.....	200 gunny sacks, &c.....	71 00	
			128 45
	Total Expenditure British Columbia.....		15,983 72

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN FULTON,
Accountant.

APPENDIX No. 34.

STATEMENT of Expenditure on account of Construction of Lights, British Columbia, for the Fiscal Year ended 30th June, 1875.

<i>Point Atkinson.</i>			
P. McQuade & Son.....	On account of A. Fenny's contract.....	1,750 00	
A. Fenny.....	do do do	2,122 64	
do	Materials and labour building stairs and balcony...	382 00	
Thos. Westgarth.....	Hire of steamer from Moody's Mill.....	12 00	
E. Chanteloup.....	Lantern, floor and lighting apparatus	1,479 89	
do	Blocks and chains	39 00	
R. Broderick & Co	Freight and charges of 34 packages	266 92	
J. McDowell.....	Assisting to place and regulate machinery.....	15 00	
Indian Quinam	Taking charge of stores, 23 days at \$1.50	34 50	
Engelhardt & Co	Storage, &c., on lantern for two months	8 00	
Jno. Gastineau	Re-adjusting machinery, &c.....	30 00	
J. Holden	Blacksmiths' work.....	33 00	
Jos. Spratt	do	24 00	
Moody, Nelson & Co	Machine work.....	6 00	
			6,202 95
<i>Cape Beale.</i>			
A. & W. Wilson	Sheet zinc, hardware, &c	22 15	
J. T. McQuarrie.....	16 days' services fixing lantern	40 00	
			62 15
<i>Beren's Island (Victoria.)</i>			
T. Westgarth.....	Tracings, &c.....	11 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus	787 65	
Chance Bros. & Co.....	Glass	124 05	
			922 70
<i>Entrance Island (Nanaimo.)</i>			
T. Westgarth	Tracings, &c.....	14 00	
Engelhardt & Co	Freight and charges on 34 packages per steamer "Pacific"	457 70	
E. Chanteloup	Lantern, lamps and lighting apparatus	1,015 50	
Chance, Brothers & Co.....	Glass	124 07	
			1,611 27
Total Expenditure, British Columbia.....			8,799 07

JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No 35.

STATEMENT on Account of Expenditure of Magnetic Observatory, Toronto,
for the Fiscal Year ended 30th June, 1875.

		\$	cts.	\$	cts.
G. T. Kingston.....	12 months' salary as Director of Observatory.....	1,999	20		
Thomas Menzies.....	12 do do Observer.....	533	28		
W. A. Stewart.....	12 do do do.....	533	28		
W. F. Davison.....	12 do do do.....	533	28		
C. Sturgeon.....	12 do do Messenger.....	296	28		
Receiver General.....	Superannuation tax on above salaries.....	64	68		
Russell & Hutchison.....	Printing wind forms.....	15	50		
Hart & Rawlinson.....	Books.....	13	75		
C. Thompson.....	Soap and candles.....	6	50		
James Carnegie.....	Repairing timepieces and instruments.....	2	50		
W. H. Sheppard.....	Fixing slate slabs to magnetometer and repairs to fire-places.....	56	67		
James Myles.....	Account for firewood.....	218	50		
do.....	do coal.....	49	00		
T. Parish.....	Repairing roof of Mr. Davison's house.....	11	83		
T. Downey.....	Lumber.....	23	83		
Toronto Gas Company.....	Account for gas.....	15	95		
W. Menzies.....	Carpenter's work.....	25	80		
H. Tollis.....	Two rain-water-cisterns, filling supply pipes and cleaning old cistern.....	86	40		
do.....	14 days' labour erecting thermograph house.....	21	00		
Richards & Co.....	Plumber's work.....	26	40		
Heath & Co.....	Gas-fitting and plumbing.....	4	30		
Western Insurance Co.....	Premium of insurance.....	40	00		
W. T. Davison.....	Stationery.....	4	50		
Champ & Cowan.....	Coal-tar and pitch.....	5	50		
J. Catto & Co.....	Calico blinds and dusters.....	7	61		
William Milligan.....	Painting.....	9	68		
H. J. Wood.....	Copper fenders and coal scuttles.....	24	50		
J. E. Townsend.....	Lumber.....	7	53		
J. Edwards.....	Paper.....	4	95		
J. Thompson.....	Papering, painting and varnishing.....	92	75		
Rice Lewis & Son.....	Hardware.....	21	76		
Post Office, Toronto.....	Rent of box.....	1	50		
G. T. Kingston.....	Whitewashing tower, sweeping chimnies, repair- ing sidewalk, towels, flannel, charwork and contingencies.....	38	69		
	Balance on hand.....	3	10		
				4,800	00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 36.

STATEMENT of Expenditure on account of St. John Observatory, for the
Fiscal Year ended 30th June, 1875.

		\$ cts.	% cts.
Geo. Hutchinson.....	Salary as Director	483 88	
J. B. Longley.....	Keeper of timeball, 9 months' salary	362 88	
H. Chubb & Co.....	Stationery.....	1 10	
Receiver General..	Superannuation tax.....	3 14	
			850 00

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 37.

STATEMENT of Expenditure on account of Gunboat "Prince Alfred," for the Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ cts.
James Davis.....	12 months' salary as Engineer, and to pay Watchman	1,596 00	
Capt. Fraser.....	Provisions	62 85	
do	2 months' wages	180 00	
do	Travelling expenses.....	6 00	
Rice, Lewis & Son	Flags	45 00	
Graham & Riley	Provisions.....	97 51	
F. Gleason	do	100 00	
A. Côté	Advertising tenders	5 16	
W. A. McCrae.....	Nine cords of wood	29 25	
W. Berry	Ice for two seasons	25 00	
W. B. Harrion	Provisions	34 78	
S. Hadley.....	Lumber	8 68	
W. B. Clarke	Ten cords of wood	32 50	
J. Higgins.....	Damage to tug steamer by collision with "Prince Alfred"	100 00	
C. McGlachan	Services as Captain while steamer in use by Governor General	30 00	
C. McKenzie & Co	Supplies	36 58	
Matheson & Co	Advertising	5 85	
John Cameron & Co	do	6 75	
Globe Printing Co.....	do	4 80	
J. Foulds	Provisions.....	19 09	
			2,425 80

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 38.

MISCELLANEOUS Payments on account of Salaries of Secretaries of St. John and Halifax Pilotage Commissioners, Steam Communication between Quebec and Maritime Provinces, and Removal of Obstructions from Navigable Rivers, during the Fiscal Year ended 30th June, 1870.

		s	cts.	s	cts.
Geo. Stymest	Salary as Secretary of St. John Pilotage Commissioners, from 15th July, 1874, to 5th January, 1875.	379	98		
T. D. Corbett.....	Salary as Secretary of Halifax Pilotage Commissioners, from 1st July, 1874, to 30th June, 1875...	800	00		
J. U. Thomas	Salary as Secretary of St. John Pilotage Commissioners, from 5th January to 30th June, 1875.....	386	28		
	<i>Steam Communication between Quebec and Maritime Provinces.</i>			1 566	26
Gulf Port Steamship Co.	Government subsidy for 1874-75.....			10,000	00
	<i>Removal of obstructions from Navigable Rivers.</i>				
W. R. Clarke.....	Removing obstructions in Victoria Harbour, B.C....	250	00		
Farquhar, Forrest & Co.	do wreck in St. Mary's River, N.S.....	200	00		
				450	00
	Total			12,016	26

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 39.

STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1875.

To whom paid.	Service.	Amount.	Total.
	ONTARIO.	\$ cts.	\$ cts.
John W. Kerr.....	For 12 months' salary as Fishery Overseer, ending 30th June, 1875.....	500 00	
E. Boismier.....	do do.....	200 00	
Peter Kiel.....	do do.....	200 00	
Charles Gilchrist.....	do do.....	200 00	
D. McMaster.....	do do.....	200 00	
J. A. Backhouse.....	do do.....	150 00	
F. McRae.....	do do.....	150 00	
John Mooney.....	do do.....	100 00	
A. C. McKinnon.....	do do.....	100 00	
Joseph Wilson.....	do do.....	100 00	
Henry Griffiths.....	do do.....	100 00	
J. L. Thompson.....	do do.....	50 00	
Hugh Thompson.....	do do.....	50 00	
David Hamilton.....	do do.....	50 00	
A. J. Harrington.....	do do.....	50 00	
John McAllister.....	do do.....	50 00	
John McMichael.....	do do.....	50 00	
Zeneas Quick.....	do do.....	50 00	
Alex. McKenzie.....	do do.....	50 00	
J. Wallace.....	do do.....	40 00	
James McFadden.....	do do.....	30 00	
Henry Hunt.....	do do.....	20 00	
W. E. Foote.....	9 do do.....	75 00	
Hugh Ralston.....	7 do do.....	116 66	
Charles Wilkins.....	6 do do.....	100 00	
John G. Hicks.....	do do.....	50 00	
William Plews.....	do do.....	50 00	
Peter McCann.....	do do.....	50 00	
George S. Miller.....	do do.....	50 00	
G. B. Abrey.....	do do.....	50 00	
Henry Lawe.....	do do.....	50 00	
John McGregor.....	do do.....	37 50	
Peter Huff.....	do do.....	25 00	
W. A. Palen.....	do do.....	25 00	
J. G. Wilcox.....	do do.....	25 00	
John Lyon.....	3 months' and 9 days' salary as Fishery Overseer, to 30th June, 1875.....	13 73	
George Cochrane.....	3 months' salary as Fishery Overseer, to 30th June, 1875.....	50 00	
James Sutherland.....	do do.....	25 00	
Charles Wilkins.....	Salary to 30th June, 1874.....	100 00	
Henry Calcutt.....	Balance of salary as late Fishery Overseer, to 31st March, 1875.....	75 00	
Richard Wilson.....	do do.....	250 00	
J. S. Webster.....	Disbursements as Special Fishery Constable, Ottawa River and vicinity.....	255 50	
Carried forward.....		3,963 39	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	3,963 39	
	<i>ONTARIO.—Continued.</i>		
John Connor	For 12 months' disbursements as Fishery Overseer, to 30th June, 1875.....	150 00	
William Fahey.....	Disbursements as Special Fishery Guardian, Con- stant Lake and Creek.....	29 00	
J. Buck.....	Disbursements as Special Fishery Guardian, Gan- anoque Narrows	17 00	
Arch. Boyd	Disbursements as Special Fishery Guardian, Rideau Canal.....	12 50	
Henry Pilson	do do	12 00	
A. Root.....	Disbursements as Local Fishery Guardian, Gren- dier Island.....	41 00	
A. Foster.....	Disbursements as Special Fishery Guardian, Rideau Canal.....	6 00	
S. Parliament.....	Salary as Special Fishery Guardian, Belleville	50 00	
John W. Kerr.....	For 12 months' disbursements as Fishery Overseer, to 30th June, 1875	785 93	
A. C. McKinnon	do do	351 40	
J. S. Webster	do do	249 40	
John Connor.....	do do	232 39	
F. McRae.....	do do	190 19	
Charles Gilchrist	do do	178 50	
Charles Wilkins	do do	172 00	
J. Wallace	do do	154 17	
Joseph Wilson.....	do do	150 00	
J. A. Backhouse.....	do do	79 50	
Henry Griffiths.....	do do	70 35	
James McFadden.....	do do	69 00	
Hugh Ralston.....	do do	57 00	
Peter Kiel.....	do do	46 86	
David Hamilton.....	do do	40 11	
Hugh Thompson	do do	35 75	
Peter McCann.....	do do	32 75	
E. Boismier.....	do do	30 03	
Richard Wilson.....	do do	29 41	
G. B. Abrey.....	do do	28 00	
J. S. Thompson.....	do do	24 15	
John G. Hicks	do do	21 00	
W. E. Foote	do do	20 04	
John McGregor.....	do do	16 00	
Peter Huff.....	do do	16 00	
Henry Calcutt.....	do do	14 00	
William Plews.....	do do	12 00	
A. J. Harrington.....	do do	5 00	
W. F. Whitcheer.....	Disbursements as Commissioner of Fisheries.....	356 88	
J. W. Kerr.....	To pay Local Fishery Guardians.....	200 00	
do	For plans of Burlington Beach.....	50 00	
Cyrille Barbeau.....	Disbursements as Special Fishery Constable.....	129 10	
Charles Gilchrist.....	Boat, oars, &c.....	85 00	
William Besserer.....	Disbursements as Special Fishery Guardian, Ottawa River and vicinity.....	51 75	
B. T. Davidson	Special services at Lake Openicon and neighbour- ing Lakes.....	22 00	
T. W. Walsh.....	Survey Fishery Stations at Turkey Point.....	36 00	
Cameron & Cleary.....	Professional services in connection with illegal fishing, Detroit River.....	20 00	
S. J. Webster.....	Gratuity.....	41 06	
			8,383 61
	<i>Carried forward</i>		

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i>			
QUEBEC.			
John Mowat.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	300 00	
H. W. Austin.....	do do.....	200 00	
R. W. H. Dimmock.....	do do.....	175 00	
F. Saillant.....	do do.....	150 00	
Gaspard Mathurin.....	do do.....	150 00	
P. Gendreau.....	do do.....	150 00	
F. Thivierge.....	do do.....	150 00	
W. C. Willis.....	do do.....	150 00	
A. Blais.....	do do.....	100 00	
J. J. Létourneau.....	do do.....	100 00	
L. P. Huot.....	do do.....	100 00	
G. L. Duguay.....	do do.....	100 00	
D. B. McGie.....	do do.....	100 00	
Jean Legouvé.....	do do.....	100 00	
Daniel Rosa.....	do do.....	50 00	
J. E. Demeule.....	do do.....	50 00	
Job Bilodeau.....	do do.....	50 00	
Joseph Boily.....	do do.....	50 00	
Gilbert Boulet.....	do do.....	50 00	
W. H. Whitely.....	do do.....	50 00	
J. J. Fox.....	do do.....	50 00	
P. E. Luke.....	do do.....	50 00	
William Clyde.....	do do.....	50 00	
Andrew Watt.....	do do.....	50 00	
George Gagnon.....	do do.....	30 00	
C. Caron.....	6 months' salary as Fishery Overseer, to 31st December, 1874.....	100 00	
H. Martin.....	do do.....	100 00	
L. E. Grondin.....	do do.....	100 00	
P. Vibert, jun.....	do do.....	100 00	
J. B. Chevalier.....	do do.....	50 00	
L. J. Loranger.....	do do.....	50 00	
J. M. Remon.....	do do.....	25 00	
E. Allard.....	do do.....	25 00	
W. Phelan.....	do do.....	25 00	
J. Phelan.....	6 months' salary as Fishery Overseer, to 30th June, 1875.....	25 00	
Alex. Beaton.....	2 do do.....	7 50	
A. A. Mooney.....	Balance of salary to 30th June, 1875.....	125 00	
W. H. Austin.....	do do as late Fishery Overseer.....	100 00	
J. S. Webster.....	Disbursements as Special Fishery Constable.....	45 00	
D. B. McGie.....	To pay Local Fishery Guardians, Mingan Division.....	320 00	
Napoleon Lavoie.....	do do Anticosti Island.....	100 00	
H. W. Austin.....	do do Richelieu Division.....	75 00	
Ed. Lacroix.....	Disbursements as Special Fishery Constable, Tadousac.....	125 00	
John Davis.....	Pay as Guardian, St. John River, Gaspé.....	102 00	
Jos. Radford.....	To pay wages of P. Plourde, Guardian, Tadousac.....	88 00	
G. Riverin.....	Disbursements as Local Fishery Guardian, Saguenay.....	52 23	
P. Mullin.....	Pay as Special Fishery Guardian, North Wakefield Lakes.....	66 00	
S. F. Copp.....	To pay special services connected with prosecutions for violation of fishery laws at Lake Memphremagog.....	50 00	
<i>Carried forward</i>		4,410 73	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.</i>	4,410 73	.....
	QUEBEC.— <i>Continued.</i>		
F. Saillant.....	For 12 months' disbursements as Fishery Overseer, to 30th June, 1875	732 12	
P. Vibert.....	do do	630 87	
John Mowat.....	do do	589 50	
D. B. McGie.....	do do	271 00	
F. Thivierge.....	do do	204 30	
J. J. Létourneau.....	do do	180 00	
C. Caron.....	do do	177 70	
G. L. Duguay.....	do do	148 84	
J. B. Chevalier.....	do do	126 76	
W. O. Willis.....	do do	125 85	
P. Gendreau.....	do do	125 20	
Gaspard Mathurin.....	do do	124 20	
Gilbert Boulet.....	do do	118 25	
R. W. H. Dimock.....	do do	100 00	
H. W. Austin.....	do do	100 00	
L. E. Grondin.....	do do	73 90	
L. P. Huot.....	do do	67 44	
Job Bilodeau.....	do do	55 85	
J. M. Remon.....	do do	52 20	
Daniel Rosa.....	do do	47 16	
P. E. Luke.....	do do	42 70	
E. Allard.....	do do	30 50	
Jean Legouvé.....	do do	43 00	
Joseph Boily.....	do do	25 00	
J. J. Fox.....	do do	24 50	
Andrew Watt.....	do do	8 00	
J. E. Demeule.....	do do	6 20	
A. A. Mooney.....	Balance of disbursements as late Fishery Overseer.....	41 50	
W. Phelan.....	Disbursements for year, to 30th June, 1874.....	18 50	
W. F. Whitcher.....	do as Commissioner of Fisheries.....	224 85	
J. Armstrong.....	do as Special Fishery Guardian.....	190 00	
P. Mullin.....	Disbursements as Special Fishery Guardian, Gatineau Lakes.....	30 00	
A. Fairbairn.....	do do	10 00	
J. S. Webster.....	Disbursements as Fishery Constable.....	20 00	
D. J. Walsh.....	do do	10 21	
Cyrille Barbeau.....	do guarding Salmon River.....	119 70	
Chaloult & LeBel.....	Professional services <i>in re</i> , suit Queen <i>vs.</i> King, Bros.....	143 50	
S. P. Bauset.....	Disbursements visiting fishery stations, Gaspé and Restigouche.....	125 00	
H. W. Austin.....	Disbursements on special services at St. Francis River.....	58 81	
Gendreau.....	Boat for use of Fishery Overseer, Watsheeshoo.....	80 00	
Dumas.....	Allowance for injury to Eel Fishery, St. Jean, Port Joli.....	50 00	
Napoleon Lavoie.....	Procuring fishery statistics, South Shore, Gaspe.....	20 00	
Albani Guay.....	Remission of fine and costs	12 50	
F. O. Belanger.....	Boat for Overseer at Moisie	12 00	
			9,808 34
	NOVA SCOTIA.		
	County of Annapolis.		
W. T. Carty.....	For 12 months' salary, to 30th June, 1875.....	120 00	
Miner Clark.....	do do	25 00	
	<i>Carried forward.</i>	145 00	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	145 00	
	<i>County of Annapolis.—Continued.</i>		
J. Durland.....	For 12 months' salary, to 30th June, 1875.....	25 00	
Charles Barbeau.....	do do	25 00	
A. D. Munro.....	do do	25 00	
J. H. Pineo.....	do do	25 00	
Thomas Devers.....	do do	25 00	270 00
	<i>County of Antigonish..</i>		
A. W. McDonald.....	For 12 months' salary, to 30th June, 1875.....	125 00	
Lochlin Cameron.....	do do	30 00	
John R. Aymer.....	do do	25 00	
Albert Randall.....	do do	15 00	
Colin Chisholm.....	do do	25 00	
Angus McDonald.....	do do	25 00	
John Cummings.....	do do	20 00	
John Dexter.....	do do	30 00	
Donald Chisholm.....	do do	25 00	
James McLean.....	do do	25 00	
Hugh Cameron.....	do do	25 00	
Duncan Frazer.....	do do	20 00	390 00
	<i>County of Cape Breton.</i>		
Francis Quinan.....	For 12 months' salary, to 30th June, 1875.....	120 00	
Anthony Spencer.....	do do	25 00	
Thomas Burke.....	do do	25 00	
John McEachern.....	do do	25 00	
Thomas Moore.....	do do	20 00	
Donald McDonald.....	do do	20 00	
Alex. McLean.....	do do	20 00	
York Barrington.....	do do	120 00	
Alex. McDonald.....	do do	120 00	
Allan McAdam.....	do do	25 00	
Angus Morrison.....	do do	25 00	
Denis Murphy.....	do do	25 00	
Donald McDonald.....	do do	25 00	
Michael McLellan.....	do do	25 00	620 00
	<i>County of Colchester.</i>		
William Blair.....	For 12 months' salary, to 30th June, 1875.....	100 00	
G. N. Christie.....	do do	25 00	
Samuel Frame.....	do do	25 00	
R. J. Pollock.....	do do	37 50	
George Fulton.....	do do	25 00	
James Bonyman.....	do do	40 00	
J. W. Davidson.....	do do	100 00	
J. Urquhart.....	do do	50 00	
W. McElheney.....	do do	25 00	
H. Urquhart.....	do do	25 00	
George Moore.....	do do	25 00	
M. G. Murray.....	do do	25 00	
Henry M. Fulton.....	3 do do	6 25	
William Winton.....	do do	6 25	
George Ambrose.....	do do	6 25	521 25
	<i>Carried forward.....</i>		1,801 25

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		s. cts.	\$ cts.
	<i>Brought forward</i>		1,801 25
	<i>County of Cumberland.</i>		
Thomas H. Patton	For 12 months' salary, to 30th June, 1875.....	100 00	
Oliver Fillmore.....	do do	25 00	
David Stewart.....	do do	25 00	
Jeremiah Brownell.....	do do	25 00	
Asa Fillmore.....	do do	25 00	
James King.....	do do	100 00	
David Corbett.....	do do	25 00	
Moses Harrison.....	do do	25 00	
J. H. Barnes.....	do do	25 00	
Francis L. Jenks.....	do do	25 00	
W. C. Rindress.....	do do	30 00	
Elijah Fowler.....	do do	30 00	460 00
	<i>County of Digby.</i>		
James H. Morehouse.....	For 12 months' salary, to 30th June, 1875.....	120 00	
William Odell.....	do do	25 00	
J. M. Devault.....	do do	25 00	
Lochlin McKay.....	do do	25 00	
Robert Journey.....	do do	25 00	
John P. Thibodeau.....	do do	25 00	
H. E. Payson.....	do do	50 00	
Israel L. Burrill.....	do do	75 00	370 00
	<i>County of Guysborough.</i>		
James A. Tory.....	For 12 months' salary, to 30th June, 1875.....	150 00	
James Cook.....	do do	25 00	
William P. Carritt.....	do do	20 00	
Charles Kenney.....	do do	15 00	
Donald Gunn.....	do do	30 00	
William Pride.....	do do	30 00	
Thomas McKeen.....	do do	30 00	
Edward Jordan.....	do do	30 00	
Robert McKay.....	do do	15 00	
J. R. Bruce.....	do do	10 00	
James Nickerson.....	do do	15 00	
Allan McQuarrie.....	do do	40 00	
J. McDaniel.....	do do	100 00	
Adam Kirk.....	do do	30 00	540 00
	<i>County of Halifax.</i>		
William Anderson.....	For 12 months' salary, to 30th June, 1875.....	125 00	
James Blakely.....	do do	40 00	
William Hall.....	do do	40 00	
John Fitzgerald.....	do do	125 00	
Archibald Kidston.....	do do	40 00	
N. Mason.....	do do	40 00	
Jos. Hamilton.....	do do	40 00	
Donald McCleam.....	do do	40 00	
Donald McDonald.....	do do	40 00	
	<i>Carried forward</i>	530 00	3,771 25

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued*,

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i>	\$ cts. 530 00	\$ cts. 3,171 25
	<i>County of Halifax.—Continued.</i>		
Henry Balcam	For 12 months' salary, to 30th June, 1875.....	40 00	
John McCurdy.....	do do	40 00	
Pat. Hughes	do do	40 00	
Neil McLean.....	do do	40 00	
James Pye	6 months' salary, to 31st December, 1874.....	20 00	
Henry P. Mosher.....	do to 30th June, 1875	20 00	730 00
	<i>County of Hants.</i>		
P. S. Burnham.....	For 12 months' salary, to 30th June, 1875.....	100 00	
John W. Dinsmore	do do	30 00	
James Mosher	do do	30 00	
T. B. O'Brien	do do	100 00	
Joseph Mosher.....	do do	50 00	
James M. O'Brien	do do	30 00	340 00
	<i>County of Inverness.</i>		
M. A. Ross	For 12 months' salary, to 30th June, 1875.....	100 00	
Peter Coady.....	do do	25 00	
Bernard Dwyer	do do	25 00	
Angus McIntyre	do do	25 00	
Donald McDonald.....	do do	25 00	
Angus Cameron	do do	25 00	
Allan McLellan.....	do do	25 00	
Hugh Cameron	do do	25 00	
James McGarry.....	do do	25 00	
John Carmichael	6 months' salary, to 31st December, 1874.....	12 50	
Archibald McDougall	do do	12 50	
Reuben Phillips.....	do do	12 50	
John McRae.....	6 do to 31st December, 1874.....	12 50	
William Grant.....	do do	50 00	
Hugh Gillis.....	2 do to 30th June, 1875.....	16 66	
Neil McKay.....	do do	4 16	
John Cameron.....	do do	16 66	
Kenneth McKenzie.....	do do	4 16	
Malcolm McLeod.....	do do	4 16	
Mark Crowdis	do do	4 16	
George Ingraham.....	do do	4 16	
John Carroll	do do	4 16	458 26
	<i>County of Kings.</i>		
Adolphus Bishop.....	For 12 months' salary, to 30th June, 1875.....	125 00	
William McIntyre.....	do do	30 00	
Irad Benjamin	do do	20 00	
J. Buchanan.....	do do	20 00	
J. E. Starr	9 do	187 50	
Elijah C. Borden.....	3 do	62 50	445 00
	<i>Carried forward</i>		5,144 58

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.		Amount.	Total
			\$ cts.	\$ cts.
		<i>Brought forward</i>		5,144 53
		<i>County of Lunenburg.</i>		
George Redden.....	For 12 months' salary, to 30th June, 1875.....		100 00	
James Corkum.....	do do		25 00	
William Mosher.....	do do		25 00	
James Hutt.....	do do		25 00	
James Lanquille.....	do do		35 00	
Henry S. Post.....	do do		100 00	
Charles Pernette.....	do do		25 00	
John Artz.....	do do		25 00	
James Mossman.....	do do		25 00	
Edward Morgan.....	do do		25 00	
John Andrews.....	do do		25 00	
Geo. A. Nesbitt.....	do do		25 00	
Edward Boylan.....	do do		25 00	
Ebenezer Frail.....	6 do to 31st December, 1874.....		12 50	
Geo. Moland.....	6 do to 30th June, 1875.....		12 50	
Eli Hebb.....	6 do do		12 50	
William Craft.....	3 do do		6 25	
				518 75
		<i>County of Pictou.</i>		
John McDonald.....	For 12 months' salary, to 30th June, 1875.....		170 00	
J. McKay.....	do do		25 00	
Donald Rankin.....	do do		25 00	
William Stewart.....	do do		25 00	
Daniel McLean.....	do do		30 00	
Thomas Graham.....	do do		140 00	
John Turner.....	do do		25 00	
William Smith.....	do do		25 00	
William Evans.....	do do		25 00	
A. McKenzie.....	do do		25 00	
George McKenzie.....	do do		25 00	
John McDonald.....	do do		25 00	
Peter Delaney.....	do do		25 00	
William Frazer.....	do do		25 00	
Donald Frazer.....	do do		25 00	
Alexander Douglas.....	6 do to 31st Dec. 1874.....		12 50	
John Cameron.....	6 do do		12 50	
Robert Archibald.....	6 do to 30th June, 1875.....		12 50	
David Lanquille.....	6 do do		12 50	
William Evans.....	6 do to 30th June, 1875.....		12 50	
A. Douglas.....	Balance of salary.....		6 25	
				708 75
		<i>County of Queens.</i>		
S. T. N. Sellon.....	For 12 months' salary, to 30th June, 1875.....		135 00	
S. Clements.....	do do		25 00	
T. Ford.....	do do		50 00	
Wm. Buchannan.....	do do		20 00	
Henry Hocker.....	do do		30 00	
John Fitzgerald.....	do do		30 00	
B. Miles.....	do do		20 00	
James Farquhar.....	do do		30 00	
Stephen Smith.....	do do		20 00	
Jonathan Smith.....	do do		15 00	
J. N. Mack.....	6 do to 31st Dec., 1874.....		15 00	
S. Lonas.....	6 do to 30th June, 1875.....		15 00	
				405 00
	<i>Carried forward</i>			6,777 03

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		6,777 03
	<i>County of Richmond.</i>		
Duncan Cameron.....	For 12 months' salary, to 30th June, 1875.....	125 00	
Alex. Urquhart.....	do do.....	30 00	
P. W. Grouchy.....	do do.....	30 00	
John Proctor.....	do do.....	20 00	
Abraham Sampson.....	do do.....	30 00	
Justinian Sampson.....	do do.....	30 00	
Charles Grant.....	do do.....	20 00	
Alex. Smith.....	do do.....	30 00	
Edward Madden.....	do do.....	30 00	
George Donahoe.....	do do.....	30 00	
Patrick Kyte.....	do do.....	25 00	
Felix Gerroir.....	do do.....	25 00	
Edward Ballam.....	9 do do.....	93 75	
Hector McKinnon.....	6 months' salary, to 31st Dec., 1874.....	15 00	
William Kehoe.....	3 do to 30th June, 1875.....	6 25	
J. H. Ballam.....	Salary for July and August, 1874.....	20 84	560 84
	<i>County of Shelburne.</i>		
Henry Ryer.....	For 12 months' salary, to 30th June, 1875.....	125 00	
Wm. McKay.....	do do.....	20 00	
M. Greenwood.....	do do.....	20 00	
George Archer.....	do do.....	15 00	
Richard McGill.....	do do.....	20 00	
James Turner.....	do do.....	30 00	
L. Freeman.....	do do.....	30 00	
Henry Ackerman.....	do do.....	20 00	
P. Crowell.....	do do.....	20 00	300 00
	<i>County of Victoria.</i>		
J. W. Burke.....	For 12 months' salary, to 30th June, 1875.....	120 00	
Donald McRae, jun.....	do do.....	120 00	
John Mc Lellan.....	do do.....	25 00	
J. McDonald.....	do do.....	25 00	
Donald McQuarrie.....	do do.....	25 00	
Donald McMillan.....	do do.....	25 00	
Donald McAuley.....	do do.....	25 00	
Hector McKenzie.....	do do.....	25 00	
Donald McRae.....	do do.....	25 00	
Francis Arnold.....	do do.....	25 00	
Angus McDonald.....	do do.....	30 00	
Kenneth Campbell.....	do do.....	30 00	
Roderick Beaton.....	do do.....	30 00	
William Foyle.....	do do.....	30 00	
John McCharles.....	do do.....	30 00	
Donald Bochaman.....	1 do do.....	2 50	
Malcolm McIver.....	1 do do.....	2 50	595 00
	<i>County of Yarmouth.</i>		
Enos Gardner.....	For 12 months' salary, to 30th June, 1875.....	100 00	
J. A. Hatfield.....	do do.....	50 00	
	<i>Carried forward.....</i>	150 00	8,232 87

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	150 00	8,232 87
	<i>County of Yarmouth.—Continued.</i>		
William Kavanagh.....	do do	25 00	
William Prosser.....	do do	25 00	
Eustace Nickerson.....	do do	25 00	
Edward Perry.....	do do	25 00	
Jerome Doucette.....	do do	30 00	
Vital Muise.....	3 do do	6 25	
Jos. M. White.....	3 do do	6 25	
			292 50
Thomas H. Patton.....	12 months' disbursements, to 31st Dec., '74.....	12 00	
James King.....	do do	37 00	
W. T. Carty.....	do do	109 95	
J. H. Morehouse.....	do do	41 50	
S. T. N. Sellon.....	do do	129 32	
W. H. Ryer.....	do do	98 60	
William Anderson.....	do do	21 75	
John Fitzgerald.....	do do	58 87	
J. W. Burke.....	do do	30 00	
Donald McRae.....	do do	50 40	
John McDonald.....	do do	35 00	
Thomas Graham.....	do do	29 20	
York Barrington.....	do do	36 00	
Francis Quinan.....	do do	59 75	
Alex. McDonald.....	do do	50 00	
Adolphus Bishop.....	do do	40 60	
William Blair.....	do do	23 80	
James Bonnyman.....	do do	10 00	
J. W. Davidson.....	do do	25 50	
Enos Gardner.....	do do	89 50	
J. A. Tory.....	do do	43 40	
George Redden.....	do do	51 00	
Henry S. Jost.....	do do	40 75	
M. A. Ross.....	do do	53 00	
William Grant.....	do do	39 00	
Duncan Cameron.....	do do	30 00	
P. S. Burnham.....	do do	27 50	
T. B. O'Brien.....	do do	32 00	
Edward Ballam.....	do do	14 40	
A. N. McDonald.....	do do	29 85	
John McDaniel.....	do do	30 80	
Israel L. Burrill.....	do do	22 00	
E. Sibley.....	do do	15 90	
J. E. Starr.....	do do	44 00	
W. H. Rogers.....	12 months' salary as Fishery Officer, to 30th June, 1875.....	784 00	
P. S. Hamilton.....	4 months' salary as Inspector of Fisheries, to 30th June, 1875.....	457 32	
W. H. Rogers.....	12 months' travelling disbursements.....	500 00	
P. S. Hamilton.....	do do	400 00	
George Redden.....	Removing obstructions, Martin's River, County Lunenburg.....	100 00	
C. Chisholm.....	Compensation for injuries received while performing duties as Fishery Warden.....	6 50	
J. E. Hosterman.....	Storage of ammunition.....	5 00	
Receiver-General.....	Superannuation tax on W. H. Rogers' salary.....	16 00	
do.....	do P. S. Hamilton's salary.....	9 33	
			3,740 49
			12,265 86

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
NEW BRUNSWICK.			
<i>County of Albert.</i>			
Winthrop Akerley.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	100 00	
Wallace Taylor.....	do do.....	40 00	
C. McLatchey.....	do do.....	40 00	
Jacob Beck.....	do do.....	30 00	
J. E. Kinne.....	do do.....	40 00	
Bartlett Olliver.....	do do.....	40 00	290 00
<i>County of Carleton.</i>			
Hugh Miller.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	30 00	
Hugh Harrison.....	do do.....	100 00	
George Burt.....	do do.....	30 00	
J. W. Scott.....	do do.....	30 00	
William Thompson.....	9 do do.....	22 50	212 50
<i>County of Charlotte.</i>			
B. L. Cunningham.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	40 00	
James Brown.....	do do.....	100 00	
Patrick Curran.....	do do.....	120 00	
W. B. McLaughlin.....	do do.....	240 00	
Samuel Dick.....	do do.....	30 00	
Robert Dixon.....	do do.....	30 00	
Leonard Best.....	do do.....	100 00	
J. M. Lord.....	do do.....	50 00	
James Russell.....	do do.....	30 00	740 00
<i>County of Gloucester.</i>			
James Hickson.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	250 00	
William Bateman.....	do do.....	50 00	
Juste Hache.....	do do.....	100 00	
Justinian Savoy.....	do do.....	30 00	
J. L. Veno.....	do do.....	30 00	
Miles Dempsey.....	do do.....	30 00	
Timothy Coughlan.....	do do.....	30 00	
H. A. Sormany.....	do do.....	30 00	
W. Rogers.....	do do.....	25 00	
F. Comeau.....	6 months' salary as Fishery Overseer, to 31st Dec., 1875.....	15 00	
James Sewell.....	6 do do.....	30 00	
John Calnan, jun.....	3 months' salary as Fishery Overseer, to 31st Dec., 1874.....	6 25	
Alexis Landry, jun.....	3 do do.....	12 50	658 75
<i>County of Kent.</i>			
Charles Cormier.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	100 00	
<i>Carried forward.....</i>		100 00	1,881 25

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	100 00	1,881 25
	<i>County of Kent.—Continued.</i>		
J. McD. Sutherland.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	75 00	
F. B. Légaré.....	do do.....	30 00	
M. A. Girouard.....	do do.....	30 00	
James Harnett.....	do do.....	30 00	
Lazare Guinon.....	do do.....	75 00	
Nicholas Muzzeroll.....	do do.....	37 50	
			377 50
	<i>County of Kings.</i>		
Isaac Foshay.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	100 00	
Samuel Gosline.....	do do.....	50 00	
S. F. Ryan.....	do do.....	30 00	
N. H. Deveber.....	do do.....	50 00	
Samuel Gamblain.....	do do.....	30 00	
			260 00
	<i>County of Northumberland.</i>		
Prudent Robichaux.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	100 00	
Norman Campbell.....	do do.....	50 00	
Amos Perley.....	do do.....	100 00	
N. B. T. Underhill.....	do do.....	160 00	
John Hogan.....	do do.....	400 00	
Aaron Hovey.....	do do.....	30 00	
George Bryanton.....	do do.....	30 00	
Kenneth Cameron.....	do do.....	100 00	
Patrick Bergin.....	do do.....	30 00	
Thomas Smith.....	do do.....	30 00	
David Somers.....	do do.....	30 00	
Patrick Gillis.....	do do.....	30 00	
Denis Hogan.....	do do.....	30 00	
Thomas McKenzie.....	do do.....	30 00	
Henry Oldfield.....	do do.....	30 00	
Robert Brinner.....	do do.....	30 00	
John Williston.....	do do.....	100 00	
James Russell.....	do do.....	150 00	
Thomas Taylor.....	do do.....	50 00	
John Stymast.....	do do.....	50 00	
William Wyse.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	100 00	
Thomas Savoy.....	do do.....	15 00	
Michael Donovan.....	do do.....	9 00	
William Cushman.....	For 9 months' salary as Fishery Overseer, to 30th June, 1875.....	123 97	
			1,897 97
	<i>County of Queens.</i>		
J. Langan.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	15 00	
John Secord.....	do do.....	15 00	
J. T. Hetherington.....	do do.....	15 00	
W. H. Clarke.....	do do.....	12 50	
			57 50
	<i>Carried forward</i>		4,384 22

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i>	\$ cts.	\$ cts. 4,384 22
	<i>County of Restigouche.</i>		
H. Ferguson.....	For 12 months' salary as Fishery Overseer, to 30th June, 1875.....	100 00	
Wm. M. Millan.....	6 months' salary as Fishery Overseer, to 31st December, 1874.....	50 00	
A. McPherson, jun.....	do do.....	12 50	
J. McMillan.....	do do.....	12 50	175 00
	<i>County of Sunbury.</i>		
Reuben Hoben.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	50 00	50 00
	<i>County of St. John.</i>		
William Skillen.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	50 00	
Jos. O'Brien.....	do do.....	37 50	87 50
	<i>County of Victoria.</i>		
Charles McCluskey.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	50 00	
Charles Roberts.....	do do.....	15 00	
John McDougall.....	do do.....	15 00	
G. Bedell.....	do do.....	15 00	
Donald Frazer.....	do do.....	15 00	
Thomas Edgar.....	do do.....	15 00	
Edward Maloney.....	do do.....	15 00	140 00
	<i>County of Westmoreland.</i>		
W. B. Deacon.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	30 00	
D. T. Cormier.....	do do.....	30 00	
Hugh Davidson.....	do do.....	25 00	85 00
	<i>County of York.</i>		
James Campbell.....	For 6 months' salary as Fishery Overseer, to 31st December, 1874.....	15 00	
William Brown.....	do do.....	15 00	
Alex. Moir.....	do do.....	15 00	45 00
Ebenezer Ferguson.....	For 12 months' disbursements as Fishery Overseer, to 31st December, 1874.....	33 00	
William McMillan.....	do do.....	11 90	
James Hickson.....	do do.....	149 50	
William Bateman.....	do do.....	25 00	
P. Robichaux.....	do do.....	26 50	
Justinien Savoy.....	do do.....	15 30	
Juste Haché.....	do do.....	23 00	
	<i>Carried forward</i>	284 20	4,966 72

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	284 20	4,986 72
	<i>County of York.—Continued.</i>		
Amos Perley.....	For 12 months' disbursements as Fishery Overseer, to December 31st, 1874.....	42 00	
William Cushman.....	do do.....	40 50	
Thomas Taylor.....	do do.....	29 25	
N. B. T. Underhill.....	do do.....	12 85	
John Hogan.....	do do.....	128 35	
Kenneth Cameron.....	do do.....	22 50	
David Somers.....	do do.....	2 75	
James Russell.....	do do.....	15 50	
John Williston.....	do do.....	44 00	
William Wyse.....	do do.....	71 00	
D. T. Cormier.....	do do.....	43 00	
Charles Cormier.....	do do.....	30 00	
J. M. D. Sutherland.....	do do.....	50 50	
W. B. Deacon.....	do do.....	39 50	
W. Akerley.....	do do.....	14 15	
Hugh Davidson.....	do do.....	20 00	
Wallace Taylor.....	do do.....	10 00	
R. L. Cunningham.....	do do.....	53 00	
James Brown.....	do do.....	16 00	
W. B. McLaughlin.....	do do.....	38 50	
Pat. Curran.....	do do.....	41 30	
Leonard Best.....	do do.....	15 00	
Isaac Foshay.....	do do.....	19 00	
Samuel Gosline.....	do do.....	40 00	
N. H. DeVeber.....	do do.....	30 00	
R. Hoben.....	do do.....	29 20	
Hugh Miller.....	do do.....	8 00	
Hugh Harrison.....	do do.....	28 32	
W. E. Skillen.....	do do.....	12 00	
Jos. Sewell.....	do do.....	13 00	
Charles McCluskey.....	do do.....	42 20	
Jos. O'Brien.....	do do.....	19 00	
William Brown.....	do do.....	24 00	
J. A. Campbell.....	do do.....	12 00	
W. H. Venning.....	12 months' salary as Inspector of Fisheries, to 30th June, 1875.....	1,372 00	
Receiver-General.....	Superannuation tax on W. H. Venning's salary.....	28 00	
O. R. Venning.....	12 months' salary as Clerk to Inspector of Fisheries, to 30th June, 1875.....	394 92	
Receiver-General.....	Superannuation tax on O. R. Venning's salary.....	5 08	
W. H. Venning.....	12 months' disbursements as Inspector of Fisheries, to 30th June, 1875.....	641 48	
R. P. & W. F. Starr.....	Coal for Inspector of Fisheries office.....	38 49	
James Copp.....	Services as Special Guardian.....	175 00	
John Howe.....	For postage stamps.....	80 00	
J. Chubb & Co.....	Stationery.....	69 40	
Jos. Miller.....	Paid for postages.....	25 68	
Ellis & Armstrong.....	Advertising.....	40 25	
N. IT. Stephens.....	do.....	45 25	
William Wyse.....	Balance of salary.....	200 00	
M. J. C. Andrews.....	6 months' salary and disbursements.....	145 00	
W. H. Tuck.....	Professional services.....	291 68	
A. J. Hickman.....	do.....	75 00	
Christopher Parker.....	Salary from 1st July to 30th Sept., 1874, as Fishery Overseer.....	36 66	
	<i>Carried forward</i>	5,004 26	4,986 72

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward.....</i>	\$ cts. 5,004 26	\$ cts. 4,966 72
	<i>County of York.—Continued.</i>		
Jos. Knowles.....	For Gas bill.....	17 95	
W. B. Deacon.....	Law costs.....	52 15	
Bowes and Evans.....	Repairing stove-blower.....	0 80	
T. Deblois.....	Subscription to News-room.....	5 00	
			5,080 16
	<i>PRINCE EDWARD ISLAND.</i>		10,046 88
James Clow.....	For 12 months' salary as Water Bailiff, to 30th June, 1875.....	19 47	
Michael Ready.....	do do.....	19 47	
Noah Godfrey.....	do do.....	19 47	
D. McCarthy.....	do do.....	19 47	
N. McKenzie.....	do do.....	19 47	
John Tobin.....	do do.....	19 47	
James Mitchell.....	do do.....	19 47	
Michael Dunn.....	do do.....	19 47	
Sam. Howat.....	do do.....	19 47	
Lionel Garmin.....	do do.....	19 47	
H. Sanderson.....	do do.....	19 47	
Stephen Myers.....	do do.....	19 47	
Mathias Hughes.....	do do.....	19 47	
Ewen Clark.....	do do.....	19 47	
T. Hammill.....	do do.....	19 47	
J. George.....	do do.....	19 47	
Peter Ahearn.....	do do.....	16 22	
Angus Doyle.....	do do.....	16 22	
Patrick McCulloch.....	do do.....	19 47	
Peter Duffy.....	do do.....	19 47	
J. McAuley.....	do do.....	19 47	
J. Murphy.....	do do.....	16 22	
Arch. McAuley.....	For 6 months' salary, to 31st December, 1874.....	9 73	
D. Currie.....		15 00	
M. McFee.....	For 12 months' salary protecting Nail pond.....	16 22	
			459 54
	<i>MANITOBA.</i>		
Donald Gunn.....	For Salary as Fishery Overseer, from 22nd October, 1873, to 31st March, 1875.....		288 66
	<i>FISH-BREEDING, FISHWAYS AND OYSTER-BEDS.</i>		
S. Wilmot.....	For 12 months' salary as Officer in charge of Newcastle Establishment.....	1,176 00	
Receiver-General.....	Superannuation tax on S. Wilmot's salary.....	42 00	
Simmons & Jardine.....	Fish trays for Newcastle Establishment.....	144 52	
James Neevin.....	Salary as Caretaker.....	350 00	
Montreal Telegraph Co.....	Telegrams.....	34 07	
James Wright.....	Tinware.....	21 63	
F. Nicholson.....	Coal.....	57 95	
James Boie.....	Labour.....	10 00	
J. G. Barefeldt.....	Hardware.....	30 39	
Wm. Skate.....	Lumber.....	8 70	
N. Bright.....	Picking ova.....	10 25	
Page & Kidder.....	Paraffine varnish.....	17 50	
Spencer and Gunnell.....	Labour.....	65 75	
John Caveth.....	do.....	36 00	
H. Hodges.....	Postages.....	10 50	
	<i>Carried forward.....</i>	2,015 26	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i>	\$ cts. 2,015 26	\$ cts.
<i>FISH-BREEDING, ETC.—Continued.</i>			
.....	For Express charges on California ova for New-castle Establishment.....	26 85	
R. Neesham.....	Picking ova do	10 00	
G. M. Clark.....	Raceway do	30 00	
Massey Manufacturing Co	Coal stoves do	129 63	
S. Wilmot.....	Travelling expenses do	181 56	
do	General disbursements do	63 70	
J. W. James.....	Meat-cutter do	6 00	
Dominion Telegraph Co..	Telegrams do	16 03	
J. H. Rolph.....	Painting trays do	14 63	
J. McLeod.....	Twine do	11 93	
S. Wilmot.....	Arrears of rent do	1,140 75	
James Wright.....	Fish pails do	105 17	
A. E. Walbridge.....	Postage stamps do	17 10	
James Neevin.....	Labour do	88 80	
F. Nicholson.....	Coal do	25 00	
W. R. Olinne.....	Posters do	15 00	
W. Parker.....	Disbursements collecting ova do	13 90	
W. McMahon.....	Labour do	25 00	
Wm. Shelton.....	do do	36 60	
Spencer & Gunnell.....	do do	158 24	
L. Strowger.....	Trap nets do	291 98	
James Neevin.....	Travelling disbursements do	90 30	
G. A. Jacobs.....	Cedar posts do	56 25	
Dominion Telegraph Co..	Telegrams do	24 94	
Montreal do	do do	32 40	
J. R. Barefeldt.....	Hardware do	24 57	
James Bowen.....	Carpenter's work do	14 75	
S. Wilmot.....	To pay local Guardians do	280 00	
do	Defray expenses attending Fish Culturists' Association, New York.....	100 00	
P. Coleman.....	For lumber for reception house at Howmanville.....	16 60	
H. Soper.....	Building do do	130 00	
W. Parker.....	Expenses to Miramichi Establishment.....	51 00	
S. Wilmot.....	To pay Jas. Neevin's expenses to Tadousac Establishment.....	116 15	
do	Pay Jos. Radford's expenses do	200 00	
W. Parker.....	For expenses at Miramichi.....	75 65	
A. B. Wilmot.....	Travelling disbursements in connection with Establishment at Gaspé Basin.....	146 10	
John Eden.....	Making nets do	52 25	
John Béchervaise.....	Lime do	9 00	
G. Patterson.....	Labour do	16 50	
Jos. Eden.....	do do	43 79	
Wm. Eden.....	do do	34 45	
James Coffin.....	do do	15 00	
A. Coffin.....	do do	189 23	
Henry Davis.....	do do	89 30	
Felix Annett.....	do do	20 62	
D. W. McLeod.....	Lumber do	78 73	
Jos. Eden & Son.....	Hardware, paint, &c. do	87 87	
Colas & Slous.....	Stores do	67 56	
Wm. Patterson.....	Labour do	44 62	
Harvey Cass.....	do do	50 25	
Lowndes Bros.....	Lumber do	123 84	
John Cass.....	Labour do	60 75	
<i>Carried forward</i>		\$,765 60	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i>	\$ cts. 6,765 60	\$ cts.
	FISH-BREEDING, ETC.—<i>Continued.</i>		
	For Plastering, in connection with Establishment at Gaspé Basin.....		
Wm. Russell.....	Labour do	52 20	
Wm. Mosher.....	do do	204 00	
David Rabbi.....	do do	46 50	
J. H. Phinney	Tinware do	39 97	
Wm. Baker.....	Labour do	60 00	
Wm. St. Croix.....	do do	16 00	
James St. Croix	Catching salmon do	112 00	
J. Patterson.....	Labour do	63 75	
Montreal Telegraph Co..	Telegrams do	23 88	
Thomas McCallum	Catching salmon do	39 00	
Daniel Patterson.....	do do	39 50	
Henry Davis.....	Sale of land do	60 00	
P. Vibert.....	6 months' salary as Officer in charge Establishment at Gaspé Basin.....	125 00	
do	Travelling disbursements do	44 88	
Wm. Baker.....	Lumber do	70 00	
Montreal Telegraph Co..	Telegrams do	16 94	
Henry Davis.....	Labour do	120 25	
James Coffin.....	do do	12 00	
Lowndes Bros.....	Lumber do	11 71	
Colas & Sidus	Stores do	32 69	
Jos. Eden & Son.....	do do	20 57	
Montreal Telegraph Co..	Telegrams do	7 54	
H. Davis	Labour do	70 55	
Lowndes Bros	Forge work do	3 20	
John Davis.....	Making pump do	4 75	
Jno. Alexander.....	Labour on dam do	5 85	
Felix Coffin.....	do do	3 90	
J. Leboutillier & Co.....	Zinc, cordage, &c. do	41 53	
Henry Davis.....	Labor do	65 00	
John Davis.....	Carpenter's work do	50 00	
R. Coffin.....	Labor do	31 40	
Benj. Coffin.....	Making salmon nets do	10 20	
J. & E. Colas.....	Paint do	1 85	
Montreal Telegraph Co..	Telegrams do	6 81	
J. U. Gregory	Freight on lumber do	11 40	
Archer & Co.....	Lumber do	200 80	
T. Peters.....	do do	114 00	
John Giblin	Coal do	69 75	
Dinning & Webster.....	Rope do	9 00	
Page, Kidder & Co.....	Varnish do	26 25	
L. Gagné.....	Breeding troughs do	68 25	
J. U. Gregory.....	Express charges do	4 40	
L. Gagné.....	Windows do	22 85	
A. P. Frechette.....	Hardware do	12 94	
D. Rosa	Wages as Special Fishery Guardian at Lake Memphremagog	270 15	
P. Stephens.....	do do	137 95	
W. W. Page.....	Board of Special Fishery Guardians at Lake Memphremagog	29 30	
J. U. Gregory.....	Special Guardians at Tadousac Establishment..	146 50	
J. U. Gregory.....	Freight do	44 75	
Joseph Radford.....	To pay labourers and disbursements, Tadousac Establishment	496 48	
do	Pay for finishing interior Tadousac Establishment	479 87	
	<i>Carried forward</i>	10,423 66	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward</i>	10,423 66	
	<i>FISH-BREEDING, ETC.—Continued.</i>		
Price, Bros.....	For Lumber do	427 82	
do	Lumber for Reception House do	241 80	
Joseph Radford.....	Shingles, do	34 00	
L. Dube.....	Carpenter's work do	6 75	
J. Tremblay.....	Blacksmith's work do	5 03	
W. Hovington.....	Attendance do	101 00	
J. Girard.....	Lumber do	82 44	
F. Saillant	Disbursements do	364 42	
do	Procuring ova do	105 38	
M. Tremblay	Indemnity for ground do	100 00	
J. Mowat.....	To pay for labour at Restigouche Establishment...	388 73	
do	For horse hire, do	10 00	
do	Stove and pipes do	14 60	
E. C. Ennis.....	Lumber do	36 00	
M. Patterson.....	Stove do	18 00	
Thomas Copeland.....	Wages as assistant do	100 00	
A. Mowat.....	do do	137 50	
John Mowat.....	Expenses distributing ova, do	105 00	
John Campbell.....	Guardian, Kedgwick River.....	125 00	
D. Brown.....	do Escuminac River.....	50 00	
A. Kerr.....	do Nouvelle River.....	50 00	
Jacques Girard.....	Building fish-way, River à Mars.....	286 94	
W. F. Whitcher.....	Disbursements as Commissioner of Fisheries, in connection with fish-breeding.....	230 03	
J. A. Camirand.....	Professional services in connection with suit for violation of Fishery Laws at Lake Memphremagog.....	81 40	
A. St. Amour.....	Guardian, Lower Gatineau Lakes.....	30 00	
J. Connor.....	Disbursements as Special Fishery Constable during the breeding season.....	41 72	
J. Hughes	do do	50 00	
D. J. Watsh.....	do do	46 00	
John Purcell.....	do do	13 75	
C. Barbeau.....	do do	44 23	
W. F. Whitcher.....	To pay local Fishery Guardians.....	400 00	
A. B. Wilnot.....	For 12 months' salary as Officer in charge of Miramichi Establishment.....	800 00	
do	Travelling disbursements do	265 25	
Isaac Chasegreen.....	Attending do	434 42	
D. McLeod.....	Balance of claim for extras do	307 38	
E. Tozer.....	Labour do	209 75	
R. R. Call.....	Freight and coal do	154 17	
G. F. Fowley.....	Water pipes do	140 04	
James Fish.....	Salmon tw net, &c. do	139 45	
Alexander Stewart.....	Horse hire, &c. do	99 55	
Thomas Mullin.....	Taking salmon do	93 60	
George Goddard.....	Labour do	24 00	
Edward Sinclair.....	Manure to cover feeding pipes do	28 07	
William Mason.....	Hardware do	63 52	
D. & J. Ritchie.....	Lumber do	70 33	
James Brown.....	Paint do	14 89	
A. Watt.....	Copying press and stationery for Miramichi Establishment.....	21 07	
B. Tye.....	Iron bands for water pipes do	27 00	
James Murray.....	Iron scraper do	6 00	
Thomas Maltby.....	Planing lumber do	12 39	
	<i>Carried forward</i>	17,062 08	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	<i>Brought forward</i>	\$ cts. 17,062 08	\$ cts. .
	FISH-BREEDING, ETC.— <i>Continued.</i>		
John Maltby.....	For Superintending construction of Miramichi Establishment.....	100 00	
H. A. Fish.....	Office furniture do	21 00	
W. & G. Watt.....	Hardware do	13 02	
E. Tozer.....	Building fence do	111 00	
John Fish.....	Hardware do	29 60	
R. A. Smith.....	Telegrams do	5 13	
Hugh Currie.....	Labour do	14 00	
H. Tozer.....	do do	10 00	
P. Hogan.....	do do	36 00	
John Hogan.....	do do	40 00	
M. A. Smith.....	Telegrams do	26 53	
Call & Miller.....	Freight do	26 80	
Thomas McKenzie.....	Taking salmon do	88 20	
J. M. Troy.....	Lumber do	11 75	
Alexander Atchinson.....	Labour do	7 00	
John Chasegreen.....	do do	66 80	
A. R. Ramsey.....	Nails do	10 55	
John Maltby.....	Labour do	10 00	
D. & J. Ritchie.....	Lumber do	43 04	
J. H. Phinney.....	Sprinkler and hardware do	66 83	
Hugh Currie.....	Labour do	40 20	
A. B. Wilmot.....	Balance of disbursements, June account, Miramichi Establishment.....	5 35	
Abbott, Tait & Co.....	Professional services suit <i>re</i> Shediac River fishway.....	10 00	
W. H. Venning.....	Expenses visiting Miramichi Establishment.....	50 00	
H. W. Johnston.....	To pay for removal of obstructions, River Tier, N.S.	190 00	18,004 93
	"LA CANADIENNE."		
Napoleon Lavoie.....	For 12 months' salary as Commander.....	1,200 00	
do	12 months' disbursements for provisions, wood, pilotage, etc	531 10	
Capt. C. Morin	11 months' and 16 days' salary as Sailing Master	478 31	
do	Allowance for board whilst vessel was fitting out	35 50	
do	Expenses of steamer on her trip to Halifax.....	100 00	
do	Board of crew	14 00	
J. U. Gregory	To pay wages of crew	2,040 28	
J. M. Tardivel	For painting	12 55	
L. Guérard	Repairing furniture, etc.....	13 00	
W. Watson	Sails.....	436 78	
S. Peters	Lumber.....	2 17	
Joseph Archer.....	do	23 44	
L. Marois.....	Vegetables	130 08	
George T. Davie	Repairs and wintering.....	602 80	
J. Boivin	Hardware	37 72	
P. Sanschagrin	Bread	19 50	
G. Bouchard.....	Provisions	539 11	
Chinic & Beaudet.....	Powder.....	48 00	
J. Marmen.....	Cartage and firewood.....	56 06	
F. O. Vallerand.....	Lamps, chimneys and wicks.....	70 40	
L. Arel.....	Provisions, meat, etc	329 48	
Connolly & Co.....	Provisions	65 10	
	<i>Carried forward</i>	6,785 38	

STATEMENT Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	6,785 38	.....
	<i>"LA CANADIENNE."—Continued.</i>		
Dussault & Co.....	For Towage	8 00	
Louis Bourget.....	Provisions.....	846 60	
W. E. Brunet.....	Drugs and medicines.....	21 00	
F. M. Dechene.....	Flannel, linen, sheets, bedding, etc.....	110 63	
do	Uniforms for 18 men and one steward.....	236 00	
S. Bedard.....	Hose, hardware, crockery, tinware and repairs	205 44	
F. Danguel.....	Uniform for 1st Mate.....	15 00	
F. Vezina.....	Painting.....	27 97	
H. S. Scott.....	Iron.....	5 83	
J. Boucher.....	Allowance for uniform.....	12 00	
Ph. Rouillard.....	Washing and repairing linen.....	35 25	
J. Carroll.....	Advertising.....	9 60	
O. L. Richardson.....	Leather.....	8 40	
Ed. Giroux.....	Medicines.....	1 20	
J. J. Foot.....	Advertising.....	12 00	
A. McCallum.....	Repairing compasses.....	9 25	
H. Fabre.....	Advertising.....	6 72	
D. Davidson.....	Telescope.....	14 40	
Audet & Robitaille.....	Cordage, canvas, brushes, paint, etc.....	347 18	
Middleton & Dawson.....	Stationery.....	19 08	
Quebec Gulf Port SS. Co.	Freight to Gaspé.....	12 25	
G. T. Cary.....	Advertising tenders for "La Canadienne".....	12 00	
N. Tranquille.....	Repairing blocks.....	21 34	
Paul Poirier.....	Mooring and watching vessel.....	10 00	
Allan Gilmour & Co.....	Wintering at Indian Cove.....	40 00	
Napoleon Lavoie.....	30 days' board in Quebec, travelling and other expenses	168 75	
Capt. C. Morin.....	Carriage of self and 12 men from Indian Cove to Quebec.....	9 95	
Napoleon Lavoie.....	Allowance for uniform	30 00	
M. Dion & Co.....	Provisions.....	10 00	
L. A. Blanchet.....	Paid for cartage, ferriages, &c.....	15 78	
	<i>STEAMER "GLENDON."</i>		9,067 00
D. W. Clark.....	For 19 tons coal at \$7.....	133 00	
T. Poliquin.....	Travelling expenses to St. John to join steamer	50 00	
J. H. Harding.....	On account of outfit.....	750 00	
			933 00
			10,000 00

RECAPITULATION.

Fisheries—Ontario	\$8,383 61
do Quebec	9,808 34
do Nova Scotia	12,265 86
do New Brunswick	10,046 88
do Prince Edward Island.....	459 54
do Manitoba	288 65
Fish-breeding, fishways and oyster beds	18,004 93
"La Canadienne" and "Glendon".....	10,000 00
	69,257 81

The Expenditure for this service, as shown above, is \$2,587.63 in excess of that shown by the Finance Department, the Auditor having charged the Salary and Travelling Expenses of the Inspector of Fisheries for New Brunswick and Nova Scotia, to Civil Government.

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.
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APPENDIX No. 40.

STATEMENT of Expenditure in Connection with the Maintenance of Lights,
Prince Edward Island, for the Fiscal Year ended 30th June, 1875.

		\$ cts.	\$ etc.
E. Chanteloup.....	New lantern, revolving machinery, lighting apparatus, &c., for Cape North Light-house, in lieu of fixed white light.....	2,339 42	
do	Lamps, glasses, reflectors, for new light in Prince Edward Island.....	1,480 39	
J. U. Gregory.....	Paid for oil tanks, &c.....	631 45	
A. Macdonald & Bros.....	Oil, wicks, glass, &c., for Panmure Island Light.....	19 02	
Patrick McVeigh.....	Sundries for light at Summerside.....	4 62	
A. Digwell.....	Repairs to buoys at Bay Fortune.....	37 00	
H. Campbell.....	Buoy service at Tracadie.....	97 00	
Asa McCabe.....	Placing buoy at Cascumpec Bar.....	52 00	
do	Sundries for Cascumpec Light.....	37 94	
James Leard.....	Staking channel in Tyrone River for season 1874.....	20 00	
A. McLean.....	Placing buoys on Pinette Bar.....	40 00	
James Gorman.....	do in Mount Stewart Harbour.....	140 00	
do	do at Stewart's Bridge.....	30 00	
do	Buoy service in Mount Church Harbour.....	46 00	
J. R. McLean.....	Oil for East Point Light-house.....	27 66	
W. W. McGrath.....	Placing buoys in St. Peter's Harbour.....	19 65	
John Duffy.....	do in Charlottetown Harbour.....	149 62	
M. Walsh.....	do Hillsboro' Harbour.....	50 00	
Henry W. Mutch.....	Making and placing new buoys.....	78 78	
Joseph Wightman.....	Repairs, &c., to St. Andrew's Light.....	154 59	
Percy Palmer.....	Putting up new light, &c., at Crapaud.....	20 21	
P. Ranaghan.....	Sundries for Cowhead Light.....	3 00	
D. & P. McNutt.....	do Malpeque Light.....	11 74	
Ronald Campbell.....	Replacing buoys at Summerside.....	21 80	
do	Raising do.....	9 50	
do	Chain and anchor for Miscouche Shoal Buoy.....	65 10	
do	Repairing and laying down buoys, Miscouche.....	114 63	
W. Moar.....	Buoys Montague Harbour and River.....	311 86	
D. Curry.....	Placing buoys in Pannal Bay.....	23 93	
George McKenzie.....	Repairs, &c., at New London Light.....	25 64	
A. R. Beaton.....	Hauling supplies to do.....	4 50	
E. Brennan.....	Paint, &c., for North Cape Light.....	66 38	
T. Bernard.....	Painting do.....	46 10	
J. M. White.....	Maintaining buoys and beacons at Cascumpec Harbour for 1874.....	173 00	
John Furness.....	Taking up and storing buoys at Vernon River.....	12 00	
H. McDonald.....	do Cardigan River.....	15 00	
J. Cantwell.....	Placing and keeping buoys for 1874.....	55 08	
R. McDonald.....	Putting down and keeping buoys in Grand River.....	45 00	
W. White.....	Taking up buoys at Hillsboro'.....	25 00	
W. Meyer.....	Placing and taking up buoys at Crapaud.....	35 00	
James Grady.....	do buoys in Bedeque Harbour.....	27 30	
Rugh McCormack.....	do do Cardigan Bridge Harbour.....	20 00	
John Duffy.....	Taking up and securing beacon, Hillsboro' River.....	20 00	
John B. Howlett.....	Repairs to and putting down buoys in Georgetown Harbour.....	108 42	
John Arseneault.....	Placing buoys for 1874 at Egmont Bay.....	27 00	
Charles Deagle.....	Maintaining buoys for 1874 at Rollo Bay Harbour.....	15 00	
W. Hardy.....	12 gallons oil for Little Channel Light.....	6 72	
J. H. Meyrick.....	Sundries for North Cape Light-house.....	23 16	
Robert Boyles.....	Storage, &c., on supplies for Little Channel Light.....	23 39	
Neil McLeod.....	Repairing, &c., buoys in Pinette Harbour.....	25 00	

Carried forward.....

6,835 60

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>	6,835 60	
Charles Rickham.....	Placing beacon on outer end of breakwater, Soare's Harbour.....	9 50	
Neil Murcheson	Three buoys in Pinette Harbour.....	20 00	
A. McLellan.....	Placing buoy in Malpeque do	4 00	
Mills & Gaffney.....	Lamps, wicks, &c.....	4 51	
F. A. Fitzgerald & Co.....	3,082 gallons oil, 16 cts.....	493 12	
M. McFadden.....	Attendance on light at Murray Harbour.....	110 37	
M. Ready.....	Salary for 1874 as Keeper of Tracadie Light.....	50 00	
Joseph Wightman.....	Salary as Keeper of St. Andrews do	95 22	
J. F. White.....	Commission for selling buoys at Cascumpec Harbour	8 65	
H. W. Mutch.....	14 months' salary as Harbour-master, and placing buoys at Charlottetown Harbour.....	70 00	
William Hardy.....	12 months' salary as Keeper of Little Channel Light.....	100 00	
George McKenzie.....	12 months' salary as Keeper of New London Range Lights	100 00	
Thomas Pursey.....	Keeping light at North Rustico during season of 1874	50 00	
W. W. McGranth.....	Keeping light at St. Peters, during season of 1874.....	48 64	
Asa McCabe.....	do Alberton Harbour Beacon	20 00	
do	12 months' salary as Keeper of Cascumpec Light.....	117 80	
A. McLaine.....	12 months' salary as Keeper of Blockhouse Light, Charlottetown	169 08	
A. R. Beaton.....	10 months' salary as Keeper of East Point Light- house	135 90	
A. McLellan	12 months' salary as Keeper of Fish Island Light.....	249 98	
W. Macdonald.....	8 do Panmure Island Light	108 69	
M. McLeod.....	9 do Point Prim Light.....	122 30	
John S. F. Perry.....	13 do North Cape Light.....	281 66	
P. McVeigh.....	16 do Summerside Light.....	65 19	
P. Ranaghan.....	9 do Sea Cow Head Light.....	122 26	
M. McFadden.....	3 do Murray Harbour.....	25 00	
Asa McCabe.....	Maintaining buoys for 1874. Cascumpec Harbour.....	173 00	
John S. F. Perry	2 years' allowance for fuel do	64 00	
W. Macdonald.....	1½ do do	43 25	
A. McLellan.....	1 do do	32 44	
A. R. Beaton.....	2 do do	64 88	
A. McLaine.....	1 do do	32 44	
Percy Palmer.....	Keeping Victoria Light for 1874.....	24 37	
P. Ranaghan.....	One year's allowance for fuel.....	32 44	
J. P. Pim.....	40 days' services as draftsman, \$2.50.....	100 00	
Progress newspaper.....	Advertising for tenders	3 12	
Thomas Mahon.....	Land purchased for Wood Island Light-house.....	300 00	
William Mitchell.....	On account of erection of new lantern, North Cape Light-house	300 00	
Dodd & Rogers.....	On account of erection of North Cape Light- house	110 19	
Lea & Gale.....	do do	87 06	
Josiah Ralph.....	Paid for repairs and materials at Point Prim Light.....	386 45	
do	do Cascumpec Light.....	12 16	
do	do St. Andrews Light.....	21 61	
do	do Panmure Light.....	330 44	
do	do Tracadie Light.....	17 19	
do	do Cow Head Light.....	302 12	
Joseph Tomlinson.....	Travelling expenses and allowance.....	411 41	
Josiah Ralph.....	Paid for materials, &c., General Account.....	318 60	
	Total Expenditure		12,584 64

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 41.

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1875.

PROVINCE OF ONTARIO.

	ST. CATHARINE'S HOSPITAL.	\$ cts.	\$ cts.
T. H. Hellingwell, Secretary	Grant for support of sick seamen in this Hospital.....	500 00	
Thomas Burns, Treasurer.	Grant for repairs and extension of Hospitals.....	2,000 00	2,500 00
	KINGSTON HOSPITAL.		
J. J. Burrowes.....	Grant for support of sick seamen in this Hospital		500 00
			3,000 00

PROVINCE OF QUEBEC.

	MONTREAL GENERAL HOSPITAL.		
Andrew Robertson, Treasurer	Maintenance of sick seamen during 1874, 3,222 days, at 60c. per diem.....		1,933 20
	SICK AND DISABLED SEAMEN.		
Dr. Wakeham	Professional attendance at Gaspé, sick seamen, ex "Snowdrop," "Solentia," "Aura," "Margaret" and "Therese."	28 50	
Dr. A. G. Fenwick.....	Professional attendance on Peter Lawson, sick seamen, ex "Livingstone."	39 50	
do	Professional attendance on sick seamen at Three Rivers.....	50 25	
do	do do	45 75	
J. O. Pelletier, M.D.....	Professional attendance on sick seamen at St. Jérôme de Matane.....	60 00	
do	Professional attendance on sick seamen, ex "Europa"	75 00	
do	Professional attendance on two sick seamen, at Matane, barque "Uller".....	60 00	
Robert C. Blair, M.D.....	Professional attendance on sick seamen at Chicoutimi, ex barque "Luca"	27 50	
Dr. S. Pouliot.....	do do	2 50	
L. E. Beauchamp.....	Professional attendance and medicine, from 1st June to 7th October, 1874.....	38 68	
Alexander Fraser.....	Board and lodging sick seamen at Matane, ex schooner "Zigzag"	12 60	
J. J. Kavanagh.....	Board and lodging sick seamen, Gaspé.....	81 75	
Dr. L. Robitaille.....	Professional attendance and medicines for sick seamen at Port New Carlisle during 1874.....	100 00	
L. Robitaille.....	Boarding sick seamen at New Carlisle.....	53 70	
do	do Paspebiac	18 90	
Dr. H. J. Martin.....	Professional attendance and medicines to sick seamen, ex brigantine "Alma"	15 35	
	Carried forward.....	707 96	1,933 20

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF QUEBEC.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward</i>	707 96	1,933 20
	SICK AND DISABLED SEAMEN.—<i>Continued.</i>		
Francis Le Gallais.....	Boarding, &c., sick seaman, P. McGown, ex brig "Meg".....	5 60	
Dr. J. A. Meek.....	Professional attendance on sick seamen at Three Rivers.....	22 50	
Ernest Tetu.....	Disbursements for sick seamen at Gaspé.....	71 00	807 06
	SHIPWRECKED AND DISTRESSED SEAMEN.		
J. J. Fox.....	Relief rendered shipwrecked, &c., seamen, from 1st July to 31st December, 1874, at Magdalen Islands.....	50 80	
R. H. Russell.....	Boarding distressed seamen at Quebec.....	14 10	
Hon. E. D. Shea.....	Expenses incurred by the Government of Newfoundland for the crews of wrecked schooners, "Minnie," "Sewell" and "New England".....	153 72	
Edward Pope.....	Services rendered in Anticosti to the survivors of the wrecked brigantine "Orion".....	175 00	393 62
			3,133 88

PROVINCE OF NEW BRUNSWICK.

	MARINE HOSPITALS.		
	<i>St. John.</i>		
Dr. L. B. Botsford.....	Salary as Physician, from 1st July, 1874, to 30th June, 1875.....	560 00	
Dr. W. S. Harding.....	Salary as Physician to pest-house, from 1st July, 1874, to 30th June, 1875.....	100 00	
Rev. W. Armstrong.....	Salary as Chaplain, from 1st July, 1874, to 30th June, 1875.....	100 00	
C. Ward.....	Salary as Secretary, from 1st July, 1874, to 30th June, 1875.....	400 00	1,160
M. Barnes.....	12 months' wages as Steward, from 1st July, 1874, to 30th June, 1875.....	300 00	
Mrs. Barnes.....	12 months' wages as Matron, from 1st July, 1874, to 30th June, 1875.....	80 00	
M. Barnes.....	12 months' allowance for board.....	73 00	
do.....	do do.....	73 00	
do.....	Paid 12 months' wages to Cook.....	48 00	
do.....	For extra diets.....	19 60	
		593 60	
	Less provisions consumed by Steward and Matron.....	47 52	546 08
C. A. Barnes.....	12 months' wages as Nurse at Kent Hospital.....	144 00	
do.....	do allowance for board.....	192 00	
D. Tennant.....	12 do wages as extra Nurse.....	120 00	
do.....	do allowance for board.....	192 00	
John Bryden.....	Bread.....	135 96	
M. Ryan.....	Meat.....	212 36	
Jardue & Co.....	Groceries.....	265 52	
M. Barnes.....	Milk, straw and potatoes.....	177 05	
do.....	Fish and sundries at Christmas.....	8 09	
R. P. McGivern.....	Coal.....	367 40	
	<i>Carried forward</i>	1,814 38	1,706 08

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	1,814 38	1,706 08
	<i>St. John.—Continued</i>		
Peter Porter.....	Firewood and piling.....	82 00	
St. John Water Co.....	Supply to Marine Hospital.....	36 00	
do	Assessment of Office, 53 St. James street.....	14 00	
St. John Gas Co.....	Gas and rent of meter.....	75 75	
Ann Marshall.....	Washing.....	73 30	
John Sears.....	Drugs and medicine.....	90 58	
John Burke.....	Hearse and coach hire.....	30 00	
Barton Stone.....	Labour in garden.....	84 00	
John Boyle.....	do do.....	87 25	
Stirling & Emery.....	Repairing roof and carpenters' work.....	29 77	
H. Maxwell & Son.....	Shingles and shingling.....	8 74	
Adam Young.....	Refrigerator, stove, &c.....	33 50	
James Dyll.....	Plumber's repairs.....	11 91	
A. Wilson & Co.....	Furnace bars.....	6 98	
Kerr & Thorne.....	Hardware.....	4 92	
C. H. Wright & Co.....	Bunting.....	1 50	
Patrick Riley.....	Firewood, \$16.40; ashes and manure, \$28.....	44 40	
John Johnstone.....	Housing 57 loads of coal.....	11 40	
Willis & Mott.....	Subscription to newspaper, \$14; advertising, \$18.01.....	32 01	
W. Elder.....	do <i>Telegraph</i> , \$17.25; do \$14.00.....	31 25	
W. H. Street & Son.....	Porter and spirits.....	3 40	
St. John Cemetery Co.....	Burial fees.....	16 00	
Robert Bell.....	Paint, putty, glass and glazing.....	32 66	
Beard & Venning.....	Jackets, pants and under-clothing.....	178 20	
Eastern Express Co.....	Freight and duty.....	6 03	
Robert Wetzel.....	Ice.....	3 00	
James Wilson.....	Repairing and whitewashing hospital on Partridge Island.....	30 50	
Mercantile Insurance Co.....	Premium on \$3,200, from 8th March, 1875, to 8th May, 1876.....	40 00	
McKenzie, Bros.....	Grey cottons, towels, &c.....	8 48	
Barnes & Co.....	Stationery.....	17 90	
Hon. T. W. Anglin.....	3 years' subscription to <i>Freeman</i> , \$7.50; advertising, \$8.10.....	15 60	
James Donohue.....	Conveying sick patients.....	7 00	
Henry Duffield.....	Lumber.....	4 78	
Mrs. Barnett.....	Scrubbing and cleaning paint.....	3 60	
R. G. Gabel.....	Hose, branch pipe, &c.....	19 90	
J. & G. Lawrence.....	Spring bed.....	13 00	
John Chaloner.....	Flower seeds.....	3 09	
Michael Flood.....	Mason's work, whitewashing, mortar, &c.....	112 40	
			3,119 18
	<i>Richibucto.</i>		
Exors. late Dr. Wilson.....	Salary from 1st July, 1873, to 9th May, 1874.....	85 71	
Dr. Doherty.....	do 11th May, 1874, to 30th June, 1875.....	113 87	
do	Medicines.....	8 75	
Sarah Farrell.....	12 months' wages as Matron.....	54 00	
do	Boarding seamen 7 weeks and 6 days, at \$3 00.....	23 57	
G. F. Everett & Co.....	Drugs and medicines.....	232 86	
Central Fire Insurance Co.....	Premium on fire insurance.....	10 00	
Simon Graham.....	Hardware, firewood, bedding and groceries.....	187 13	
			715 89
	<i>Miramichi.</i>		
Dr. Thompson.....	15 months' salary as Medical Superintendent \$500, and medicines \$10.....	510 00	
	<i>Carried forward</i>	510 00	5,541 15

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	510 00	5,541 16
	<i>Miramichi.—Continued.</i>		
Patrick Lawler & Exors.	9 months' wages as Keeper.....	127 75	
do	Boarding seamen 2,055 days at 40c.....	802 00	
do	Allowance for fuel.....	61 00	
do	Sundry disbursements, \$24.50; funeral expenses, P. Nelson, \$5.00.....	29 50	
John Gallagher.....	3 months' wages as Keeper.....	31 85	
do	Boarding seamen, 266 days at 40c.....	114 40	
do	Allowance for fuel, \$15.00; sundries, \$6.20.....	21 20	
Central Fire Insurance Co.....	Premium on fire insurance.....	20 00	
W. Masson.....	Groceries, blankets, brushes, &c.....	75 07	
Alex. Jessiman.....	Coffin for Peter Nelson.....	5 00	
J. H. Phinney.....	Three stove pans.....	4 50	
			1,802 ★
	<i>St. Andrews.</i>		
S. T. Gove, M. D.....	15 months' salary as Superintendent.....	250 00	
Charlotte Coates.....	15 do Matron.....	260 00	
Charlotte Coates.....	Boarding, &c., sick seamen 164 weeks and 1 day, at \$1.40c.....	229 78	
do	Sundry disbursements.....	17 38	
Robertson & Son.....	Dominion flag.....	22 50	
Geo. Jackson.....	Painting fences and floors.....	20 50	
John Sheenan.....	Gravelling and repairing walks.....	20 20	
G. F. Stickney.....	Hardware, straw, &c.....	9 90	
Robert Hennen.....	Fencing trees.....	7 50	
S. W. Whittoch.....	One-third share of division fence between hospital and gaol.....	25 60	
Robert Ross.....	Coal.....	38 55	
Hamilton & Smith.....	Stove, &c.....	20 30	
R. J. Ross.....	Firewood.....	4 90	
John Browarigg.....	do.....	30 70	
H. Hanson.....	do.....	21 00	
A. Lamb & Co.....	Water conductors, repairs to stoves, &c.....	14 00	
J. Dinmore.....	Firewood.....	18 00	
S. T. Gove, M.D.....	Paid passage steamship from St. Andrews to St. Johns.....	1 50	
do	Paid for six trees \$2.40; sundries \$2.76.....	5 16	
Robinson & Glenn.....	Lumber, \$13.12; labor, \$21.25.....	34 37	
			1,051 84
	<i>Bathurst.</i>		
G. M. Duncan, M.D.....	Professional attendance, medicine, &c.....	47 50	
M. Miller.....	Boarding sick seamen 301 days at 50c.....	150 50	
do	Allowance for fuel.....	25 00	
Ferguson, Rankin & Co.	Hardware, oil, &c.....	38 09	
John Ferguson.....	10 per cent. commission on disbursements.....	26 10	
			287 19
	<i>Sackville.</i>		
Alex. Fleming, M.D.....	Professional attendance to 1st July, 1874, to 31st March, 1875, \$1.87; medicines \$4.00.....	191 50	
Alex. Crocker.....	Salary from 1st Oct., 1874, to 31st March, 1875.....	112 85	
John Ford.....	Bedding &c.....	67 02	
Executors late M. Guy.....	3 months' salary as Keeper.....	56 25	
Bowes & Evans.....	Four iron bedsteads.....	33 50	
			461 12
	<i>Carried forward</i>		9,143 57

STATEMENT of Expenditure on account of Marine Hospitals. Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$	cts.	\$	cts.
	<i>Brought forward</i>			9,143	87
	<i>Dorchester.</i>				
John Hickman	Board and attendance on sick seamen			102	00
	<i>Harvey.</i>				
Dr. Murray	Professional attendance	17	50		
H. Kennies	Boarding sick seamen 13 weeks, at \$2.00	26	00		
Jane Reid	do do 33 do do	66	00		
C. Moore	do do 3 do \$3.00	9	00	118	50
	<i>Moncton.</i>				
Dr. Baxter	Professional attendance	73	00		
John Irving	Boarding and nursing	80	00	153	00
	<i>Dalhousie.</i>				
S. Shaw, M.D.	Professional attendance sick seamen ex-barque "Elsworth"	18	55		
W. G. Disbrow, M.D.	do do "Annabella," "Margaret," "Union," &c.	78	25		
do	Professional attendance, A. Nelson, ex barque "Collector"	40	00		
Geo. A. Willet	Board and attendance do do	73	14	209	94
	<i>Hillsborough.</i>				
W. J. Lewis, M.D.	Professional attendance, &c., E. Sears and M. Brewster	17	00		
J. M. Stevens	Coffin, &c. for E. Sears	12	60		
E. McFarlin	Boarding, &c., 16 weeks, E. Sears, at \$2.00	32	00		
M. Brewster	do 12 do M. Brewster	24	00		
Wm. Hamilton	Boarding one sick seaman, "George Calhoun," 12 weeks at \$2.00	24	00	109	60
	<i>Hopewell.</i>				
James Carnwath	Boarding &c., James Nowlan			25	00
	<i>Point Lepreau.</i>				
A. R. Reynolds, M.D.	Medical attendance, &c., on B. Nickamp, ex brigantine "Mercator"			17	00
	<i>Buctouche.</i>				
F. E. W. Pouliot, M.D.	Professional attendance, from 1st July to 3rd Oct., 1874			60	00
	<i>Alma.</i>				
P. R. Moore, M.D.	Professional attendance on S. Lavery, ex schooner "Pawn"	37	50		
Isaac Lavery	Boarding, &c., S. Lavery, 4 weeks, at \$3.00	12	00		
H. H. Foster	do 48 weeks and 4 days Capt. H. J. Foster, ex "Maud"	145	72	195	22
	<i>Carried forward</i>			10,133	83

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>		10,133 82
	<i>Shediac.</i>		
Charles S. Theal, M.D.	Professional attendance and medicines to 49 sick seamen, from 1st May to 20th Nov., 1874.....		351 55
	<i>Carleton.</i>		
M. L. Macfarland, M.D.	Professional attendance on Jas. Purdy, ex "Ella G. McLean".....		20 00
	<i>Port of Rockland.</i>		
R. B. Chapman.....	Expenses of sick seamen on "Prince".....		40 08
			10,545 46
	SHIPWRECKED AND DISTRESSED SEAMEN.		
Jas. Tatten.....	Boarding, &c., wrecked seamen, ex "Rover" and "Maud".....	100 80	
H. W. Chisholm.....	Passages of wrecked seamen from Eastport to St. John.....	33 00	
W. H. Olive.....	Passages of wrecked seamen, St. John to Pictou.....	28 44	
John Bartlett.....	Boarding, &c., 5 wrecked seamen, at St. John.....	7 50	
Jas. Millar.....	do 7 do ex "Alchates".....	30 00	
W. H. Olive.....	Passage of 7 wrecked seamen, from St. John to Charlestown.....	35 00	
Gilmour, Rankin & Co....	Clothing for distressed seamen, Miramichi.....	24 10	
Chas. Thomson.....	Passage of 5 distressed seamen, St. John to Halifax.....	20 00	
Mrs. Jones.....	Boarding 5 do do.....	5 25	
Chas. Thomson.....	Passage of 3 do do to Moncton.....	3 56	
Daniel Bridges.....	Boarding 3 shipwrecked seamen, ex schr. "Allison".....	2 25	
Geo. A. Willet.....	do G. Nugent, ex "Annabella," 11 dys. at 60c.....	6 60	
Edward King.....	do 9 shipwrecked seamen, ex "Hyack," \$3.....	27 00	
Jno. Thomas.....	do 7 do do.....	28 00	
Small & Hatheway.....	Passage of W. Nixon, from St. John to Cornwallis.....	3 75	
Daniel Bridges.....	Boarding W. Nixon 2 days.....	1 75	
L. H. DeVeber & Sons....	Clothing 6 wrecked seamen, ex "Hyack".....	80 00	
G. Mitchell.....	Board at Grand Manan and passage of a wrecked seaman from Grand Manan to St. John.....	9 00	
Jno. Murphy.....	do do do.....	8 50	
Jno. Thomas.....	Passage of 7 wrecked seamen, ex "Hyack".....	50 00	
L. Wooster.....	Boarding 2 do do.....	20 00	
M. G. Ham.....	Passage of 1 wrecked seaman from New York to St. John.....	6 48	
A. C. Mastur.....	Passage of 1 wrecked seaman from Boston to St. John.....	1 40	
Rufus Patterson.....	Passage of R. Dunn from New York to St. John.....	7 00	
W. J. Heater.....	Passage of distressed seamen from New York to St. John.....	4 68	
Jno. Jardine.....	Passage, &c., distressed seamen, ex "Favorite".....	45 13	
Scammell Bros.....	Passage of Arthur Fielding, St. John to London.....	30 00	619 19

PROVINCE OF NOVA SCOTIA.

		\$ cts.	\$ cts.
	SICK AND DISABLED SEAMEN.		
	Provincial City Hospital, Halifax, board of seamen during year, equal to 605 weeks and 5 days, at \$5 per week.....	3,028 47	
	<i>Carried forward.....</i>	3,028 47	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward.....</i>	3,028	47		
SICK AND DISABLED SEAMEN.—<i>Continued.</i>					
Expenses at Arichat, consisting of medical attendance and board.....		780	27		
Expenses at Annapolis.....		67	25		
do Bear River.....		32	50		
do Barrington.....		37	85		
do Bayfield.....		6	00		
do Bridgetown.....		14	80		
do Bridgewater.....		6	00		
do Canning.....		127	00		
do Canso.....		26	50		
do Cheverie.....		145	50		
do Clare.....		70	00		
do Caledonia.....		93	00		
do Cow Bay.....		129	50		
do Digby.....		146	35		
do Gelson's Cove.....		520	00		
do Glacé Bay.....		107	00		
do Joggins.....		41	65		
do Liverpool.....		127	00		
do Lunenburg.....		101	36		
do Lockeport.....		150	00		
do Little Glacé Bay.....		52	50		
do Maitland.....		12	00		
do Mahone Bay.....		50	00		
do Margaretsville.....		12	00		
do North Sidney.....		1,608	83		
do Pictou.....		341	00		
do Parrsboro'.....		39	00		
do Port Mulgrave.....		3	00		
do Port Hawkesbury.....		237	25		
do Port Hood.....		26	00		
do Port Medway.....		430	23		
do Port Gilbert.....		39	00		
do Port Latour.....		208	94		
do Prince Edward Island.....		31	00		
do Pugwash.....		32	25		
do Ratford's River.....		54	50		
do Shelburne.....		416	47		
do Sydney.....		467	48		
Expenses at Tidnish.....		57	50		
do Windsor.....		120	00		
do Wallace.....		46	40		
do Yarmouth.....		49	00		
12 months' salary, Pictou Hospital.....		400	00		
do medicines.....		110	75		
Certificates for admission to hospital of sick seamen.....		32	00		
do do.....		26	00		
do do.....		50	00		
do do.....		40	00		
do do.....		36	00		
do do.....		20	00		
do do.....		36	00		
Conveyance of sick seamen.....		12	00		
do do.....		4	20		
do do.....		6	00		
Board.....		7	80		
Expenses of Board of Health, Hant's County.....		136	35		
				11,019	45

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA —Continued.

			\$	cts.	\$	cts.
SHIPWRECKED AND DISTRESSED SEAMEN.						
P. Taples.....	Boarding distressed seamen 136½ days at 60c.....		87	90		
T. Brittain	do do		12	00		
P. Bushenpin	do do		4	20		
D. McDonald	do do		10	00		
J. Munroe	do do 6 days at \$1.....		6	00		
M. Cunningham	do do 3 weeks and 2 days at \$3		10	00		
Geo. Whitman.....	do do 3 weeks and 3 days at \$3		10	29		
Jessie McMillan.....	do do 25 meals at 25c.....		6	25		
W. Vibert	do do 8 days at 60c.....		4	80		
Brigantine "Florence".....	Maintenance of Captain, and 5 seamen, ex "Melita"		38	33		
Jas. Ross.....	Expenses at Margaree, crew ex "Brilliant Star".....		431	90		
do	Conveyance, &c., of shipwrecked seamen from Port Hawkesbury to Charlottetown.....		35	00		
P. Robin & Co.....	Provisions for shipwrecked seamen, ex "J. B. Starr"		8	05		
H. McPhee	Conveyance and board.....		36	00		
B. H. Ruggies.....	do 6 distressed seamen, ex "Jas. Muir"		38	00		
Jno. C. McNeill.....	Board and lodging 4 distressed seamen, ex "Margaret Ann"		33	60		
Thomas Ward	Board and conveyance, 3 distressed seamen, ex "New England"		12	69		
Jas. Bungay	Board and conveyance, 7 distressed seamen, ex "Etna"		17	88		
Harvey Perry.....	Board and conveyance, 1 distressed seaman, ex "C. S. Roach"		1	83		
Thos. C. Cook.....	Clothing for 5 distressed seamen, ex "Sam. Jones"		115	45		
Jas. W. King	Board and passage 2 distressed seamen at Lunenburg.....		9	00		
Fuzzle & Uobb.....	Clothing for 3 distressed seamen, ex "Flora Ann"		26	75		
Jas. Ross.....	Board and conveyance, distressed seamen, to Port Hawkesbury		44	50		
Anglo-French Steamship Co.....	Stores supplied schooner "Chester," in the ice, April, 1875.....		17	62		
P. Grant & Co.....	Clothing supplied D. Chisholm.....		19	60		
T. Brittain	Conveyance		4	50		
Jno. O. Leary	do		40	00		
T. E. Moberley	do		12	34		
Isaac Rodeuhesor.....	do		8	40		
E. Cohoon	do		12	00		
W. Griffin	do		4	00		
J. E. Cook	do		8	00		
B. Hartigan	do		28	80		
D. McDonald	do		21	00		
P. Butler.....	do 4 wrecked seamen, ex schooner "Van"		3	00		
Jno. Hall	do 2 do do "Etna"		3	00		
P. Taples.....	do 2 do do from Halifax to Londonderry.....		6	02		
F. H. Odionne	do 4 do ex "Dauntless".....		5	48		
G. Miller	do 1 do do		4	38		
C. Burchell.....	do 3 do ex "New England"		6	57		
Jno. Carter.....	do 3 do ex "Samuel Jones"		5	00		
W. Robertson	do 3 do Canso to Halifax		5	00		
W. Barrow	do 3 do Halifax to Point Riviere.....		6	00		
Gilbert Shaw	do 1 do St. Thomas to Halifax		4	38		
Capt. R. S. Watts	do 2 do St. John do		1	46		
Thos. McKenzie.....	do 4 do Portland do		2	92		
Jno. Duggan.....	do 2 do Porto Rico do		20	44		
Str. "Scud".....	do 4 do Digby to St. John		6	00		
Jacob Denton	do 3 do ex schooner "Margaret Ann".....		4	00		

Carried forward.....

1,254 33

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

					\$	cts.	\$	cts.
				<i>Brought forward</i>	1,254	33		
				SHIPWRECKED AND DISTRESSED SEAMEN. — <i>Continued.</i>				
S. Herman.....	Conveyance 1	wreched seaman,	Porto Rico	to Halifax	11	68		
Jno. R. Darius.....	do 4	do	Pictou	to Montreal	32	00		
W. Routledge.....	do 1	do	Port Hawkesbury	to Halifax	9	00		
W. Browne.....	do 1	do	Quebec	to Halifax	1	46		
Edward Leslie.....	do	crew schooner "Briton,"	Liverpool		110	00		
Jas. Dwork.....	do	1 distressed seaman from Cuba	to Halifax		17	52		
Alfred Morrell.....	do 2	do	New York	to Halifax	5	11		
Robt. Lewis.....	do 1	do	do		3	65		
B. Kitts.....	Clothing 4	do	ex schooner "Margaret Ann"		51	65		
Capt. Siteman.....	Conveyance 1	shipwrecked seamen,	Porto Rico	to Halifax	8	76		
Jos. S. Belcher.....	do 5	do	Halifax to Achat		15	00		
							1,520	16

PROVINCE OF BRITISH COLUMBIA.

Thomas Wood.....	12 months' salary as Keeper	498	82		
do	Maintenance of patients, 878 days, at 71 cents.....	626	82		
do	Paid for washing, ferriages, &c.....	88	49		
John McDowell.....	Carpenter's work.....	160	50		
Willis Bond.....	Water	20	00		
John Weiler.....	Furniture, bedding, crockery, cutlery, &c.....	238	12		
Thomas Wilson & Co.....	Quilts, blankets, towels, sheeting, &c.....	93	27		
Thomas Storey.....	One large, and 11 small tables.....	49	00		
do	Fitting up Dispensary with drawers, shelves, &c.....	60	00		
Jacob Sehl.....	Six bedsteads, \$28; furniture, \$18.....	46	00		
W. R. Clarke.....	Firewood	56	50		
T. R. Mitchell.....	Painting.....	14	00		
R. Brodrick.....	Coal.....	120	00		
E. B. Marvin.....	Rope, brushes, mats, soap, clock, &c.....	76	00		
Hudson's Bay Co.....	Blankets, cotton, soap, &c	148	10		
G. Morrison.....	Drugs and medicines in September, to December, 1874.....	62	99		
do	Drugs and medicines, to 31st May, 1875.....	65	62		
Langley & Co.....	Lamps and oil.....	29	12		
H. Saunders.....	Two bottles of brandy.....	2	50		
L. R. McInnes, M.D.....	Professional attendance for seamen on board barques "Annie," "Blue Jacket" and "Wellington," at Nanaimo.....	50	00		
D. Cluness, M.D.....	Professional attendance for three seamen on board barque "Annie," at Nanaimo.....	19	25		
P. McQuade & Son.....	12 iron bedsteads, &c.....	141	63		
— Langley.....	Medicines and outfit for Dispensary.....	286	06		
J. C. Davie, M.D.....	10 months' services as medical officer.....	250	00		
A. & W. Wilson.....	Kitchen and cooking utensils.....	107	23		
				3,316	02
	Paid by Collector of Customs at Victoria.....			565	79
				3,881	81

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.

		\$ cts.	\$ cts.
MARINE HOSPITAL, CHARLOTTETOWN.			
Margaret Darrach.....	Salary as Matron, from February 1st, 1874, to May 1st, 1875.....	217 50	
do	Boarding sick seamen 53 weeks, at \$3 00; 31 weeks and 1 day at \$2 00	311 13	
Dr. F. P. Taylor.....	Medical superintendence from 25th May to 31st December, 1874	180 75	
do	To pay sundry accounts	101 37	
P. Cullen	12 months' rent to 31st March, 1875	120 00	
do	Paid for labor at Hospital.....	5 50	
T. F. Jenkins, M.D.....	Medical attendance from 1st July, 1873, to 26th May, 1874; \$300 00 per annum.....	270 90	
Davison & Co.....	Provisions	69 55	
H. Perkins.....	Coal.....	28 34	
Jas. Houston.....	Hardware and tinware.....	6 03	
			1,311 07
SICK AND DISABLED SEAMEN.			
Charles Owen.....	Boarding sick seamen.....	6 43	
Mrs. P. Griffin.....	Boarding sick seamen, ex schr. "S. Smith & Saborne".....	14 50	
W. Townshend.....	Boarding sick seamen, ex "Electric Flash".....	7 50	
Michael Hession.....	Boarding and attending sick seamen, ex "Crown Point".....	44 00	
J. McKinnon.....	Boarding and attending sick seamen, ex "S. Johns".....	22 00	
Jno. Currie.....	do Samuel Marshall.....	21 25	
Andrew Glover.....	do John Baker.....	25 14	
Angus McGilvray.....	do T. M. L's, ex "Gertie Lewis".....	5 70	
D. Kane, M.D.....	Professional attendance on sick seamen at Georgetown.....	82 00	
P. A. McEntyre, M.D.....	Professional attendance on sick seamen, ex "Electric Flash".....	15 50	
C. J. Shreve, M.D.....	Professional attendance on Samuel Johns.....	36 00	
			280 02
			1,591 09

THE BOARD OF TRADE, LONDON.

General Account	Expenses of distressed seamen of "Antelope," "G. S. DeForest," "Mary Ellen," "Constance" and "Mary"	224 27	
do	Expenses of distressed seamen, "Brother's Pride"	49 83	
do	do "Isle of Skye"	60 40	
do	do "Willie," "Maud and Rover"	130 31	
do	do "Eliza S. Starr"	345 62	
do	do "Faugh-a-Ballagh"	33 03	
do	do "Maguadavic" and "P. C. Cope-land"	37 19	
do	do "Teaser" and "Annie Vail"	640 17	
do	do "Sappho," "Mi-nerve," "Emen" and "Willie Cox"	294 81	
			1,815 68

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

SUMMARY.

		\$	cts.	\$	cts.
Ontario	St. Catharines Hospital	2,500	00		
do	Kingston Hospital	500	00		
				3,000	00
Quebec	Montreal General Hospital	1,933	20		
do	Sick and disabled seamen	807	06		
do	Shipwrecked and distressed seamen	393	62		
				3,133	88
New Brunswick	Marine Hospitals	10,545	46		
do	Shipwrecked and distressed seamen	619	19		
	Refund	11,164	65		
			15	00	
				11,149	65
Nova Scotia	Sick and disabled seamen	11,019	45		
do	Shipwrecked and distressed seamen	1,520	16		
				12,539	61
British Columbia	Sick and disabled seamen			3,881	81
Prince Edward Island	Marine Hospital, Charlottetown	1,311	07		
do	Sick and disabled seamen	280	02		
				1,591	09
Board of Trade, Britain	Shipwrecked and distressed seamen			1,815	63
				37,111	67
Quebec Marine Hospital ..	Expenditure as appears in Appendix No. 16.			21,994	75
				59,106	42

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 42.

STATEMENT of Expenditure on account of Construction of Lights between
Montreal and Quebec, for the Fiscal Year ended 30th June, 1875.

		\$ cts	\$ cts.
J. White.....	Building Light-houses on Ash and Bloody Islands..	1,725 00	
do	Building dwelling-house for Keeper.....	900 00	2,625 00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 43.

STATEMENT of Receipts on Account of Sick Mariners' Fund, for the Fiscal Year ended 30th June, 1875.

PROVINCE OF QUEBEC.		\$ cts.	\$ cts.
Gaspé.....		186 12	
Magdalen Islands.....		23 68	
Montreal.....		2,829 60	
New Carlisle.....		144 36	
Percé.....		45 12	
Philipsburg.....		5 50	
Quebec.....		13,509 06	
Rimouski.....		109 57	
St. Johns.....		1,309 06	
Stanstead.....		6 76	
Three Rivers.....		108 68	
		18,277 51	
Less refund at Three Rivers.....		9 80	
			18,267 71
PROVINCE OF NEW BRUNSWICK.			
Bathurst.....		80 10	
Baie Verte.....		21 58	
Campo Bello.....		65 66	
Caraquet.....		16 22	
Chatham.....		1,578 30	
Dalhousie.....		217 10	
Dorchester.....		68 16	
Hillsboro'.....		90 78	
Moncton.....		23 99	
Newcastle.....		337 44	
Richibucto.....		324 36	
Sackville.....		41 16	
Shediac.....		120 22	
Shippegan.....		6 04	
St. Andrews.....		118 60	
St. George.....		161 88	
St. John.....		4,250 16	
St. Stephen.....		108 06	
West Isles.....		9 66	
		7,692 38	
Less refunds at Richibucto and Caraquet.....		10 80	
			7,681 58
PROVINCE OF NOVA SCOTIA.			
Amherst.....		244 85	
Annapolis.....		72 92	
Antigonish.....		23 56	
Arichat.....		129 14	
Baddeck.....		86 47	
Barrington.....		26 20	
Bridgetown.....		5 40	
Cornwallis.....		44 82	
Digby.....		101 48	
Quysboro'.....		19 16	
Carried forward.....		754 00	

STATEMENT of Receipts on account of Sick Mariners' Fund, etc.—*Continued.*

	\$	cts.	\$	cts.
<i>Brought forward</i>	754	00		
PROVINCE OF NOVA SCOTIA.—Continued.				
Halifax.....	3,232	76		
Liverpool.....	234	04		
Lockeport.....	53	88		
Londonderry.....	59	15		
Lunenburg.....	356	52		
Margaretsville.....	7	24		
North Sydney.....	1,446	06		
Parrsboro'.....	58	34		
Pictou.....	1,091	68		
Port Hawkesbury.....	55	68		
Port Hood.....	25	16		
Port Medway.....	123	60		
Shelburne.....	8	54		
Sydney.....	1,162	34		
Weymouth.....	53	56		
Windsor.....	649	20		
Yarmouth.....	506	06		
Truro.....	1	12		
	9,878	91		
Less refund at Guysboro'.....	2	16		
			9,876	75
PROVINCE OF BRITISH COLUMBIA.				
Victoria.....			1,532	52
PROVINCE OF PRINCE EDWARD ISLAND.				
Charlottetown.....			442	90
RECAPITULATION.				
Quebec.....	18,267	71		
New Brunswick.....	7,681	58		
Nova Scotia.....	9,876	75		
British Columbia.....	1,532	52		
Prince Edward Island.....	442	90		
Total.....	\$37,801	46		

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 44.

GENERAL SUMMARY of Expenditure of the Department of Marine and Fisheries, for the Fiscal Year ended 30th June, 1875.

	\$ cts.	\$ cts.
Construction of Lights, &c., above Montreal.....	14,286 65	
do between Quebec and Montreal.....	2,625 00	
do below Quebec.....	16,700 00	
do New Brunswick.....	8,842 97	
do Nova Scotia.....	43,898 63	
do British Columbia.....	8,799 07	
		95,152 32
Maintenance of Lights, &c., above Montreal.....	71,937 18	
do between Quebec and Montreal.....	15,000 00	
do below Quebec.....	102,472 00	
do New Brunswick.....	60,119 02	
do Nova Scotia, including Sable Island Humane Establishment.....	114,344 61	
do Prince Edward Island.....	12,584 64	
do British Columbia.....	15,983 72	
		392,441 17
Dominion Steamers.....	143,833 06	
Gun Boat "Prince Alfred".....	2,425 80	
Steamboat Inspection.....	12,199 81	
Registry and Survey of Canadian Shipping.....	1,496 46	
Examination of Masters and Mates.....	5,696 62	
Trinity House, Quebec.....	7,890 05	
Harbour Police, Montreal.....	13,395 00	
Water Police, Quebec.....	24,500 00	
Meteorological Service.....	35,079 76	
Quebec Observatory.....	2,900 00	
St. John do.....	850 00	
Toronto Magnetic Observatory.....	4,800 00	
Investigations into Wrecks and Casualties.....	366 00	
Rewards for Saving Life, purchase of Life Boats, &c.....	3,552 86	
Marine Hospitals, Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen.....	37,111 67	
Marine and Immigrant Hospital, Quebec.....	21,994 75	
	59,106 42	
Steam communication between Quebec and Maritime Provinces.....	10,000 00	
Salaries of Secretaries to Pilotage Commissioners St. John and Halifax.....	1,566 26	
Removal of Obstructions from Navigable Rivers.....	450 00	
Departmental Salaries.....	31,326 18	
Fisheries.....	69,237 81	
		432,292 09
Total.....		919,885 58

JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries.

	30	2	0
<i>With non-conducting composition</i>			
Tuck & Co., rubber valves, hose, etc.	12	5	8
H. J. Armstrong, deck-lights.....	4	5	0
Spence & Baker, provisions.....	103	5	1
Millwall Dock Co., dockage, watch- ing, etc.....	20	1	8
Spence & Baker, commercial code of signals.....	1	11	6
G. Breim, transporting ship down the Millwall docks, etc.....	13	9	0
J. H. Wilson, butcher's bill, trim- ing bunkers, ship chandler's account, etc..... £81 19s. 4d.			
Less amount returned by Capt. Wyatt..... 8 15 4			
George Hill & Co., provisions.....	73	4	0
Messrs. Pile & Co., paid advance notes of crew.....	32	7	7
Messrs. Pile & Co., paid Capt. W. D. Wyatt for small disbursements for the vessel.....	44	7	6
Messrs. Pile & Co., paid Capt. Hyde on account of disbursements.....	30	0	0
Messrs. Pile & Co., paid G. F. Smith's travelling expenses to and from Cardiff, and hotel expenses while in Cardiff superintending the loading and despatching of the "Newfield".....	20	0	0
Burke Bros., seizing.....	10	10	0
D. S. Oatis, pilotage.....	0	3	9
Reynolds & Co., use of chronometer.....	7	6	0
Robert White, getting stores on board.....	1	10	0
Pile & Co., wages of crew.....	2	2	0
A. D. Michael & Co., stationers' bill.....	22	8	7
Pile & Co., telegrams, postages, etc. Henry Head & Co., insurance on policy for £13,000.....	1	12	0
E. T. Agins, 607½ tons of best Welsh coal, at 13s. 6d. £410 6 8	1	1	0
Less discount and allowance..... 35 5 2	238	11	0
E. T. Agins, 50 tons of Hartley coal, at 21s. 6d.....	375	1	6
	53	15	0
<i>Carried forward</i>	13,767	15	10

WM SMITH, Esq., Deputy Minister of Marine and Fisheries, in Account current, etc.—Continued.

Dr

Cr.

1876.	Brought forward.....	£	s.	d.	1875.	Brought forward.....	£	s.	d.
May.....		13,909	8	3	Aug. 4.....		13,757	15	10
							17	1	0
							6	0	0
							25	0	0
							4	0	0
							99	0	0
							13,908	16	10
							0	11	5
							£13,909	8	3

E. & O. E.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1876.WM. SMITH,
Deputy Minister of Marine and Fisheries.

BILL OF SALE

OFFICIAL NUMBER OF SHIP, 65,037.		NAME OF SHIP, "NEWFIELD."	
Port Number and Year of Registry. } 282. 1872.	Port of Registry, London.	How propelled, Screw.	Where built, Sunderland.
Number of Decks. One.		When built, 1871.	
Number of Masts. Two.			
Rigged. Schooner.			
Stern. Elliptic.			
Build. Clench.		Feet. Tenth.	
Galleries. None.		208 4	
Head. None.		29 1	
Framework. Iron.		16 8	
		31 4	
Length from forepart of Stem, under the bowsprit, to the aft side of the Head of the Stern-post.			
Mainbreadth to outside of Plank.			
Depth in Hold from Tonnage Deck to Ceiling at Midships.			
Depth in Hold from Upper Deck to Ceiling at Midships, in the case of three Decks and upwards.			
Length of Engine Room, if any.			
Whether British or Foreign made. British.		No. of Horses' Power combined. 90	
Description. Compound Surface-Condensing.		Diameter of Cylinders. 27 and 48.	
No. of Engines. Two.		Length of Stroke. 30"	
Particulars of Engines (if any).....			
GROSS TONNAGE.		DEDUCTIONS ALLOWED.	
Under Tonnage Deck.		On account of Space allowed for Propelling Power and Crew Space.	
Grossed-in Spaces above Tonnage Deck, if any, Space or Spaces between Deck.		On account of Spaces occupied by Seamen or Apprentices, appropriated to their use and kept free from Goods and Stores of every kind not being the personal property of the Crew. These Spaces are the following, viz. :—	
Break.			
Forecastle.			
Roundhouse.			
Other closed-in Spaces, if any, as follows :—Bridge Bunkers, &c.			
Gross Tonnage.		Total Deductions.	
Deductions as per Contra.			
Registered Tonnage.		278-09	

I, Robert Lockhart Alston, of Newfield, Hamilton, in the County of Lanark, Steamship-Owner, in consideration of the Sum of Eleven thousand Five Hundred Pounds paid to me by William Smith, of Ottawa, Deputy Minister of Marine of Canada, the Receipt whereof is hereby acknowledged, transfer Sixty-four Shares in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said William Smith. Further, I, the said Robert Lockhart Alston, for myself and my heirs, covenant with the said William Smith and his assigns, that I have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from incumbrances. In witness whereof, I have hereunto subscribed my name and affixed my seal, this Fourth day of August, One thousand eight hundred and seventy-five. Executed by the above-named ROBERT LOCKHART ALSTON, in the presence of HENRY REYNOLD, gardener, Newfield, Hamilton, Witness.

(Signed,) R. L. ALSTON.

Form No. 10.—Copy.)

BILL OF SALE

OFFICIAL NUMBER OF SHIP, 65,037.		NAME OF SHIP, "NEWFIELD."	
Port Number and Year of Registry. } 282. 1872.	Port of Registry, London.	How propelled, Screw.	Where built, Sunderland.
When built, 1871.			
Number of Decks. One.		Feet. Tenth.	
Number of Masts. Two.		208 4	
Rigged. Schooner.		29 1	
Stern. Elliptic.		16 8	
		31 4	
Length from forepart of Stem, under the bowsprit, to the aft side of the Head of the Stern-post.			
Mainbreadth to outside of Plank.			
Depth in Hold from Tonnage Deck to Ceiling at Midships.			
Depth in Hold from Upper Deck to Ceiling at Midships in the case of three Decks and upwards.			
Length of Engine Room, if any.			
Whether British or Foreign made. British.		No. of Horses' Power Combined. 90	
Description. Compound Surface-Condensing.		Diameter of Cylinders. 27 and 48.	
No. of Engines. Two.		Length of Stroke. 30"	
Particulars of Engines (if any).....			
GROSS TONNAGE.		DEDUCTIONS ALLOWED.	
Under Tonnage Deck.		On account of Space required for Propelling Power and Crew Space.	
Grossed-in Spaces above Tonnage Deck, if any, Space or Spaces between Deck.		On account of Spaces occupied by Seamen or Apprentices, appropriated to their use, and kept free from Goods and Stores of every kind not being the personal property of the Crew. These Spaces are the following, viz. :—	
Break.			
Forecastle.			
Roundhouse.			
Other closed-in Spaces, if any, as follows :—Bridge Bunkers, &c.			
Gross Tonnage.		Total Deductions.	
Deductions as per Contra.			
Registered Tonnage.		278-09	

I, William Smith, of Ottawa, Deputy Minister of Marine of Canada, registered Owner of the Vessel above described, in consideration of the Sum of Seven thousand Five Hundred Pounds sterling, paid to me by the Honorable Albert James Smith, Minister of Marine and Fisheries of Canada, acting for the Government of Canada, the Receipt whereof is hereby acknowledged, transfer Sixty-four Shares in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said A. J. Smith, for the Government of Canada. Further, I, the said William Smith, for myself and my heirs, covenant with the said A. J. Smith, for the Government of Canada, and his assigns, that I have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from incumbrances. In witness whereof, I have hereunto subscribed my name and affixed my seal, this Twelfth day of August, One thousand eight hundred and seventy-five. Executed by the above-named WILLIAM SMITH, in the presence of GEORGE F. SMITH, Lieutenant, Royal Navy. (Signed,) WM. SMITH.

(Signed,) WM. SMITH.

(Copy.)

LLOYDS' REGISTER OF BRITISH AND FOREIGN SHIPPING.

(ESTABLISHED 1824.)

No. 1444.

No. 2 WHITE LION COURT, CORNHILL, LONDON, 28th April, 1875

These are to certify that the Iron Screw Schooner "Newfield," of West Hartlepool, Sellers, Master, 744 Tons, bound to , has been surveyed at London, by the Surveyors of this Society, and reported to be, on the 5th April, 1875, in a good and efficient state, and fit to carry dry and perishable cargoes to and from all parts of the world, and that she has been Classed and entered in the Register Book of this Society with the Character 90, A1, subject to periodical survey.

Specially Surveyed No. 1, 1874.

Witness my hand,

(Signed,) THOMAS CHAPMAN, Chairman. B. WAYMOUTH, Secretary.

No. 177.

APPENDIX NO. 46.

REPORT OF MR. W. M. SMITH, STEAMBOAT INSPECTOR FOR NOVA SCOTIA AND NEW BRUNSWICK, ON STEAMER "GLENDON."

STEAMBOAT INSPECTION OFFICE,

ST. JOHN, N. B., 10th February, 1875.

SIR,—Your letter of the 2nd was received by me on the 6th instant. I have given my special attention to the matter, and looked thoroughly into it, that the information furnished may be reliable.

The freight steamer "Glendon" was built at this port, and was completed and employed in August, 1872. The hull was built under the inspection of Mr. Thos. H. Sime, surveyor for Bureau Veritas. The engine, boiler, &c., were furnished by Messrs. Geo. Fleming & Sons, engine builders, St. John, N.B.

Present condition.—The steamer's hull is in very good condition, does not leak, and is considered strong—it has not shown any signs of strains or weakness. [Note—The hull of this steamer was slightly damaged the first season she ran, by touching on Musquash Head, but was thoroughly repaired and made stronger than before (under inspection).]

The engine is of the inverted cylinder condensing type, such as is usual in single engine screw steamers, the pipes are copper, cocks brass, jet condenser: the machinery is in good order. I consider it reliable from its strength, and the satisfaction it has given during the last two years. [Note—Several changes have been made in the strength of parts of the machinery since it was first put in the boat. These changes added to the strength, and were made the first season the steamer ran.]

Outfit—The outfit is of the usual kind for freight steamers. I enclose a printed paper showing the outfit in detail.

Speed—This steamer makes her greatest speed with an ordinary cargo, say 300 tons of coal and 300 barrels freight. Her speed with this load is seven knots per hour; her speed light is not quite so fast, as the steamer is out of trim. 300 tons of coal, not including the coal in bunkers, or 2,000 barrels, is the quantity she can carry, and be in good trim and sea worthy.

Consumption of fuel, coal in bunkers, &c.—The steamer burns eight tons of soft coal in twenty-four hours steaming, when making a speed of seven knots an hour.

[Note—This steamer's boiler is better adapted for hard than soft coal. Hard coal has been used on her as fuel, except on a few occasions. The soft coal used was "Pictou," and did not give as good results as the hard coal. The furnace bars were not properly set for the soft coal. I consider the boiler fittest for the hard coal, but changes in the furnace bars would give better results with soft coal than have been obtained. The bunkers stow 30 tons of coal. This quantity has steamed this vessel 100 hours. The boiler has been repaired this winter, new pieces have been put in the tops and sides of furnaces; the boiler is in good order, and with care and the usual repairs done each season, would make it last two years at a steam pressure of 30 pounds per square inch, the full pressure required to make the speed stated. The boiler has never leaked. The shell has wasted $\frac{3}{8}$ of an inch since first put in the steamer: its thickness at first was $\frac{5}{8}$ of an inch.]

I enclose a statement procured by me from the Surveyor of Bureau Veritas (who inspected this steamer) showing sizes, strengths, and the kinds of timber fastenings, spars, etc. The steamer has very little cabin accommodation, and this is in two deck houses—one forward, one aft.

The number of crew required to navigate the vessel is eleven all told, without working cargo.

The spars are of pitch pine, rigging wire; the steamer has three masts, called a three masted schooner, is provided with sails, etc., for this rig. I do not consider the model of the vessel a good one; she is not at all handsome in looks, but is fit for the business for which she is intended, freight carrying. The present value of the steamer in my opinion is about \$25,000. It is said she cost \$30,000, but I think a similar vessel could be built for less than \$30,000.

There are some changes can be made on this steamer if required for service by the Department, such as housing in the deck cargo winch, alteration of rig, etc.

Trusting the information in this letter may be what you require,

I remain,

Yours truly,

(Signed,) WM. M. SMITH.

P.S.—This steamer can be ready for service at short notice. She is all ready, but laid up.

(Initialed,) W. M. S.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine, Ottawa.

PARTICULARS *re* STEAMER "GLENDON" FURNISHED BY MR. W. M. SMITH.

Name of Vessel—"Glendon."

Date of Inspection—First Inspected 1st August, 1872.

Port of Inspection—St. John, N.B.

Owner—J. McDonald and others.

Master—W. E. Sullis.

Name and Class of Engineers—James Morris, 2nd Engineer.

Tonnage—Gross tonnage, 266.58; register tonnage, 172.42.

Fees—Tonnage fees and date of payment; inspection fees, date of payment and to whom paid;

Passenger, Freight or Tug—Freight.

Side-wheel or Screw—Screw.

Route—Sea-going.

Date of Certificate—

Hull—Age of hull, built in 1872; length, 127 ft. 9 in.; breadth, 30 ft. 4 in.; depth, 9 ft. 2 in.; wood or iron, wood.

Dimensions of Engine—Diameter of cylinder, 28 in.; length of stroke, 20 in.

Dimension and Description of Boilers—Diameter of boiler, 7 ft.; diameter, number and length of tubes, 4, 69, 10; thickness of plate, $\frac{5}{16}$ in.; distance between stays, 7 in.; stamp of plate, Shelton best; age of boiler, new in August, 1872; repaired, 1875; description of boiler, return tube.

Water and Steam Gauges—Number of glass water-gauges, one; number of try-cocks, three; height of lowest try-cock above heat surface, 6 in.; description of steam gauge, Bourdon.

Safety Valves—Number and size of safety valves one, 6 in. diameter; number and size locked up, $3\frac{1}{2}$ (one).

Boiler Test—Hydro-pressure, 68 lbs.; working pressure, 45 lbs.

Boats—Number of boats, one; metallic boats, none; oars to each boat, six.

Fire Buckets—Number of iron buckets, 10; number of leather buckets, none.

Fire Engine, Pumps and Hose—Number of steam pumps, one 8-in., steam cylinder; number of hand pumps, one 4-in. diameter; feet of hose to each pump, 60 feet in all.

Anchors and Chains—Number of anchors, four; weight of anchors, 8 cwt. 2 qrs. 21 lbs.; 8 cwt. 3 qrs. 7 lbs.; 3 cwt. 2 qrs.; 1 cwt. 2 qrs. 4 lbs.; fathoms of chain, 150 fath., $1\frac{1}{8}$ in.; size of chains, $1\frac{1}{8}$ inch.

Life-Preservers—Number of cork life-preservers, 10; number of wood-floats, none. Two hawsers, 60 fathoms $6\frac{1}{2}$ in.; 60 fathoms $4\frac{1}{2}$ in.

Number of lanterns, 10, and three axes.

SPECIFICATION OF STEAMER "GLENDON," OF ST. JOHN, N.B. GROSS TONNAGE, 266; NET TONNAGE, 175 TONS REGISTER. FURNISHED BY THOMAS H. SIME, BUREAU VERITAS SURVEYOR, ST. JOHN, N.B.

Keel—Birch, 5 pieces, 13×11 ; 6 feet scarphs; shoe, 6×13 .

Stem—Oak, 12×13 ; rake, 6 ft.

Stern Post—Oak, 16×17 ft.

Floor Timbers—Birch and spruce in ends moulded, $12\frac{1}{2}$; sided, 12 and 13 ft.

Timbers at Light Water—Spruce moulded, 10 in.; sided, 10 in.

Timbers at Covering Board—Moulded, 7 in.; sided, 10 in., all spruce.

Keelson—Pitch pine, 15×18 ft.

Sister Keelson—Spruce, 12×12 ft.

Ceiling on flat of Floor—Spruce, 6×8 to 10 in.; 4 strak.

Inside Bilge—Spruce, 6 to 8 to 7×9 in.; 11 strak.

Ceiling in Hold—Spruce, 7 tap to 6×9 in.; 4 strak.

Garboards—Birch, 6 tap to $4 \times 11\frac{1}{2}$ in.; 2 strak.

Bottom Plank—Birch, 4×12 in.; 9 strak.

Outside Bilge Plank—Birch, 4×12 in.; 6 strak.

Bilge to Wales—Spruce, 4×10 and 11 in.; 4 strak.

Wales—Spruce, 5×8 in.; 5 strak.

Deck Plank—Spruce, $3\frac{1}{2} \times 6\frac{1}{2}$ and 7 in.; 44 strak.

Deck Beams—Spruce moulded, 11; sided, 14 to 12 in.

Sperketting—Pitch pine and spruce, 4×12 .

Waterways—Pitch pine and spruce, 8×9 .

Lock Strak—Pitch pine and spruce, 7×7 .

Deck Clamp—Pitch pine and spruce, 7, and tapered in 3 strak to 3 inches.

Stanchions—Spruce, 5×12 to 14 in., fixed knees.

Tree Nails—Haematac and spruce limbs, $1\frac{1}{2}$ and $1\frac{1}{4}$ in.

Keel and Keelson Bolts—Iron, $1\frac{1}{2}$ in., one through in every floor.

Deck Frame—Waterways, clamps and lodging knee bolts, $\frac{7}{8}$ and 1 in.

Stem and Stern Post—Metal and iron, $1\frac{1}{2}$ in.

Frame Bolts—Iron, $\frac{7}{8}$ and $\frac{3}{4}$ in.

Edge and Through Bolts—Ceiling edge bolted with $\frac{7}{8}$ in. iron; from sister keelsons to top of deck, clamps every 5 ft., and all butts in frame through-bolted through ceiling.

Bilge Bolts—Metal through bolts, $\frac{7}{8}$ in.

Butt Bolts—Metal and iron, $\frac{3}{4}$ and $\frac{7}{8}$ in.

Hooks and Crutches—9 pairs in all fastened on frame with iron, $1\frac{1}{2}$, 1, $\frac{7}{8}$ in.

Iron Knees—14 pairs iron knee-riders in hold, $3 \times 1\frac{1}{2}$ in., fastened with metal and iron $\frac{7}{8}$ in.

Rudder—Iron.

Spars—Pitch pine.

Rigging—Wire.

Pumps—Wood.

2 qrs. 4 lbs. Anchors—One, 8 cwt. 2 qrs. 21 lbs., 8 cwt. 3 qrs. 7 lbs., 3 cwt. 2 qrs., 1 cwt.

Chains—150 fathoms, $1\frac{1}{8}$ chain cable.

Hawsers—60 fathoms, $6\frac{1}{2}$ chains; 60 fathoms, $4\frac{1}{2}$ chains.

Boat—One, 20 ft.

5—16

(Form No. 10.—Copy.)

BILL OF SALE.

OFFICIAL NUMBER OF SHIP, 64,616.			NAME OF SHIP, "GLENDON."			
Port Number and Year of Registry.	55, 1872.	Port of Registry. St. John, N.B.	Where built, St. John, N.B.	When built, 30th May, 1872.		
Number of Decks.....One. Number of Masts.....Three. Rigger.....Schooner. Stern.....Round.		Build.....Carral. Galleries.....None. Head.....Billet. Framework.....Wood.		Feet. 127 30 9 40	Tenth.	
Particulars of Engines (if any).... One.		Description. Non-Condensing.		Whether British or Foreign made. British.	Length from forepart of Stem, under the bowsprit, to the aft side of the Head of the Stern-post..... Mainbreadth to outside of Plank..... Depth in Hold from Tonnage Deck to Ceiling at Midships..... Depth in Hold from Upper Deck to Ceiling at Midships in the case of three Decks and upwards..... Length of Engine Room, if any.....	9 4 2 0
When made. 1872.		Name and Address of Makers. George Fleming & Son, St John, N.B.		Diameter of Cylinder. 28 in.	Length of Stroke. 30 in.	No. of Horses' Power Combined. 31
GROSS TONNAGE.			DEDUCTIONS ALLOWED.		No. of Tons.	
Under Tonnage Deck.....			On account of Spaces required for Propelling Power.....		81.74	
Closed-in Spaces above Tonnage Deck, if any, Space or Spaces between Deck.....			On account of Spaces occupied by Seamen or Apprentices, appropriated to their use, and kept free from Goods and Stores of every kind not being the personal property of the Crew. These Spaces are the following, viz.:		9.42	
Fore-castle.....			6.60		9.42	
Roundhouse (aft).....			21.06		9.42	
Other closed-in Spaces, if any, as follows: Roundhouse (forward).....			9.42		9.42	
Gross Tonnage.....			268.58		9.42	
Deductions as per Contra.....			91.16		9.42	
Registered Tonnage.....			175.42		9.42	
Total Deductions.....			91.16		9.42	

We, Daniel Wetmore Clark, of Carleton, St. John, N.B., Wharf-Building and Contractor, Owner of Forty-eight Shares, John Wilfred Carter, of Westfield, Kings County, N.B., Master Mariner, Owner of Eight Shares, and John William Nicholson, of St. John, N.B., Merchant, Owner of Eight Shares, in consideration of the Sum of Twenty Thousand Dollars paid to us by the Minister of Marine and Fisheries, Canada, on behalf of Her Majesty the Queen, the Receipt whereof is hereby acknowledged, transfer Sixty-four Sixty-fourth Shares in the Ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said Minister of Marine and Fisheries of Canada, on behalf of Her Majesty the Queen.

Further, We, the said Daniel Wetmore Clark, John Wilfred Carter and John William Nicholson, for ourselves and our heirs, covenant with the said Minister of Marine and Fisheries of Canada, on behalf of Her Majesty the Queen and Her assigns, that We have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from incumbrances.

In witness whereof we have hereunto subscribed our names and affixed our seals, this Thirty-first day of March, One thousand eight hundred and seventy-five.

Executed by the above named DANIEL WETMORE CLARK,

JOHN WILFRED CARTER,
JOHN WILLIAM NICHOLSON.

In the presence of
(Signed,)

JAMES BARBER
Customs, St. John, N.B.

Entered 26th April, 1875, at 10 A.M.

(Signed,)

J. R. RUEL,
Registrar, Port of St. John, N.B.

(Signed,)

DANIEL W. CLARK,
J. W. CARTER,
JOHN W. NICHOLSON

APPENDIX No. 47.

REPORT ON THE MONTREAL DECAYED PILOT FUND FOR THE
CALENDAR YEAR ENDED 31st DECEMBER 1875.HARBOUR COMMISSIONERS OFFICE,
MONTREAL, 22nd January, 1876.

SIR,—I have the honour to enclose herewith for the information of the Honorable the Minister of Marine and Fisheries, statements of the receipts and expenditure of the "Decayed Pilot Fund" for the year ended 31st December, 1875, also a statement of the present condition of the fund.

I have nothing in particular to mention in connection with the Trust. You will notice by the statements herewith transmitted, compared with those submitted last year, that there has been an increase in the securities for the year just ended of \$1,928.

There are twenty-one persons receiving pensions from this fund,—seventeen women and four men.

No additions have been made to the list during the year, nor any reductions by death, or otherwise.

I have the honour to be, Sir,

Your most obedient servant,

H. H. WHITNEY,

Treasurer.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

H. H. WHITNEY, Treasurer, in Account with Montreal Decayed Pilot Fund.

DR.

CR.

[illegible]

do	do	do	15 00
do	do	do	15 00
do	do	do	30 00
do	do	1st inst.	15 00
do	do	do	30 00
do	do	do	15 00
do	do	1st Nov.	2,958 95
do	do	Balance	5,274 95

STATEMENT of Funds, 1875.

		\$	cts.
Montreal Harbour Bonds		20,000	00
do Water Works Bonds		2,000	00
Dominion Stock		1,620	00
Cash deposited in City and District Savings Bank	\$2,745 64		
In Treasurer's hands.....	213 31		
		2,958	95
		26,578	95

(Signed,)

H. H. WHITNEY,

Treasurer.

MONTREAL, 31st December, 1875.

I hereby certify that I have examined the statements of receipts and disbursements of the Treasurer of the "Decayed Pilot Fund" for the year commencing the 1st January, and ending the 31st December, 1875; also the securities mentioned in the above statement belonging to this Fund, and the cash on hand, all of which I find to be correct.

(Signed,)

JOHN YOUNG,

Chairman, Harbour Commissioners.

APPENDIX No. 48.

REPORT OF THE TRINITY HOUSE OF QUEBEC, FOR THE EIGHTEEN MONTHS ENDED 31ST DECEMBER, 1875.

The Board met twice a week during the season of navigation and held eleven sittings during the winter months.

Sundry applications for beach and water lots, together with tariffs of rates of wharfage referred from the Government of the Province of Quebec, were submitted to the Board and reported upon.

An enquiry was made in reference to the statement of the master of the "Bosphorus," that pilots could not be found on the stations below when required, and reported upon to the Department of Marine and Fisheries.

A By-law was passed by the Trinity House on the 4th of March last, and sanctioned by the Governor General on the 7th April following, appropriating the wharf belonging to the Montreal Ocean Steamship Company, situate in the Harbour of Quebec, for the exclusive use and accommodation of steamships and other vessels belonging to said Company.

SALVAGE.

Eight salvage cases were submitted to the arbitration of the Board and awarded upon.

JUDICIAL PROCEEDINGS.

Six cases, prosecutions for infringement of pilot and harbour regulations, were brought before the Board and adjudged upon.

PILOTS.

Six pilots were pensioned during the eighteen months, seven have died, leaving the number on the active list on the 31st December instant, 195, including two on sick list, three in charge of steamers, two in charge of light ships, three apprentices, licensed, and eighteen pilots, who having attained the age of sixty-five years, received new licenses for one year from April last.

The number of apprentices on the list at this date is fifty-five.

HARBOUR OFFICE.

Reports were received in this office of the following effects picked up in the Port of Quebec, viz.:

Drift timber.....	3,530 pieces,
Boats	42
Anchors and Chains.....	22

Returns of eighty-eight casualties in shipping were received, recorded, and copies thereof transmitted to the Department of Marine and Fisheries.

The Superintendent of Pilots received and recorded in his office the following number of reports, viz.:—

Of Pilotages up the River.....	1,953
“ down “	2,137

Receipts and Expenditure of the Trinity House, of Quebec, during the year ended 30th June, 1875:—

Receipts.

Amount received from the public chest through the Department
of Marine and Fisheries..... \$7,665 90

Expenditure.

Salaries, Trinity House Officers and employés..... \$6,671 03
Superannuation Tax..... 132 00
Contingencies..... 347 92
Harbour Office..... 500 00
Balance in hand..... 14 95
\$7,665 90

Receipts and Expenditure of the Trinity House of Quebec, during the half year ending 31st December, 1875:—

Receipts.

Amount received from the public chest through the Department
of Marine and Fisheries..... \$3,815 00
Fines and other monies received..... 114 69
Balance on hand on 30th June, 1875..... 14 95
\$3,944 64

Expenditure.

Salaries, Trinity House Officers and employés..... \$3,352 12
Superannuation Tax..... 66 00
Contingencies..... 127 73
Harbour Office..... 249 96
The Honorable the Receiver General..... 148 83
\$3,944 64

A. LERMOINE,
Secretary-Treasurer.

TRINITY HOUSE, QUEBEC,
31st December, 1875.

THE Quebec Decayed Pilot Fund in account current with A. LE MOINE,
Secretary-Treasurer of the Trinity House of Quebec.

Dr.		\$ cts.	\$ cts.
1875	For the following pensions and relief paid during the year 1875:—		
	For arrears of Pensions to 31st December, 1874.....	234 42	
	For amount of Pension list for quarter ending 31st January, 1875..	3,132 46	
	do do do 30th April, do ..	3,108 19	
	do do do 31st July, do ..	3,049 63	
	do do do 31st October, do ..	2,864 23	
	For relief during the year. 1875	571 31	
			12,960 24
	For the following sums paid:—		
	To paid A. Côté & Cie's account for publishing annual statement of the Fund in "Journal de Quebec" and printing life cer- tificates.....	20 60	
	To paid G. T. Cary's do in the Quebec "Mercury"...	20 00	
	To paid Expenses of renewing enregistrement of A. Marmen's obligation.....	3 65	
			44 25
	To paid Bossé & Bossé for \$1,000, Dominion Stock, at 2 per cent premium, interest accrued, brokerage and certificate.....		1,028 62
	To paid La Caisse d'Economie, N. D.		11,995 04
			<u>\$26,028 15</u>
Cr.			
1875	By balance in the hands of the Secretary-Treasurer on the 31st December, 1874.....		228 27
	Capital and interest received from the following during the year 1875:—		
	From Quebec Turnpike Road Trustees, 1 year's interest on \$22,800, to 1st July, 1875.....	1,368 00	
	From Quebec Corporation, 1 year's interest on \$9,000, to 1st July, 1875.	630 00	
	From Estate of P. Boisseau, 1 year's interest on \$2,000, to 26th January, 1875	120 00	
	From A. Marmen, 1 year's interest on \$240 to 28th March, 1873....	14 40	
	From Dominion of Canada, 1 year's interest on \$18,300 and six months on \$1,060, to 1st October, 1875	1,128 00	
	From La Banque Nationale, amount of special deposit.....	\$782 30	
	Interest thereon to 30th November, 1875.....	109 21	
		891 51	
	From A. Fournier, balance of his obligation.....	\$1,000 00	
	Interest thereon to 30th March, 1875	70 20	
		1,070 20	
	From Caisse d'Economie N. D. on account of temporary deposits.....	\$11,328 62	
	Interest to 31st May, 1875.....	219 53	
		11,548 15	
			16,770 26
	Poundage:—		
	Amount collected during the year 1875.....		8,998 62
	Fines:—		
	Amount received during the year 1875		31 00
			<u>\$26,028 15</u>

E. E.

E. LEMOINE,
Secretary-Treasurer.TRINITY HOUSE, QUEBEC,
31st December, 1875.

Sworn to as being correct and true this 31st December, 1875.

ED. GLACKEMEYER,
J. P.Examined,
VITAL TETU,
Master.

STATEMENT of Moneys received and paid by the Trinity House of Quebec,
on Account of the Quebec Decayed Pilot Fund, during the Year 1875,
viz :—

RECEIPTS.		\$	cts.	\$	cts.
Percentage and Contributions of Pilots.....		8,998	62		
Capitals paid in, and interest on Loans received, &c.....		5,441	64		
Temporary Deposits in Savings Bank.....		11,328	62		
Fines.....		31	00		
				25,799	88
EXPENDITURE.					
Pensions.....		12,388	93		
Relief.....		571	31		
Investments.....		1,028	62		
Temporary Deposits in Savings Bank.....		11,995	04		
Sundry Payments.....		44	25		
				26,028	16
PERSONS RELIEVED OUT OF THE FUND.					
A. Ouellet,	Pilot.....	12	00		
N. Fortin,	do.....	54	05		
H. Noel,	do.....	23	00		
Ed. Rousseau,	do.....	53	15		
Ed. Demers,	do.....	96	00		
Wm. Russell,	do.....	60	47		
Simeon Plante,	do.....	48	00		
Clovis Anctil,	do.....	48	00		
Pierre Ross,	do.....	48	00		
Widow of C. Brown,	do.....	30	50		
Thos. Thivierge,	do.....	53	52		
Benoni Normand,	do.....	44	62		
				571	31
PENSIONERS ON THE FUND.					
INFIRM PILOTS.					
Blouin, P.....	6 at \$160 each.....	960	00		
Boissel, C.....					
Dion, J. B.....					
Forbes, Isaac.....					
Pelletier, A.....	4 at \$140 each.....	560	00		
Raymond, J.....					
Bourget, F.....					
Demers, E.....					
Paquet, J. B.....	4 at \$120 each.....	480	00		
St. Laurent, A.....					
D'Amour, J. S.....					
Lapointe, F. J.....					
Lapointe, F. X.....					
Paradis, N.....					
Adam, J. E.....					
Boucher, A.....					
Caron, J. B.....					
Chamberland, A.....					
Charest, P.....					
Charest, V.....					
Corriveau, F. X.....					
Côté, F.....					
Ourodeau, F.....					
Dion, C.....					
Dupille, J.....					
Fournier, G.....					
Fournier, M.....					
Carried forward.....		2,000	00		

STATEMENT of Moneys received and paid by the Trinity House of Quebec
on Account of, etc.—*Continued.*

		\$ cts.	\$ cts.
	<i>Brought forward.....</i>	2,000 00	
<i>INFIRM PILOTS.—Continued.</i>			
Gourdeau, J.....			
Gourdeau, P.....			
Lapointe, J.....			
Lavoie, J.....			
Lemieux, L.....	34 at \$96 each.....	3,264 00	
Menard, F. X.....			
Morin, M.....			
Nadeau, F.....			
Pâquet, P.....			
Pelletier, F.....			
Pelletier, J.....			
Plante, G.....			
Pouliot, P.....			
Roussel, A.....			
Roy, A.....			
Roy, L. J.....			
St. Pierre, C.....			
Vaillancourt, E.....			
Vezina, C.....			
Vezina, M.....			
Vezina, O.....			
Forbes, James, at \$80		80 00	
Lapierre, Denis Jos., at \$40		40 00	
			5,384 00
<i>WIDOWS OF PILOTS.</i>			
Widow, Adam, C. J.....			
do Asselin, J. B.....			
do Asselin, L. (A.A.).....			
do Asselin, L. (M.L.).....			
do Baquet, F.....			
do Bernier, G.....			
do Bouchard, M.....			
do Brown, Charles.....			
do Caron, F.....			
do Caron, G.....			
do Chevalier, Ed.....			
do Cinq Mars, D.....			
do Couillard, F.....			
do Desrosiers, J.....			
do Dick, J.....			
do Dick, P.....			
do Dick, T.....			
do Dion, J.....			
do Dorion, A.....			
do Dumas, Christopher.....			
do Dumas, J.....			
do Dunford, T.....			
do Fournier, J.....			
do Gaulin, J.....			
do Genest, J.....			
do Glyn, D.....			
do Gourdeau, P.....			
do Irvin, W.....			
do Kœnig, C. F.....			
do Lachance, O.....	59 at \$80 each	4,720 00	
do Langelier, F.....			
do Langlois, J.....			
do Langlois, L. (E.D.).....			
do Langlois, P.....			
	<i>Carried forward.....</i>	4,720 00	5,384 00

STATEMENT of Moneys received and paid by the Trinity House of Quebec,
on Account of, etc.—*Continued.*

		Brought forward.....	\$ cts. 4,720 00	\$ cts. 5,384 00
WIDOWS OF PILOTS.— <i>Continued.</i>				
Widow Lapointe, F				
do Laroche, J. B.				
do Lavoie, A. (L. M.)....				
do Lavoie, H.				
do Lavoie, L. M.				
do Lévêques, F.				
do Marcoux, J.				
do Mercier, J.				
do Michaud, A.				
do Noel, H.				
do Normand, B.				
do Normand, P.				
do Ouellet, A.				
do Patoire, J. B.				
do Pettigrew, D.				
do Pineau, B.				
do Pouliot, P.				
do Plante, J. M.				
do Rioux, F.				
do Ruel, J.				
do Simpson, F.				
do Simpson, John.				
do Simpson, Joseph.				
do St. Amand, G.				
do Simard, R. E.				
do Amyot, W.				
do Blouin, P.				
do Boissinot, F.				
do Campbell, J.				
do Côté, C.				
do Deanoysers, F.				
do Desrosiers, P.	14 at \$64 each		896 00	
do Gauthier, H.				
do Lachance, F. X.				
do Lachance, P. P.				
do Leclerc, F.				
do Pelletier, M.				
do Reilly, J.				
do Royer, A.				
do Chouinard, C. W.				
do Dandurand, J.				
do Keable, A.				
do Morency, G.	8 at \$48 each		384 00	
do Rioux, M.				
do Rouleau, P.				
do Servant, J. B.				
do Verrault, H.				
do Blanchet, Z.				
do Cavenagh, M.				
do Caron, F.				
do Côté, M.				
do Côté (<i>alias</i> Urbain)...				
do Fortier, A.				
do Langlois, L. (A.R.)...				
do Lapierre, P.	15 at \$40 each		600 00	
do Lapointe, P.				
do Michaud, P.				
do McNeil, T.				
do Plante, G.				
do Raymond, A.				
do Simard, G.				
do Thivierge, L.				
		Carried forward.....	6,600 00	5,384 00

STATEMENT of Moneys received and paid by the Trinity House of Quebec,
on Account of, etc.—*Continued.*

	\$	cts.	\$	cts.
<i>Brought forward</i>	6,600	00	5,384	00
CHILDREN OF PILOTS.				
Chasseur, Abraham (insane).....1				
Child, Charest, D. (D.) do .....1	3 at \$48 each	144	00	
do Couillard, H. do .....1				
do Gourdeau, E. ....1 at \$40		40	00	
do Charest, D. (G.) (infirm).....1 at \$32		32	00	
do Gourdeau, J. do .....1 at \$30		30	00	
do Pettigrew, W. do .....2 at \$25 each		50	00	
do Boutin, T. do .....1				
do Curodeau, P. (insane).....1	3 at \$24 each	72	00	
do Toussaint, P. (infirm).....1				
do Baquet, P. do .....1				
do Dupuis, F. do .....1				
do Forbes, P. do .....1	5 at \$20 each	100	00	
do Fortin, N. do .....1				
do Johan, J. do .....1				
do Lavoie, E. do .....3 at \$19.20 each		57	60	
do Pouliot, J. ....1				
do Garneau, P. ....1	5 at \$16 each	80	00	
do do .....3				
do Pineau, B. (infirm).....1 at \$12		12	00	
do Raymond, J. do .....1 at \$10		10	00	
			7,127	60
STATE OF THE FUND.			12,611	60
Money invested	53,618	89		
Interest, &c., due by divers persons	117	84		
Cash in savings bank.....	6,729	44		
			60,466	17
Deduct arrears of pensions due this day.....			377	68
Total.....			60,088	51

A. LEMOINE,
Secretary-Treasurer.

E. E.
TRINITY HOUSE, QUEBEC,
31st December, 1875.

Examined,
VITAL TETU,
Master.

SUPPLEMENT

(No. 1)

TO THE

EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875;

BEING A

LIST OF LIGHTS

ON THE

COASTS, RIVERS AND LAKES

OF THE

DOMINION OF CANADA

ON THE

31ST DAY OF DECEMBER, 1875.



OTTAWA:

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

1876.

LIST OF LIGHTS

ON THE

COASTS, RIVERS AND LAKES

OF THE

DOMINION OF CANADA

UNDER THE CHARGE OF THE DEPARTMENT OF MARINE AND FISHERIES.

All the Lights below Quebec, on the River St. Lawrence, including Point des Monts, Cape Chatte and Egg Island, are extinguished on the 10th December, and those in the Gulf of St. Lawrence, Straits of Belle Isle, Northumberland Straits, Prince Edward Island and Gut of Canso, are extinguished on the 20th December (with the exception of the light on Bird Rocks, which is kept burning till the 31st December), and lighted on the 1st April of each year.

The Lights in the Bay of Fundy, and on the Southern and Eastern Coasts of Nova Scotia, and the Light on the South-west point of St. Paul's Island, are exhibited all the year round.

The Lights above Quebec, and on the Lakes, are shown during the season of navigation.

All bearings are magnetic, and are given from seaward.

WM. SMITH.

Deputy Minister of Marine and Fisheries.

OTTAWA, 1st January, 1876.

List of Lights on the Coasts, Rivers

LABRA

ABBREVIATIONS:—F., fixed or steady; Fl., flashing; F. and Fl., fixed light, with a white or red flash in reflectors; D., dioptric, or by refracting

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or flash.
1	BELLE ISLE.....	Straits of Belle Isle, extreme S. point of island.	51 53	0 55 22 15	One.....	F	White	.....
2	AMOUR POINT.....	S.E. side of Forteau Bay.	51 27 35	56 50 55	One.....	F	White	.....

NEWFOUND

3	CAPE NORMAN....	Straits of Belle Isle...	51 38	0 55 53 40	One.....	Rev.	White	Every 2 min.
4	POINT RICH.....	Straits of Belle Isle...	50 41 50	57 27 40	One.....	Fl	White	Every 15 sec.
5	CAPE RAY.....	On W. side of cape...	47 37	0 59 18 0	One.....	Fl	White	Every 10 sec.

GULF AND RIVER

7	ST. PAUL'S ISLAND.....	On rock off N.E. point of island	47 13 50	60 8 20	One.....	F	White	.....
		S.W. point of island...	47 11 20	60 9 40	One.....	Rev	White	Every minute.
8	BIRD ROCK.....	Magdalen Islands.....	47 50 40	61 8 20	One.....	F	White	.....

and Lakes of the Dominion.

DOR.

addition, preceded and followed by a short eclipse; Rev., revolving; C., catoptric, or by metallic lenses; Int., intermittent; Alt., alternating.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
28	White, circular, clap-boarded.	470	62	1858	D., First order.	Visible from about N.W. by N., round by S. to E. A gun is fired every hour during fog and snow storms. Dépôt of provisions for shipwrecked mariners.	1
18	White, circular	155	109	1855	D., Second order.....	A gun is fired here every hour during fogs and snow storms.	2

LAND.

20	White, hexagonal.....	130	40	1871	C	Visible from all points of approach seaward.	3
18	White, hexagonal....	130	40	1871	C	Visible from all points of approach seaward.	4
20	White, hexagonal.....		41	1871	C	At a long distance flashes not observed. A fog whistle is blown in thick and foggy weather and during snow storms, 10 sec. in each minute, leaving an interval of 50 sec. between each blast. Heard in calm weather or with the wind from 8 to 10 miles, and in stormy weather or against the wind from 3 to 6 miles, according to the state of the atmosphere.	5

ST. LAWRENCE.

20	White, octagonal, wood.	140	40	1839	D., Third order.	Obscured between N. by E. $\frac{1}{2}$ E. and E.N.E.	6
20	White, octagonal, wood.	140	40	1831	D., Third order.	Obscured when bearing from S.S.E. to W. $\frac{1}{2}$ N. A fog whistle on the S. side of the island, S.W. of Atlantic Cove, about $\frac{1}{2}$ mile from the Humane Establishment, sounds once for five sec. in each minute during thick weather and storms.	7
21	White, hexagonal.....	140	50	1870	D., Second order.	Dwelling house also white, 200 feet from tower. Fog gun every hour during fogs and snow storms.	8

List of Lights on the Coasts, Rivers

GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl. Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
9	ENTRY ISLAND.....	On S.E. side of Island, Magdalen Islands...	47 16 30	61 42 0	One	F	Red	.....
10	AMHERST ISLAND.	S. Point of Island, Magdalen Islands...	47 13 0	61 58 0	One	Rev	Red and white	Every 30 sec...
11	ETANG DU NORD ..	W. side of Grindstone Islands, Magdalens..	47 23 30	61 58 0	One	Rev	White	.....
12	CARLETON POINT.	Bay of Chaleur.....	48 5 15	66 7 0	One	F	Red	.....
13	PASPEBIAC	On the Spit.....	48 0 54	65 14 20	One		White	.....
14	MAQUERNAU POINT	Bay of Chaleur.....	48 12 30	64 46 12	One	Rev	Red and white alt.	Every minute..
15	CAPE DESPAIR....	Bay of Chaleur.....	48 25 40	64 18 20	One	Rev	White	Every half min
16	PERCE	On Whitehead Cape..	48 30 30	64 13 0	One		White	.....
17	GASPÉ.....	O'Hara Point, Wharf Basin.	48 49 53	64 31 41	One	F	Red	.....
18	GASPÉ BAY LIGHT SHIP.	At Sandy Beach Point, moored off extreme of Spit.	48 50 45	64 24 30	Two, red 29 feet, and white 35 feet from deck.	F	Red, with white 6 feet above	.....
19	GASPÉ CAPE .....	.....	48 45 15	64 9 15	One	F	Red	.....
20	CAPE ROSIER.....	On cape	48 51 57	64 12 0	One	F	White	.....

and Lakes of the Dominion.—Continued.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, square, wood, with dwelling attached.	90	28	1874	C	Light seen from all points, except from E.S.E. round to N., where it is intercepted by the high lands of the Island.	9
20	White, hexagonal.....			1871	C		10
20	White, square	200	28	1874	.....	A steam fog-whistle sounds in thick weather, fogs and snow storms: two blasts of eight seconds' duration in each minute, with an interval of 22 seconds between each blast, will be heard in calm weather or with the wind from eight to twelve miles, and in stormy weather, or against the wind, from three to six miles, according to the state of the atmosphere.	11
12	White, wood.....	32	28	1872	C		12
13	White, square, wood	55	54	1870	C	Situated near extremity of Spit.	13
12	White, square.....	56	27	1874	C		14
15	White, square, wood with red roof.	90	18	1874	C		15
13	White, square, wood	138	20	1874	C		16
7	.....	30			C		17
.....	Painted red, with "Light Vessel" on her side.			1871	C		18
12	Square, wood, with dwelling attached.	350	30	1873	C	A steam fog-whistle sounds in thick weather, fogs and storms, for ten seconds in each minute, leaving an interval of fifty seconds between each blast. Heard in calm weather or with the wind from eight to thirteen miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.	19
	White, circular, clap-boarded.	136	112	1838	D., First order.		20

List of Lights on the Coasts, Rivers

GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
21	HEATH POINT.....	E. End Anticosti Island.	49 6 30	61 42 30	One.....	F	White	.....
22	BAGOT'S BLUFF.....	½ mile W. from S. Point Anticosti Island.	49 4 30	62 17 30	One.....	Rev	White	Flash every 20 seconds.
23	SOUTH W. POINT.	Anticosti Island.....	49 23 45	63 35 46	One	Rev	White	Every minute.
24	WEST POINT.....	Extreme W. Point Anticosti Island.	49 52 30	64 31 40	One.....		White	.....
25	CAPE MAGDALEN..	On cape.....	49 15 40	65 19 30	One.....	Alt.	Red and white	Every 2 min..
25½	MARTIN RIVER.....	Gaspé County						
26	SEVEN ISLANDS.....	On Carousal Island...	50 5 40	66 22 44	One		White	.....
27	CAPE CHATTE	N.E. Point of Cape...	49 5 55	66 45 29	One.....	Rev	White	Every 30 sec.
28	EGG ISLAND	600 feet from S. end of Island.	49 38 0	67 10 0	One.....	Rev	White	Every 1½ min.
29	POINT DE MONTS..	About 1½ mile N.E. of Point.	49 19 35	67 21 55	One	F	White	.....
30	MATANE	Rimouski.....	48 52 0	67 33 0	One	F	Red	.....
31	LITTLE METIS POINT.	.....	48 40 15	68 2 30	One	Rev	White	Every minute.
32	MANICOUAGAN LIGHTSHIP	4 miles from land, the E. Peninsula bearing N.E., and the W. Peninsula bearing W.N.W., moored in 25 fathoms water.	49 2 0	68 15 0	Two — one 27ft., and the other 24ft. from deck.	F	White	.....
33	FATHER POINT....	Rimouski.....	48 31 25	68 27 40	One	F	White	.....
34	PORT NEUF	Saguenay County	48 37 0	69 6 0	One	F	White	.....
35	BIQUETTE ISLAND	Near centre of Island	48 25 18	68 53 20	One	Rev	White	Every 2 min..

and Lakes of the Dominion.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
15	White, circular faced and clapboarded.	110	90	1835	C	The lighthouse is always kept open to the southward of Cormorant Point. Visible between bearings S. W. by W. to E. Depôt of provisions here for shipwrecked mariners.	21
14	White, hexagonal.....	75	54	1871	C	A fog-whistle sounds during snow storms, and in thick or foggy weather for ten seconds in every minute, thus making an interval of fifty seconds between each blast.	22
15	White, circular, faced and clapboarded.	100	75	1831	C	Visible between bearings of N.N. W., round by S. to S.E. by E.	23
15	White, circular clapboarded.	112	109	1858	D., Second order.	A gun is fired every hour during fogs and snow storms. Depôt of provisions for shipwrecked mariners.	24
Red 15 White 20	White, hexagonal..	147	54	1871	C	An interval of two minutes between each flash.	25
.....	.....	.....	.....	.....	.....	In course of construction.	25½
.....	.....	.....	.....	re- erect'd 1875	.....	Will be lit in spring of 1876.	26
18	White, square, wood	120	26	1871 re- erect'd 1875	C	Visible from all points of approach seaward.	27
15	Octagonal, surmounting dwelling.	70	35	1871	C .....	.....	28
15	White, circular, clapboarded.	100	75	1830	C	Depôt of provisions for shipwrecked mariners. A gun is fired every hour during fogs and snow storms.	29
10	White, square, wood, with dwelling attached.	65	28	1873	C .....	.....	30
15	White, square, with red roof and dwelling attached.	56	4	1874	C .....	.....	31
12 ch }	.....	.....	.....	1872	.....	A fog-whistle sounds during thick weather, fogs and snow storms a blast of eight seconds duration, with an interval of eight seconds, and then a blast of eight seconds, with an interval of two minutes twenty seconds.	32
10	White, square.....	43	.....	1859	C	Pilots stationed here.	33
15	White, square, wood.	40	27	1873	C .....	.....	34
17	White, circular, clapboarded.	112	65	1844	C	A gun is fired every half-hour during fogs and snow storms.	35

List of Lights on the Coasts, Rivers

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
36	RED ISLAND LIGHTSHIP	N.E. from Island.....	48 6 30	69 30 20	Two — one on fore and other on main-mast.	F	.....	.....
37	RED ISLET.....	On centre of Islet.....	48 4 20	69 32 56	One	F	Red	.....
38	POINT NOIR	Entrance to	48 5 38	69 42 35	Two — one on point and other 608 yards N.W. $\frac{1}{2}$ N. distant from it.	F	White	.....
39	RANGE LIGHTS	River Saguenay {	48 5 40	69 43 2				
40	LARK ISLET.....	Entrance to Saguenay	48 5 30	69 49 0	One	F	White	.....
41	GREEN ISLAND ...	On N. point of Islet...	48 3 17	69 25 10	One	F	White	.....
42	BRANDY POTS.....	42 fathoms from S.E. end of Islet.	47 52 30	69 40 50	One	F	White	.....
43	LONG PILGRIMS...	20 fathoms W. of centre of Island, and 54 fathoms S. from water's edge.	47 43 15	69 44 20	One	F	White	.....
44	GRAND ISLE, KAMOURASKA.	120 fathoms from N.E. end of Island, 80 fathoms from water's edge.	47 38 20	69 51 40	One	F	White	.....
45	POINT AUX ORIGINEAUX.	River Ouelle, Kamouraska.	47 29 36	70 1 43	One.....	F	Red...	.....
46	LOWER TRAVERSE LIGHTSHIP.	N.E. of St. Roch Shoals.	47 22 10	70 14 50	Two — one light 4 ft. higher than the other.	F	White	.....
47	UPPER TRAVERSE LIGHTSHIP.	N.W. edge of St. Roch Shoals.	47 19 50	70 16 0	Two—main light 8 higher than the other.	F	White	.....
48	STONE PILLAR.....	50 fathoms from S. point of Islet.	47 12 25	70 21 26	One.....	Rev	White	Every 1½ min
49	ALGERNON ROCK.	Near Stone Pillar.....	.....	.....	.....	.....	.....	.....
50	CRANE ISLAND.....	½ mile from W. point of Island.	47 3 0	70 34 30	One	F	White	.....
51	BELLECHASSE.....	E. end of Island	46 56 0	70 46 0	One	F	White	.....
52	} ST. FRANCIS.	E. end Island of Orleans.	47 0 12	70 45 19	} Two	F	White	.....
53			47 0 24	70 44 51				
54	} CAPE ROUGE	Bet. Traverse Spit and Brûlé Bank.	47 7 45	70 40 28	} Two	F	White	.....
55			47 7 43	70 40 30				

and Lakes of the Dominion.

LAWRENCE.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	Red with words "Red Island Light Ship" on each side.		34 feet from deck.	1871	C	Moored in 10 fathoms water in a N. E. direction from Red Island, a little open to the N. of Hare Island, with a red buoy lying about ½ mile in a W.S.W. direction. A steam fog-whistle placed on the lightship sounds during thick and foggy weather and snow storms, 10 sec. in every min., with an interval of 50 sec. between each blast.	36
12	Grey, stone, circular	75	51	1848	C		37
9		82	22	1875	C	For leading vessels clear of Prince's shore, Bar reef and Vache's Patch.	38
		117	22				39
10	White, square, wood	35	29	1872	C		40
13	White, octagonal, clapboarded.	60	40	1809	C	A gun is fired every half hour during fog and snow storms.	41
10	Drab colour, brick ...	78	39	1862	D, Fourth order.		42
12	Drab colour, brick ...	180	39	1862	D, Fourth order.		43
18	Wood	166	39	1862	C		44
8	White, square, wood.	34	20	1875	C	At end of wharf	45
ea'h 10	Two red masts with words "Traverse Lightship" in white letters on each side		27 and 23 above deck.	1836	D	A steam fog-whistle is placed on lightship and sounds 12 secs. in each min., with an interval of 48 secs. during thick weather, fogs and snow storms. A red ball on the mainmast will be lowered and one light only shown, if from any cause the lightship shall move from her station.	46
ea'h 6				1871	C	Should the vessel be out of place, the light on the foremast alone is exhibited, and during the day the ball on the foremast head is taken down. A bell is tolled during thick weather, fogs, and snow storms.	47
13	White, stone, conical	68	38	1843	C		48
10	Wood	44	37	1862	C	In course of construction.	49
							50
11	Wood	70	30	1862	C		51
		110	30	1875	C		52
		30	28				53
11		230	34	1875	C		54
		170	24				55

List of Lights on the Coasts, Rivers
RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
56	PORT ST. JOHN...	Island of Orleans.....	46 55 20	70 53 30	One	Rev	White	Every 30 sec.
57	POINT ST. LAWRENCE.	Island of Orleans.....	46 51 50	71 0 40	One	F	White	.....
58	MONTÉ DU LAC ...	Cape Rogue	47 7 40	70 42 30	One.....	F	White	.....
59	ST. ANTOINE	S. shore.....	46 39 40	71 36 10	One	F	White	.....
60	ST. CROIX.....	On shore near high water mark, and a ¼ mile N. of Church.	46 37 45	71 44 10	One.....	F	White	.....
61	PORT NEUF	On N. shore, ¼ mile off the river.	46 41 48 N. light	71 52 10	Two, S. W. & N. E. nearly 180 yds apart	F	White	.....
62	PLATON POINT....	On S. side, 1½ mile below Richelieu Island.	46 39 13 N. light	71 53 3	Two, S. 72° W., 169 yds apart	F	White	.....
63	RICHELIEU.....	Centre of Island	46 38 30	71 54 51	One	F	White	.....
64	ASH ISLAND.....	Richelieu River.....	45 1 20	73 25 0	One.....	F	White	.....
65	BLOODY ISLAND...	Richelieu River.....	45 1 0	73 24 50	One.....	F	White	.....
66	LANGLAIS POINT..	On S. shore, ½ mile below Great Chene River.	46 35 5	71 59 35	One	F	White	.....
67	CAPE CHARLES....	On cape.....	46 33 39	72 4 15	Two, N. 67° W. 80 yds apart.	F	White	.....
68	GRONDINES	N. shore.....	46 35 49	72 4 12	Two, S. 66° W., 1,350 yds apart	F	White	.....
69	ST. PIERRE DES BECQUETS.	S. shore, summit of St. Pierre Point.	46 30 28	72 12 30	One.....	F	White	.....
70	BATISCAN	N. shore, 1½ mile below Batiscan Ch'ch.	46 30 16 S. light	72 14 52	Two, S. 73° W., 222 yds apart	F	White	.....
71	CHAMPLAIN.....	N. shore, near Champlain Church.	46 24 34	72 20 32	One.....	F	White	.....
72	CAPE MADELEINE.	Lower light, N. shore, 3 miles below Cape.	46 23 46 S. light	72 27 18	Two, S. 60° W., 200 yds apart	F	White	.....
73		Upper light N. shore, 2 miles below Cape.	46 23 16 W. light	72 28 38	Two, S. 85° W., 235 yds apart	F	White	.....
74	PORT ST. FRANCIS.	S. shore, high light on a pier.	46 16 20 W. light	72 37 15	Two, S. 76° W., 3,240 yds apart	F	White	.....

and Lakes of the Dominion.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
15	White, square, wood	27	23	1874	C	Erected on a wharf.	56
8	White, wood	38		1869	C		57
10	White, square, wood	175	30	1870	C		58
10	White, wood	96		1858	C		59
6	White, wood	30	20	1842	C	Is a small light to assist in keeping in channel for some distance up and down the river.	60
ea'h 5	White, both stone, the lower lantern on roof of dwelling.	260 120		1842	C	These lights in one lead up Richelieu Channel to the light on Richelieu Island.	61
ea'h 12	White, octagonal, wood.	{ 152 130	24 7	1816 1824	C	These lights lead up the Richelieu River.	62
6	Octagonal, stone	27		1816	C	This light and the light on Platon Point are very nearly in the same line of bearing, namely, N. 73° E.	63
4	White, square, wood, with dwelling attached.	44	42	re-erec'd 1875	C	Range lights $\frac{1}{2}$ mile apart	64
4	White, wood	12	10	re-erec'd 1875	C		65
5	Wood	35	8	1844	C	To show off Battures des Grondines, and to avoid Battures Cordin, and as a steering point for Richelieu.	66
ea'h 4	Wood	110	20	1856	C	Lead to and from Cape à la Roche and Cape Charles, and answer as a steering point through Richelieu River.	67
ea'h 5	White, octagonal, wood.	50 & 25	30	1857	C	To lead off Cape à la Roche Levrard.	68
5	White, octagonal, wood.	85	12	1844	C	To indicate the widest berth off Cape à la Roche.	69
ea'h 3	White, octagonal, wood.	{ 39 20	31 11	1844	C	To lead through Levrard and clear Batture St. Ann on S., and Pouillier on N.	70
4	White, octagonal, wood.	30	10	1844	C	Steering point for lower point of Bay of Champlain.	71
ea'h 4	White, octagonal, wood.	{ 53 33	13 10	1843	C	To clear Batture Bigot.	72
ea'h 6	White, octagonal, wood.	{ 55 35	30 10	1843	C	To clear Pouillier Provencher.	73
ea'h 3	White, octagonal, wood, high and low.	{ 31 12	21 4	1849	C	The lights in one with the eastern light vessel on lake lead up through the dredged canal. S. 70° W. High light on a pier, and removed in winter.	74

List of Lights on the Coasts, Rivers

RIVER ST

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
75	POINT DU LAC.....	N. shore	46 16 50	72 40 22	One.....	F	White	.....
76	EAST LIGHT-SHIP.	In Lake.....	46 15 56	72 42 18	One.....	F	White	.....
77	CENTRE LIGHTSHIP	2½ miles S.S.E. from Rivière du Loup.	46 11 39	72 53 20	One	F	White	.....
78	WEST LIGHT-SHIP.	N. side of channel, N. E. by N., 3 miles from Flat Island.	46 9 39	72 56 50	One	F	White	.....
79	ISLE AU RAISINS	(On Island.....	46 6 14	72 57 50	One.....	F	White	.....
80		(S. side of Island.....	46 6 0	72 58 0	One.....	F	White	.....
81	STONE OR ISLE À LA PIERRE.	On E. side of Island..	46 5 54	72 59 40	One.....	F	White	.....
82	LAVALTRIE	S. side of Island.....	45 52 55	73 16 0	Two, S. 38° W., 320 yds apart	F	White	.....
83	TRAVERSE.....	2½ miles above Contre-cœur.	45 49 52	73 17 0	Two, S. 28° W., 1,500 yds apart	F	White	.....
84	ISLE AUX PRUNES	Opposite Verchères...	45 46 50	73 22 30	One.....	F	White	.....
85	RÉPENTIGNY.....	¼ mile below Répentin- tigny.	45 45 2	73 26 8	Two, S. 22° W., 170 yds apart	F	White	.....
86	ISLE À LA BAGUE.	On Islet	45 44 14	73 26 15	One.....	F	White	.....
87	ST. THERESE	On Island	45 41 22	73 27 40	Two, S. 50° W., 220 yds apart	F	White	.....
88	POINT AUX TREMBLES.	N. Shore	45 38 26	73 29 20	Two, S. 46° W., 600 yds apart	F	White	.....
89	MONTREAL.....	On wharf	45 30 22	73 33 14	Two, S. 41° W. 73 yds apart.	F	Red.....	.....
90	LACHINE	On pier at entrance of canal. N. shore.	45 27 0	73 41 0	One.....	F	White	.....
91	LAKE ST. LOUIS	Lightship No. 1, ¼th mile above Lachine.	45 26 30	73 42 10	One.....	F	White	.....
92		Lightship No. 2, 2¼ miles above Lachine	45 25 40	73 44 15	One.....	F	White	.....

and Lakes of the Dominion.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
12	White, octagonal, wood.	71	24	1813	C	Shows the turn of channel at Point du Lac.	75
6	Red	15	8	.....	C	Removed at the approach of winter on account of ice. On S. side of Petite Traverse of Rivière du Loup.	76
6	Red	15	8	1816	C	Removed at the approach of winter on account of ice. To indicate the turn of the channel, and leads to No. 2.	77
.....	Red	15	8	1828	C	In connection with Isle à la Pierre, and bearing in line with No. 1, and to avoid Battures St. François and à la Carpe.	78
6	Red	30	20	1843	{ C	To lead from the entrance of the Batture of Lake St. Peter to No. 1 light-vessel up and down.	79
.....	Red .....	.....	.....	1863			80
6	Red	30	.....	.....	C	Indicates entrance to channel, and leads to No. 1.	81
.....	Red	{ 21 13 }	{ 17 9 }	1831	C	Lead to channel called Flat Islands.	82
.....	White, square, wood	.....	.....	1857	C	To lead into Lavaltrie Channel and Isle Bouchard, and indicate the new channel to be kept in line till Lavaltrie Lights are brought to bear.	83
.....	White, octagonal, wood.	.....	.....	1866	C	To clear the island.	84
ea'h 4	White, wood.....	{ 30 14 }	{ 26 14 }	1843	C	To lead through Isle à la Bague Channel, and to avoid Pouillier on N. and shoal on S.	85
4	White, octagonal, wood.	24	.....	1831	C	To indicate the island being extremely low land. Removed in winter on account of the ice.	86
ea'h 4	White, square, wood.	.....	.....	.....	C	Lead to entrance through Verchères Channel up and down the river.	87
.....	High and low, white, octagonal, wood.	{ 53 25 }	.....	1846	C	To lead through the channel between Point aux Trembles and Varennes, up to Longue Point.	88
ea'h 4	Wood, octagonal.....	{ 38 29 }	{ 31 21 }	1830	C	Indicate the deepest channel to and from the harbour.	89
6	White, square, wood	23	17	1849	C .....	.....	90
6	Red, circular, iron ...	20	.....	1849	C	White tower on vessel; lantern red.	91
6	Red	20	.....	.....	C	do do	92

List of Lights on the Coasts, Rivers

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F., Fl., F. & Fl., Rev., Int., Alt.	Colour of Light	Interval of revolution or flash.
92½	LAKE ST. LOUIS.	On a pier E. from Point Claire light.	45 24 30	73 45 20	One.....	F	White	.....
94	CHATEAUGUAY.....	Light vessel 4½ miles above Lachine.	45 24 0	73 49 18	One.....	F	White	.....
95	BRAUHARNAIS.....	Lower entrance of canal, S. shore.	45 19 40	73 54 30	Two, N. 61° E., 414 yds apart	F	White	.....

RIVER

93	POINT CLAIRE.....	On shoal, N. side of channel, about 1 mile below Point.	45 26 0	73 48 10	One.....	F	White	.....
96	CARON POINT.....	2 miles below St. Anne du bout de l'Isle.	45 20 0	74 5 0	Two.....	F	White	.....
97	ST. ANNE DU BOUT DE L'ISLE.	.....	45 19 0	74 2 0	Two.....	F	White	.....
98	POINT À CADIEUX.	County of Two Mountains.	45 26 25	74 0 50	One.....	F	White	.....
99	POINT AUX ANGLAIS.	Near Carillon.....	45 13 0	74 15 0	One.....	F	White	.....
100	ST. PLACIDE.....	17 miles above St. Anne du Bout de l'Isle.	45 20 0	74 10 0	Two.....	F	White	.....
101	L'ORIGINAL.....	On point.....	45 42 0	74 46 15	One.....	F	White	.....
102	MCTAVISH POINT	On pier.....	45 50 0	74 52 30	One.....		White	.....
103	WADE SHOAL.....	.....	45 25 0	75 37 0	One.....		White	.....
104	GREEN SHOAL.....	On pier, S. side of channel, 7 miles below Ottawa City.	45 29 30	75 31 20	One.....	F	White	.....
105	MORRIS OR VICTORIA ISLAND.	Lake des Chats.....						
106	CAMPBELL ISLAND	Lake des Chats.....			Three.....	F	White	.....
107	DEEP RIVER ISLET	At mouth of river						

RIVER ST.

108	GROSSE POINT....	Upper entrance of Beauharnais Canal.	45 15 35	74 9 25	Two.....	F	White	.....
109	GROSSE POINT....	On piers in river.	45 15 30	74 9 30	Two.....	F	White	.....

and Lakes of the Dominion.

LAWRENCE.

Miles seen in clear weather.	Colour and any peculiarity of lighthouse.	Height in feet of centre of lantern above high water mark	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
9	White, square, wood	33	20	1874	C		92½
6	Red	20		1849	C	White tower, lantern red.	94
10	Square frames, wood			1850	C	In one lead to Chateauguay Light.	95

OTTAWA.

7	Wood	29	25		C		93
	Brown, square, wood			1874	C	Beacons.	96
	Brown, square, wood			1874	C	Beacons	97
6	White, square, wood	30		1875	C	River light.	98
10	White, square, wood	22	27	1873	C	River light.	99
	Brown, square, wood			1874	C	Beacons.	100
6	Hexagonal, white....	45	30	1871	C	Beacon light.	101
8	Lantern on framework.	35	30	1871	C	Beacon light.	102
5	White, wood	35	25	1870	C		103
		36	17		C		104
8							105
10	White, square, wood		20		C	Beacon lights.	106
							107

LAWRENCE.

8	One red and one white, square, wood	20	20	1845 1850	C	To be kept in one when leaving the canal, till the upper lights come in one.	108
3 or 4	One red and one white, square, wood			1850	C		10

List of Lights on the Coasts, Rivers,

RIVER St.

LAKE St.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
110	COTEAU DU LAC.	On pier landing	45 15 30	74 13 10	One.....	F	Red...	.....
111	McGEE'S POINT.	N. shore.....	45 12 25	74 19 10	One.....	F	White	.....
112	PORT LEWIS.....	On McKillop's Point.	45 11 30	74 17 0	One.....	F	White	.....
113	CHERRY ISLAND...	S. side of N. channel.	45 9 10	74 22 30	One.....	F	White	.....
114	CHERRY.....	On pier in river.....	45 8 20	74 25 40	One.....	F	White	.....
115	CRIB.....	N. side of channel, on pier 4 miles S.W. from Lancaster village.	45 6 40	74 30 30	One.....	F	White	.....
116	HAMILTON ISLAND	County Glengarry, O.	45 4 28	74 32 27	One.....	F	White	.....
117	GLENGARRY, or STONEHOUSE POINT.	County Glengarry, O.	45 3 22	74 36 45	One.....	F	White	.....
118	CORNWALL CANAL		45 1 0	74 55 25	One.....	F	White	.....
118½	WINDMILL POINT.	Prescott, Ont., River St. Lawrence.	44 46 20	75 28 40	One.....	F	White	.....
119	COLES SHOAL.....	On pier 5 miles W. of Brockville, ¾ mile from N. shore.	44 34 10	75 45 40	One.....	F	White	.....
120	GRENADIER ISLAND.	S.W. point of island, N. side of channel, 2 miles below Rockport.	44 24 30	75 54 10	One.....	F	White	.....
121	LINDOE ISLAND.....	N.W. point of island, S. side of channel, 5 miles W. of Rockport.	44 22 30	76 0 10	One.....	F	White	.....
122	GANANOQUE Narrows.	N.E. end of Little Slave Island, S. side of channel, 5 miles below Gananoque.	44 20 50	76 4 10	One.....	F	White	.....
123	JACK STRAW SHOAL.	On a pier N. side of channel, 3 miles below Gananoque.	44 21 0	76 6 30	One.....	F	White	.....
124	SPECTACLE SHOAL	On a pier N. side of channel, 2 miles W. of Gananoque.	44 4 15	76 10 40	One.....	F	White	.....
125	RED HORSE ROCK	On a pier S.E. side of channel, ½ mile W. of Jack Straw Shoal.	44 19 30	76 11 20	One.....	F	White	.....
126	BURNTISLAND.....	S.E. point of island, N. side of channel, ¾ mile from Spectacle Shoal.	44 19 5	76 11 40	One.....	F	White	.....
127	WOLFE ISLAND...	On Quebec or E. point	44 14 40	77 16 20	One.....	F	White	.....
128	BROWN'S OR KNAPP'S POINT	Wolfe Island	44 14 0	76 22 30	One.....	F	White	.....
129	SNAKE ISLAND...	On pier on bar, N. side of channel, 5 miles W. of Kingston.	44 11 30	76 37 40	One.....	F	Red...	.....

LAKE

and Lakes of the Dominion.

LAWRENCE.

FRANCIS.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
3	On a pole	24	.....	.....	C .....	.....	110
10	White, square, wood	39	24	.....	C	Midway between Coteau and Cherry Island.	111
10	White, square, wood	35	22	1875	C .....	.....	112
10	White, square, wood	40	30	1847	C .....	.....	113
8	White, square, wood	.....	.....	1849	C	Opposite the light there is a beacon N. of the channel.	114
8	White, square, wood	20	20	1844	C .....	.....	115
10	White, square, wood	42	27	.....	C .....	.....	116
10	White, square, wood, with dwelling attached.	42	27	.....	C .....	.....	117
.....	.....	.....	.....	1865	C	In charge of the Superintendent of Public Works.	118
15	Circular.....	92	62	.....	C .....	.....	118½
6	White, square, wood	33	31	1856	C .....	.....	119
10	White, square, wood	55	37	1856	C .....	.....	120
7	White, square, wood	40	26	1856	C .....	.....	121
.....	White, square, wood	44	37	1856	C .....	.....	122
.....	White, square, wood	31	29	1856	C .....	.....	123
9	White, square, wood	28	26	1856	C	These small lights are for the purpose of marking out the channel through the Thousand Islands, between Brockville and Kingston.	124
.....	White, square, wood	28	26	1856	C		125
10	White, square, wood	64	26	1856	C		126
6	White, square, wood	.....	.....	1856	C		127

ONTARIO.

10	White, square, wood	28	20	1874	C .....	.....	128
6	Square, stone.....	35	35	1858	C .....	.....	129

List of Lights on the Coasts, Rivers

LAKE ONTARIO.—

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
130	NINE MILE POINT SIMCOE OR GAGE	S.W. point, Simcoe Island, 9 miles W. of Kingston.	44 9 20	76 38 40	One.....	F	White	
131	PIGEON ISLAND....	4 miles from head of Wolfe Island.	44 4 10	76 38 10	One.....	Rev.	White	One minute, 10 seconds.
132	OUTER DRAKE OR FALSE DUCKS.	E. point of island.	43 57 0	76 49 0	One.....	F	White	
133	POINT PLEASANT..	Entrance to Bay of Quinté.	44 6 30	76 55 30	One.....	F	White	
134	TELEGRAPH ISLAND.	Bay of Quinté.....	44 10 20	77 9 45	One.....	F	White	
135	POINT PETER.....	On point	43 51 0	77 13 40	One.....	Rev.	White	Every minute & 40 secs.
136	SALMON OR WICKED POINT.	On point.....	43 52 0	77 19 45	One.....	F	Red	
137	SCOTCH BONNET OR EGG ISLAND	On small island, 1 mile S.W. of Nicholson's Island.	43 54 0	77 38 0	One.....	F	White	
138	PRESQUE ISLE. {	E. point	43 59 30	77 45 30	One.....	F	White	
139	{	On hill inshore.....	44 0 20	77 46 0	Two, W.S. W. & E.N. E. nearly	F	White	
140	COBOURG	Pier head	43 57 10	78 14 0	One.....	F	White	
141	PETER ROCK OR GULL ISLAND...	W. by S., 4 miles from Cobourg.	43 56 10	78 17 0	One.....	F	White	
142	PORT HOPE.....	Pier head, E. side.....	43 56 15	78 20 0	One.....	F	Red facing south. white facing E. & W.	
143	DARLINGTON	Pier head.....	43 52 30	78 43 20	One.....	F	White	
144	OSHAWA	Pier head.....	43 52 0	78 52 30	One.....	F	White	
145	WHITBY	W. pier.....	43 51 0	79 1 30	One.....	F	White	
146	PICKERING OR LIVERPOOL.	E. pier head.....	43 48 45	79 7 20	One.....	F	White	
147	GUELPH POINT	S.W. side of point, 1 1/2 mile S. of Toronto.	43 37 0	79 28 30	One.....	F	White	
148	TORONTO	Queen's Wharf. W. part. the other on arm of pier.	43 38 20	79 28 45	Two.....		White	
149	PORT CREDIT.....	On pier	43 33 30	79 40 10	One.....	F	White	
150	OAKVILLE.....	On head	43 26 45	79 45 20	One.....	F	White	
151	BURLINGTON BAY.	S. pier of entrance.....	43 18 0	79 53 30	Two.....	F	White	
152	PORT DALHOUSIE	E. pier head.....	43 13 40	79 20 30	One.....	Rev.	White	
153	FOX ISLAND.....	Lake Simcoe.....	44 19 30	79 30 0	One.....	F	White	

and Lakes of the Dominion.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
15	White, circular, stone	45	40	1833	C	A fog bell is sounded four times each minute in thick and foggy weather and snow storms, during navigation. Heard a distance of 4 miles.	130
15	White.....	46	41	1870	C		131
22	White.....	68	62	1828	C		132
10 1/2	Octagonal.....		52	1866	C		133
12	White, square tower, on dwelling.	46	41	1870	C		134
21	Circular, stone.....	62	60	1833	C		135
.....	White, square tower, on dwelling.	40	.....	1871	C		136
12	White, stone.....	51	54	1856	C		137
18	White, octagonal, stone.	67	63	1840	C		138
3 or 4	.....			1851	C		139
8	White, square, wood	20	16	1844	C	Not under Marine Department....	140
10	Octagonal, stone.	45	48	1840	C	On a rock off the point.....	141
4	.....					Not under Marine Department....	142
4	On a stone house.....					Not under Marine Department....	143
5	Square, wood.....	12	8	1863		Not under Marine Department....	144
				1844		Not under Marine Department....	145
				1863		Not under Marine Department....	146
18	Hexagonal, stone	66	62	1820		A fog bell is placed at this Station.	147
6	Red, square, wood...	23	6	1838		On the arm of the pier to be passed closely on port hand. Harbour light. Not under Marine Department.	148
.....				1863	C	Not under Marine Department....	149
12	Octagonal, wood.....	42	36	1836	C		150
15	High light stone building.	60	54	1838	C		151
4	White, small light, wood.	18	14	1845	C		
10	Wood, white.....	53	44	1852	C	Entrance to Welland Canal.....	152
12	Brown, square	46	39	1870	C		153

List of Lights on the Coasts, Rivers
LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
154	PORT COLBORNE.	W. pier head.....	42 53	0 79 19 30	Two	F	White	
155	MOHAWK ISLAND.	On an island between Port Colborne and Port Maitland, 1 mile S.W. of mainland.	42 50	10 79 37	0 One	Rev.	White	Every 3 min....
156	PORT MAITLAND.	W. pier.....	42 51	40 79 39 50	One.....		White	
157	PORT DOVER.....	W. pier	42 47	30 80 16 30	One.....	F	White	
158	LONG POINT OR NORTH FORELAND.	E. extremity	42 33	0 80 9 10	One.....	Rev.	White	Every minute..
159	PORT BURWELL, OR BIG OTTER CREEK.	333 yards in shore.....	42 39	0 80 54 30	One.....	F	White	
160	PORT BRUCE, OR CATFISH CREEK	.....	42 39	20 81 5 40	One.....	F	White	
161	PORT STANLEY	Extreme of W. pier....	42 40	0 81 17 0	One.....	F	White	
162	MIDDLE ISLAND.....	Between Pelee and Kelly's Island.	41 40	58 82 40 15	One.....	F	Red.	
163	PELEE ISLAND	N.E. point.....	41 50	20 82 45 30	One.....		White	
164	PELEE SPLIT.....	On caisson 2½ miles S. from extreme end of point from N. shore.	41 52	20 82 38	0 One.....	Rev.	White	
165	BAR POINT.....	Lightship.....	41 59	40 83 6 20	Two — one eight feet above the other.	F	Red and White	

RIVER

166	AMHERSTBURG.....	Bois Blanc Island.....	42 6	0 83 13 30	One.....	F	White	
166½	BOIS BLANC ISLAND.	.....	42 6	1 83 6 34	Two	F	One White and one Red.	

LAKE

167	THAMES RIVER....	Mouth of river, S. shore.	42 18	40 82 36	0 Two, S. 26° E. & N. 26° W. 450 yds apart.	F	White	
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and Lakes of the Dominion.

ERIE

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, wood	58 14	54 10	1852	C	Entrance to Welland Canal.....	154
10	White, circular, stone	64	60	1848	C .....	.....	155
10	White, hexagonal, wood .....	.....	.....	1848	C	Grand River entrance.....	156
8	White, hexagonal, wood	20	20	1846	C .....	.....	157
25	Octagonal, wood.....	65	60	1843	C .....	.....	158
12	Octagonal, wood.....	96	46	1840	C .....	.....	159
.....	On a pole.....	.....	.....	.....	C	Not under Marine Department.....	160
4	Lantern.....	20	20	1844	C .....	.....	161
12	White, square, wood	70	49	1872	C .....	.....	162
9	Circular, stone	45	40	1833	C	W. by N. clears Pelee Shoal.	163
20	Octagonal.....	76	61	1861	C .....	.....	164
10	Red, with words "Bar Point Lightship" on each side in white letters. ....	.....	48 and 40 from deck.	1875	C	Anchored in 18 feet water, fifty fathoms to southward of W. end of reef, and distant from Amherstburg Light $5\frac{1}{2}$ miles, bearing nearly due S., and from Bar Point S. $\frac{1}{2}$ W. Vessels passing should not go within $\frac{1}{2}$ mile of Lightship, and vessels of heavy draft should pass to southward. A bell will be rung during thick and foggy weather.	165

DETROIT.

18	Circular, stone.....	56	40	1837	C .....	.....	166
.....	.....	{ 26 38 }	.....	1875	C	One tower on N.E. point of Island, and the other 450 feet S. by W. $\frac{1}{2}$ W. back from it.	166½

ST. CLAIR.

12 6	One square, wood, the other circular, stone.	{ 34 15 }	30 15	1837 1845	}	The two lights in one lead over bar.	167
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List of Lights on the Coasts, Rivers

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
168	GODERICH.....	On high bank, S. of entrance to harbor. Two on N. pier.	43 45 10	81 32 30	Three.....	F	White	
169	McKENZIES WHARF.	Presqu' Isle, Owen Sound, Georgian Bay.	44 41 30	80 53 40	One.....	F	White	
170	POINT CLARK.....	N. shore, about 20 miles N.E. from Goderich.	44 4 40	81 34 30	One.....	Rev.	White	Every $\frac{1}{2}$ min.
171	KINCARDINE.....	On N. pier.....	44 11 0	81 36 0	Two.....	F.	Red	
172	CHANTRY ISLAND.	S. side, about $2\frac{1}{2}$ miles W. from Saugeen.	44 29 40	81 13 0	One.....	F	White	
173	ISLE OF COVES.....	N.E. point of island, entrance to Georgian Bay.	45 19 40	81 32 10	One.....	Rev.	White	Every $1\frac{1}{2}$ min.
174	MICHAEL'S POINT.	S. side of Great Manitoulin.	45 34 20	81 56 0	One.....	F	White	
175	GREAT MANITOULIN ISLAND.	On S.W. end of island	45 53 10	83 6 20	One.....	F	White	
176	GRIFFITH ISLAND.	N.E. end of island, 20 miles from Owen Sound.	44 50 30	80 42 40	One.....	F	White	
177	NOTTAWASAGA ISLAND.	About 4 miles N.W. from Collingwood.	44 32 30	80 4 20	One.....	Rev.	White	Every $\frac{1}{2}$ min.
178	COLLINGWOOD.....	Breakwater pier.....	44 31 40	80 2 10	One.....	F	Red	
179	CHRISTIAN ISLAND.	S.E. part of island, $1\frac{1}{2}$ mile from main land	44 47 20	80 57 30	One.....	F	White	
180	GIN ROCK.....	Gloucester Bay.....	44 51 30	80 51 30	One.....	F	White	
181	BYNG INLET.....		45 44 12	80 27 30	One.....	F	White	
182	LONELY ISLAND.....		45 33 30	81 15 48	One.....	F	White	
183	PARRY SOUND.....	Mink Island.....	45 22 0	80 12 45	One.....	F	White	
184	RED ROCK POINT	One mile E. of Killarney.	45 58 40	81 16 30	Two.....	F	White	
185	PARTRIDGE ISLAND.	$1\frac{1}{2}$ mile N.W. of Red Rock light.	45 59 20	81 19 50	One.....	F	White	
186	SHAPTESBURY OR LITTLE CURRENT		45 59 30	81 47 40	Two.....	F	White	
187	CLAPPERTON ISLAND.	N. Point.....	46 3 0	82 5 0	One.....	F	White	
188	SULPHUR ISLAND.	W. end of island.....	46 9 0	83 30 0	One.....	F	White	
189	DUCK ISLAND.....							

LAKE

190	BATTLE ISLAND...	Entrance Nepigon Bay						
191	LAMB ISLAND.....	Entrance Nepigon Bay						
192	MICHIPICOTEN ISLAND.	S. point.....	47 42 15	86 1 35	One.....	F	White	
193	AGATE ISLAND.....	In Quebec Harbour, near Michipicoten Island Harbour.	47 42 50	86 2 10	One.....	F	White	

and Lakes of the Dominion.

HURON.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of light above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
25 the high light	White, square.....	150	20	1847	C	Light on bank only in charge of Marine Department.	168
12	White, square, wood	35	27	.....	C .....	.....	169
15	White, circular.....	87	87	1859	D, Second order.	.....	170
15	White, square, wood	37	20	1874	C	Light shews from all points of approach.	171
15	White, circular.....	86	86	1859	D, Second order.	.....	172
15	White, circular.....	90	85	1859	D, Second order.	.....	173
13	White, square.....	40	28	1870	C .....	.....	174
20	White, square, wood	46	28	1873	C	For guiding vessels through Mississauga Straits from either entrance.	175
12	White, circular.....	130	85	1959	D, Third order.	.....	176
10	White, circular.....	86	85	1859	D, Second order.	.....	177
6	On frame work.....	24	.....	1858	C	Not under Marine Department.	178
8	White, circular.....	61	60	1859	D, Fourth order.	.....	179
10	White, square, wood	36	.....	1875	C	For guiding vessels into Penetanguishene and Midland Harbours.	180
20	On wood work.....	.....	60	1870	C .....	.....	181
16	White, square.....	195	42	1870	C .....	.....	182
16	White, square tower on dwelling.	56	40	1870	C .....	.....	183
8	White, square, wood	{ 80 20 }	{ 20 12 }	1866	C	At N. side of channel leading into Killarney Harbour.	184
6	White, square, wood	30	20	1866	C .....	.....	185
6	White, square, wood	{ 24 22 }	.....	1866	C	Range lights.....	186
8	White, square, wood	.....	35	1866	C .....	.....	187
12	White, square, wood	45	20	1867	C .....	.....	188
.....	.....	.....	.....	.....	.....	In course of construction.	189

SUPERIOR.

.....	.....	.....	.....	.....	.....	In course of construction	190
18	White, square, wood	56	32	1872	C	In course of construction.....	191
10	White, square, wood	32	20	1872	C	A fog bell is placed at this station.	192
.....	.....	.....	.....	.....	.....	.....	193

List of Lights on the Coasts, Rivers

LAKE SUPERIOR.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl; F & Fl; Rev.; Int; Alt.	Colour of Light.	Interval of Revolution or flash.
194	CORBAY POINT	Batchewana Bay, 40 miles above the Sault.	46 54	0 83 50 30	One.....	F	White	.....
195	POINT AUX PINS	St. Mary's River, near the Sault.	46 28	30 84 40 50	One.....	F	White	.....
196	PORPHYRY POINT	Entrance of Black Bay, Edward Island, Algoma.	48 21	5 88 51 30	One.....	F	White	.....
197	THUNDER CAPE	Algoma.....	48 18 30	89 10 0	One.....	Rev.	White	.....

NEW BRUNSWICK

GULF OF St.

198	DALHOUSIE.....	S. side of entrance to Harbour.	48 3 45	66 20 50	One.....	F	White	.....
199	HERON ISLAND.....	Chaleur Bay.....	48 0	0 66 8 0	One.....	F	White	.....
200	BATHURST.....	On Alston Point.....	47 39 10	65 36 40	Two.....	F	Red & White	.....
201	CARAQUET.....	On Island, Bay of Chaleur.	47 49 40	65 54 0	One.....	F	White	.....
202	GOOSE LAKE.....	W. side of Miscou Island.	47 55 43	64 35 40	One.....	Rev.	White	Every minute.
203	SHIPPEGAN.....	On Island in Harbour.	47 43	0 64 38 0	One.....	F	White	.....
204	MISCOU ISLAND.....	Birch Point.....	48 1	0 64 29 25	One.....	F	Red	.....
205	POKEMOUCHE.....	Gloucester County.....						.....
206	TRACADIE.....	N. side Tracadie Gully	47 30 0	64 52 0	Two.....	F	White	.....
207	TABUSINTAC.....	Crab Island, Northumberland County.	47 18 54	64 59 30	Two.....	F	One Red & one White	.....
208	NEGUAC.....	Northumberland Co...	47 17 47	65 3 20	Two.....	F	White	.....
209	PORTAGE ISLAND.	On S. point of island.	47 9 50	65 2 40	One.....	F	White	.....
210	OAK POINT.....	Miramichi Bay.....	47 7 40	65 15 10	Two, $\frac{1}{2}$ mile apart.	F	White	.....

and Lakes of the Dominion.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
20	White, octagonal, wood, with dwelling attached.		63		C		194
8	White, square, wood	30	23		C		195
16	White, square, wood	56	36		C	This light is for general purposes of navigation, and for guiding vessels to Silver Islet.	196
12	White, square, wood	45	28	1874	C		197

WICK.

LAWRENCE.

13	White, square, wood	49	33	1870	C	Seen from all points of approach.	198
12	White, square, wood	66	20	1875	C	Visible from all points seaward...	199
10	White, hexagonal.....	{ 314 27 }		1871	C	These beacon lights are for the purpose of guiding vessels into the harbour by keeping them in range. Inner light is the higher, and shows red; outer light white.	200
14	White, square tower on dwelling.	52	48	1870	C		201
10	White, square, wood	40	28	1875	C	Complete revolution every two minutes.	202
11	White, square, wood	32	20	1872	C		203
12	White, octagonal wood.	79	74	1856	C	A steam fog-whistle placed in the year '75 and situated 320 feet E. from lighthouse, sounds in thick weather, fogs and snow storms twice in each minute, giving a blast of five seconds duration at a time with an interval of twenty-five seconds.	204
						In course of construction.....	205
12	White, square, wood	39	20	1872	C	Coast and harbour range lights...	206
7	White, square, wood	30	20	1873	C	Coast and harbour range lights...	207
11	White, square, wood	35	20	1873	C	Coast and harbour range lights, situated N.E. side of Gully.	208
12	White, wood.....	46	42	1869	C		209
10	White, wood.....	{ 40 60 }		1869	C	Beacons.....	210

List of Lights on the Coasts, Rivers

NEW BRUNSWICK

GULF OF ST. LAWRENCE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F. Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
211	SHELDRAKE ISLAND.	Miramichi Bay.....	47 6 59	65 18 0	Two, $\frac{1}{2}$ mile apart.	F	White	.....
212	MIDDLE ISLAND....	Miramichi River.....	47 0 3	65 19 9	One.....	F	White	.....
213	FOX ISLAND.....	N.W. point of island..	47 8 10	65 2 30	Two, $\frac{1}{2}$ mile apart.	F	White	.....
214	FOX ISLAND.....	E. end of island.....	47 6 50	65 0 10	Two.....	F	White	.....
215	MIRAMICHI BAY LIGHTSHIP.	Horseshoe Bar, between Fox and Portage Islands.	47 8 0	65 3 0	One.....	F	Red	.....
216	ESCUMINAC.....	On point.....	47 4 32	64 47 30	One.....	F	White	.....
217	GRANT'S BEACH..	Miramichi Bay.....	47 5 30	65 28 10	Two, bearing S.W. & N. E. from each other.	F	White	.....
218	PRESTON BEACH..	Miramichi Bay.....	47 4 50	65 54 40	Two.....	F	White	.....
219	RICHIBUCTO.....	On headland	46 39 40	64 42 30	One.....	F	White	.....
220	CASSIE'S POINT..	On point.....	46 19 15	64 30 20	One.....	Rev.	White	Every $\frac{1}{2}$ min.
221	SHEDIAC ISLAND..	.....	46 15 20	64 31 50	Two.....	F	White	.....
222	SHEDIAC HARBOR	Duchêne wharf	46 14 20	64 31 0	One.....	F	White	.....
223	JOURIMAIN	On cape.....	46 10 0	63 48 30	One.....	F	White	.....

PRINCE EDWARD

224	NORTH POINT.....	On point.....	47 3 46	63 59 10	One.....	Rev.	White	.....
224½	WEST POINT.....	.....	46 37 25	64 23 10	.....	.....	.....	.....
225	CASCUMPEC.....	Sandy Island, N. side	46 48 22	64 2 15	One.....	F	White	.....

and Lakes of the Dominion.

WICK.—Continued.

ANCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
9	.....	48	.....	.....	C	Beacons	211
7	White	45	.....	1874	C	Beacon	212
10	White, wood	50	.....	.....	C	Beacons to guide vessels through the Swashway Channel.	213
30	White, wood	30	.....	1872	C		214
8	.....	35	.....	1873	C	A schooner-rigged ship.	215
14	White, wood	70	58	1841	D, Third order.	A steam fog-whistle situated 300 feet west of the lighthouse; sounds in thick weather, fogs and snow storms, ten seconds in each minute, with an interval of fifty seconds between each blast. In calm weather, or with the wind, it should be heard from nine to eleven miles; and in stormy weather, or against the wind, from three to six miles.	216
10	White	(100) (140 )	.....	1869	C	Beacons	217
10	White	(55) (66 )	.....	1869	C	Beacons	218
14	White, square	70	50	1864	D, Fourth order.	.....	219
14	White, square, wood	40	27	1872	C	.....	220
10	White	(48) (56 )	.....	1860	C	Beacons	221
6	On a pole	15	.....	1860	C	Not under Marine Department	222
15	White, octagonal	72	45	1870	C	Visible from S.E. round by N. to W.	223

ISLAND.

12	White	80	60	1866	C	.....	224
12	White, octagonal, wood.	33	25	1856	C	Will probably be put in operation on opening of navigation in '76. Channel denoted by red range light.	224½ 225

List of Lights on the Coasts, Rivers

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
226	FISH ISLAND.....	N. side of entrance to Malpeque or Richmond Bay.	46 34 44	63 42 29	One	F	White	.....
227	LITTLE CHANNEL.....	.....	46 40	0 63 53	0 Two.....	F	White	.....
228	TRACADIE.....	Tracadie Harbour.....	46 13	0 63 10	0 Two.....	F	White	.....
229	BEDEQUE.....	Green's Wharf, Summerside.	46 23	25 63 47	30 One.....	F	White	.....
230	NEW LONDON.....	Grenville Bay	46 31	20 63 28	25 Two.....	F	White	.....
231	ST. PETERS.....	In Harbour.....	46 32	0 62 34	0 Two.....	F	White	.....
232	RUSTICO	Big Harbour.....	46 27	40 63 16	50 Two.....	F	White	.....
233	SEA-COW HEAD...	Salutation or Sea-Cow Head.	46 19	0 63 48	30 One.....	F	White	.....
233½	CRAPAUD.....	.....	46 13	0 64 8	0 One.....	F	White	.....
234	EAST POINT.....	200 yards inshore from S. part of point.	46 27	9 61 58	15 One.....	F	White	.....
235	PANMURE HEAD...	Cardigan Bay, Georgetown Harbour, S. entrance.	46 8	47 62 27	40 One.....	F	White	.....
236	GEORGETOWN.....	St. Andrew Point.....	46 9	57 62 31	23 One.....	F	Red...	.....
237	MURRAY HARBOUR	.....	46 0	2 62 25	57 Two, a mile apart.	F	White	.....
238	CHARLOTTETOWN.	Block-house Point, W. side of entrance.	46 11	36 63 7	28 One.....	F	White	.....
239	POINT PRIM.....	Hillsborough Bay, 100 yds. from the point, S.E. part of bay.	46 3	10 63 2	6 One.....	F	White	.....
240	WOOD ISLAND.....	.....	45 57	25 62 44	30		White	.....

NOVA
GULF OF St.

241	PUGWASH	In harbour	45 52	30 63 40	20	F	Red seaward, White towards harb'r	.....
242	AMET ISLAND.....	Cen. of island Northumberland Straits.	45 50	15 63 10	10 One.....	F	White	.....

and Lakes of the Dominion.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White, square.....	40	36	1856			226
9	White	22		1872	C	Range beacons.....	227
12	Posts	40					228
7	Lantern on a pole.....	15		1856	C		229
							230
6	Red beacon.....	20	26	1868	D, First order.		231
							232
15	White, octagonal.....	88	60	1863	C		233
3	Post.....	34	32		C		233½
9	White, octagonal, wood.	130	60	1867	D		234
16	White, octagonal, wood.....	96	50	1853	C	The light should be kept open off Terras Point, to clear reef off Bear Cape.	235
10	Square, white.....	36	20	1868	C		236
5	One on post, and other on gable of barn.	30 on post 45 on b'n					237
10	On roof of square block-house, white.	37	19	1851	C		238
12	White, circular, brick	68	55	1846	C	Several buoys mark the dangers in the bay.	239
							240

SCOTIA.

LAWRENCE.

8	White, square.....	48	44	1871	C		241
10	White, square, wood	44	26	1868	C	Visible round horizon.....	242

List of Lights on the Coasts, Rivers

NOVA SCOTIA.

GULF OF St.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light	Interval of revolution or flash.
243	MULLIN POINT.....	N. side of entrance to Wallace Harbour, Cumberland County.	45 49 45	63 25 15	One.....	F	White	.....
244	PICTOU HARBOUR	S. point of entrance...	45 41 30	62 39 30	Two, vertical, 25 ft. apart.	F	Upper White lower Red	.....
245	PICTOU ISLAND...	S.E. point.....	45 49 10	62 30 30	One.....	F	White	.....
246	CARRIBOU ISLAND	N.E. part of island ...	45 46	0 62 42 20	One.....	Rev.	White	Every minute.
247	CAPE ST. GEORGE	N. side of cape.....	45 52 30	61 54 40	One.....	F	White	Every $\frac{1}{2}$ minute
248	POMQUET ISLAND..	N.E. end of island in St. George's Bay.	45 39 40	61 44 39	One.....	F	Red	.....
249	HOLLY POINT.....	W. side of entrance to Isaac's Harbour.	45 10 15	61 39 0	One.....	F	Red	.....

CAPE BRETON

250	CRIGHTON'S HEAD.....	On the N. extremity ...	45 30 40	61 6 0	One.....	Rev.	White	Every 40 secs.
251	PORT HOOD.....	S.E. side of entrance to Harbour.	46 0	0 61 31 40	One.....		Red north, White south.	.....
252	CHETICAMP.....	Near S. end of island	46 36 30	61 3 10	One.....	Rev.	White	Every 45 secs.
253	SEA WOLF OR MARGAREE ISLAND.	Summit or middle of island.	46 21 39	61 15 36	One.....	F	White	.....
254	CAPE NORTH.....	On Money point, 1 mile S.E. from Cape North	47 2 10	60 23 30	One.....	Rev.	Red and White	Every 45 secs.
255	INGONISH.....	On island.....	46 41 20	60 20 0	One.....	F	White	.....
256	ST. ANN'S HARBOUR.	On N. point of beach	46 17 30	60 32 15	One.....	F	White	.....
257	BIRD ISLAND.....	Ciboux Island, $\frac{1}{2}$ mile from N. end.	46 23 10	60 22 30	One.....	Rev.	Red and White	Every minute.
258	BLACK ROCK POINT.	S. side of entrance to Big Bras d'Or.	46 18 30	60 23 30	One.....	F	White	.....

and Lakes of the Dominion.

Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
11	White, square, wood	39	25	1873	C	For guiding vessels in and out of Harbour.	243
11	Striped red and white vertically, octagonal, wood.	65	55	1834	C	Lighted when navigation is open. A small red light is seen below lantern; kept W.S.W. clears the E. reefs off Pictou Island.	244
12	White, square.....	52	.....	1853	C .....	.....	245
10	White, square.....	35	26	1868	C .....	.....	246
25	White, square.....	350	39	1861	C .....	.....	247
9	White, square.....	50	23	1868	C	Obscured on easterly bearings	248
9	White, square, wood	80	20	1874	C .....	.....	249

ISLAND.

10	White, square, wood	29	20	1874	C	For guiding vessels into Little or West Arichat.	250
10	White, square.....	55	.....	1854	C .....	.....	251
20	White, square, wood	149	24	1872	C .....	.....	252
21	White, square.....	298	.....	1854	C	To vessels in dangerous proximity to the island the light may become obscured by the abrupt cliffs on the sides of the island.	253
15	White, square, wood	74	26	1875	C	Coast light, makes a complete revolution every 1½ minute.	254
20	White, square.....	237	40	1871	D, Fifth order.	.....	255
8	White.....	24	30	1871	C	The light exhibited to find entrance through on a dark night.	256
14	White, octagonal	77	33	1863	C .....	.....	257
.....	White, square.....	45	23	1868	C .....	.....	258

List of Lights on the Coasts, Rivers

NOVA SCOTIA.—

CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
259	MCKENZIE'S POINT.	N. side of Bras d'Or Lake, about 2 miles S.W. of Port Bevis.	46 7 15	60 39 0	One.....	F	White	.....
260	GRAND NARROWS	On Uniacke Point, N. side of Channel, Barra Straits.	45 58	0 60 48 0	One.....	F	White	.....
261	POINT ACONI.....	On high cape, N. side of entrance to Little Bras d'Or.	46 20 30	60 17 10	One.....	F	Red	.....
262	SYDNEY HARBOUR	On W. end of S. Bar.	46 12 40	60 12 40	One.....	F	Red	.....
263	LOW POINT.....	Flat Point, E. side of Spanish Bay.	46 16 30	60 7 30	One.....	F	White	.....
264	LINGAN HEAD.....	N. side of entrance to Bridgeport Harbour	46 14 10	60 2 40	One.....	F	Red	.....
265	FLINT ISLAND.....	On island.....	46 11 0	59 46 50	One.....	Rev.	White	Every 15 secs.
266	SCATTERIE ISLAND.	N.E. point on Trap Rock.	46 2 15	59 40 15	One.....	Rev.	White	Visible a minute, eclipsed half a minute.
267	MAINADIEU.....	On S. side of W. Point of Scatterie Island.	46 0 30	59 47 30	One.....	F	Red	.....
268	LOUISBURG.....	N. side of entrance to harbour, sixty fathoms inshore of point.	45 54 30	59 57 15	One.....	F	White	.....
268½	GUION ISLAND.....	.....	.....	.....	.....	.....	White	.....
269	CAPE LA RONDE.	W. side of entrance to Peter's Bay.	45 34 45	60 53 0	One.....	F	White	.....

NOVA SCOTIA.—

270	OUETIQUE ISLAND	On S. point.....	45 38 40	60 57 15	One.....	F	Red	.....
271	GREEN ISLAND...	Summit of island.....	45 28 50	60 53 40	One.....	Rev.	Red and White	Alternate every 45 secs.
272	CAPE GEORGE.....	S. side of Bras d'Or Lake, W. side of entrance to St. Peter's Inlet.	45 44 28	60 48 20	One.....	F	White	.....
273	ARICHAT.....	Marache Point, S. entrance Madamie Island.	45 29 0	61 1 50	One.....	F	White	.....
274	JERSEYMAN ISLAND.	Arichat Harbour.....	45 30 20	61 3 0	One.....	F	Red	.....
275	SAND POINT.....	S. entrance Eddy or Sand Point.	45 31 30	61 14 40	Two, horizontal, 8 yds apart	F	White	.....

and Lakes of the Dominion.

Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
11	White, square, wood	95	.....	1874	C	For guiding vessel through Bras d'Or Lake.	259
10	White, square, wood	29	20	1874	C	For guiding vessels through Barra Straits and navigating the Little and Great Bras d'Or Lakes.	260
11	White, square, wood	91	20	1874	C	For guiding vessels into Little Bras d'Or.	261
10	White, square, wood	30½	20	1872	C .....	.....	262
14	Vertical red & white stripes, octagonal.	70	51	1832	C .....	.....	263
10	White, square, wood	50	20	1874	C	For guiding vessels into Bridgeport Harbour.	264
12	White, octagonal	65	43	1856	C	Visible round horizon.....	265
15	White, octagonal	90	70	1839	C	The light should never be brought to bear to eastward of N.N.E., or to southward of S.S.W., nor approach nearer than 1½ mile. A boat is here to render assistance.	266
9	White, square, wood	90	40	1871	C .....	.....	267
16	White, with a black vertical stripe on dwelling.	85	35	1842	C .....	.....	268
14	White, square, wood, with dwelling attached.	92	28	1874	C	In course of construction..... For guiding vessels into St. Peter's Bay.	268½ 299

Continued.

9	White, square, wood, with dwelling attached.	78	28	1874	C	For guiding vessels through Lennox Passage.	270
14	White, square, wood	70	31	1865	C	Light, centre of keeper's dwelling, visible round horizon.	271
12	White, square, wood	50	20	1875	C	To guide vessels through St. Peter's Inlet.	272
8	White, square, wood	34	25	1851	C .....	.....	273
11	White, square, wood	39	28	1872	C	There is also a range beacon on the S.E. point of Jerseyman Island that marks Hautfond Shoal off the entrance to Arichat Harbour.	274
8	White, with a black diamond, square, wood.	25 each	.....	1851	C	Lights in windows at each end of building.	275

List of Lights on the Coasts, Rivers

NOVA SCOTIA—

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F. Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
276	POINT TUPPER.....	Ship Harbour.....	45 36 40	61 22 0	One.....	F	Red	.....
277	NORTH CANSO.....	N. entrance, W. side, 120 yards inshore.	45 41 40	61 29 10	One.....	F	White	.....
278	GUYSBORO' HARBOUR.	W. side of entrance, near Peart Point, Chedabucto Bay.	45 22 50	61 29 10	One.....	F	White	.....
279	TORBAY.....	Guysboro' County.....						.....
280	CANSO CAPE.....	N. part of Cranberry Island.	45 19 50	60 55 30	Two, in one tower, vertically, 12 yds. apart.	F	White	.....
281	CANSO HARBOUR.	On Hart, or Cutler's Island.	45 21 0	60 58 30	One.....	F	Red	.....
282	WHITEHEAD ISLAND.	S.W. extremity of island, Guysboro' County.	45 12 0	61 8 15	One.....	Rev.	White	Every 20 secs.
283	COUNTRY HARBOUR.	On Green Island, Guysboro' County.	45 6 15	61 32 30	One.....	F	White	.....
284	LISCOMB.....	On island.....	44 59 20	61 57 50	One.....	Alt.	Red and White	Every 2 min.
285	BEAVER ISLAND.....	S.E. part of East Beaver or William Island.	44 48 10	62 20 30	One.....	Rev.	White	Every 2 min.
286	EGG ISLAND.....	Centre of island.	44 39 50	62 51 32	One.....	Rev.	Alt. Red and White	Every minute.
287	SABLE ISLAND.....	1½ mile from E. end.	43 58 30	59 46 0	One.....	F	White	.....
288	SABLE ISLAND.....	W. end.....	43 57 0	60 8 0	One.....	Rev.	White	Revolves in 3 minutes, showing 3 flashes at intervals of 1 minute, then a cessation of light during 1½ minute in each revolution.
289	DEVIL ISLAND.....	On S.W. part, E. entrance to Harbour.	44 34 50	63 27 15	One.....	F	Red to seaward.	.....
290	MEAGHER BEACH.....	Sherbrook Tower, E. side of entrance.	44 36 0	63 31 50	One.....	F	White	.....

and Lakes of the Dominion.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
7	White, square.	44	24	1870	C	In consequence of the intervention of the land on the S. side, can only be seen 3 miles from that direction.	276
18	White, square, wood	110	35	1842	C	There is good anchorage under the light when the wind off shore. Lantern on dwelling.	277
8	White, square, wood	30	20	1864	C		278
Upper 10 Lower 9.						In course of construction.....	279
	Horizontally striped red and white, octagonal, wood.	75 40	60	1815	C	A steam fog-whistle, about 100 yards south of the light-house, in thick weather sounds eight seconds in each minute.	280
	12 White, square, wood	42	28	1872	C		281
	11 Pyramidal, wood, octagonal lantern.	55	35	1854	C	Light not totally obscured during the eclipses; 10 seconds duration of flash, and 10 seconds eclipse.	282
14 to 16	White, square, wood	51	28	1873	C	For the purpose of a coast light, and to guide vessels frequenting Country and Fisherman's Harbours.	283
16	White, square, wood	64	28	1872	C		284
12	White, with two black balls to seaward, S.S.W.	70	35	1846	C	On dwelling.....	285
15	Black and white vertical stripes on seaward side, octagonal, wood.	80	45	1865	C	Visible round horizon.....	286
18	White and brown alternately, octagonal.	128	86	1873	D, Second order.		287
18	White, octagonal, wood.	123	98	1873	C	In thick and foggy weather and snow storms, a steam fog-whistle is sounded eight seconds in each minute, leaving an interval of 52 seconds between each blast. The whistle will probably be heard in calm weather or with the wind from 10 to 15 miles, and in stormy weather or against the wind from 3 to 6 miles.	288
8	Dull red, with white belt, octagonal, wood.	45		1852	C	Pilots are stationed here.....	289
12	White, circular, red roof, granite.	58	48	1815	C	When Sambro Light bears W.S. W., this light should not be brought to the westward of north, which clears the Thrum Cap Shoal.	290

List of Lights on the Coasts, Rivers

NOVA SCOTIA.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
291	CHEBUCTO HEAD..	W. side entrance Halifax Harbour.	44 30 20	63 30 50	One.....	Rev.	White	Every minute.
292	SAMBRO.....	Middle of island.....	44 26 10	63 33 30	One.....	F	White	.....
293	BETTY'S ISLAND...	On Brig Point, near Prospect.	44 26 22	63 45 54	One.....	Rev.	Red	Greatest brilliancy every two minutes.
294	GEORGE'S ISLAND	Halifax Harbour.....	.....	.....	.....	.....	.....	.....
295	PEGGY POINT.....	E. side of entrance to St. Margaret's Bay.	44 29 30	63 55 0	One.....	F	Red	.....
296	WALTON HARBOUR.	Basin of Minas, Hants County.	45 14 0	64 0 45	One.....	F	Red	.....
297	MARGARET'S BAY.	On Green Island, Lunenburg County.	44 23	64 2 45	One.....	Rev.	Red and White alt.	Every 1½ min.
298	CHESTER.....	E. Ironbound Island, a little to eastward of centre of island, in Mahone Bay.	44 26 10	64 4 50	One.....	F	White	.....
299	HOBSON'S NOSE...	Mahone Bay.....	44 25	64 13 46	One.....	F	Red	.....
300	CROSS ISLAND.....	E. point Lunenburg Bay.	44 18 45	64 10 0	Two vertical, 15 yards apart.	Upper Int. Lower F.	White	Every min. }
301	BATTERY POINT...	Lunenburg.....	44 21 45	64 17 30	One.....	F	White	.....
302	MOSER'S ISLAND...	On island, W. side of entrance to Lahave River.	44 14 15	64 18 50	One.....	F	Red	.....
303	FORT POINT.....	Lahave River.....	.....	.....	.....	.....	.....	.....
304	WEST IRONBOUND ISLAND.	Near Cape Lahave, mouth of Lahave River.	44 13 45	64 16 20	One.....	Rev.	White	Every 30 secs.
305	MEDWAY HEAD....	Port Medway, W. side entrance.	44 6 10	64 32 15	One.....	F	White	.....
306	COFFIN ISLAND...	S. point Liverpool Bay.	44 2 0	64 37 30	One.....	Rev.	White	Every 2 mins. light 30 secs. dark 90 secs.
307	FORT POINT.....	Liverpool Bay, S. entrance.	44 2 30	64 42 20	One.....	F	Red	.....

and Lakes of the Dominion.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of light above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
18	White, square, wood	132	22	1872			291
20 or 21	White, octagonal.....	115	60	1758	C	Guns will be fired during thick or foggy weather from the signal station on Sambro as follows:— Guns from ships are answered by the discharge of two 24-pounders in quick succession, and the same reply is made from the island to the sound of a steamer's whistle. A steam fog-whistle is in course of being placed to supply the place of guns.	292
14	White, with two horizontal red bands, square, wood, dwelling attached.	75		1875	C	Coast light	293
	White, square.....	65	26	1868	C	In course of construction..... Lantern on dwelling.....	294 295
10	White, square, wood	60	20		C	For the purpose of guiding vessels into Walton Harbour.	296
	White, square, wood, with dwelling attached		28		C	For purpose of a coast light.....	297
16	White oblong tower on dwelling, wood lantern.	150	46	1871	D	Seen from all points of approach. The lantern alone is visible; building hidden by trees.	298
11	White, square, wood	68	29	1872	C		299
Upper 14, lower 4.	Red, octagonal base.	{ 100 65 }	53	1832	C	Pilots resort here; and vessels might take refuge in case of necessity. Upper bright, 45 seconds; dark, 15 seconds.	300
11	White, square tower, on dwelling.	50	24	1864	C		301
8	White, square.....	55	26	1868	C		302
13	White, square.....	72	29	1855	C	In course of construction..... Near edge of a cliff, 40 feet high.	303 304
10	White, square, with black square seaward.	44	23	1851	C	Like a dwelling-house.....	305
16	Horizontal stripes, red and white, eight in number, octagonal.	65	50	1812	C		306
7	White, square.....	30	17	1855	C	Left on port side when entering the harbour.	307

List of Lights on the Coasts, Rivers

NOVA SCOTIA.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
308	PORT MOUTON.....	N.E. point Spectacle Island, Queen's County.	43 55	0 64 48 0	One.....	F	White	.....
309	LITTLE HOPE.....	Nearly on centre of island.	43 48 30	64 47 15	One.....	Rev.	Red	Every minute.
310	SHINGLE POINT.....	E. side of Port Hebert Harbour.	43 48 40	64 55 30	One.....	F	Red	.....
311	RAGGED ISLAND.....	Gull Rock.	43 39 15	65 5 50	One.....	F	Red	.....
312	CARTER'S ISLAND.....	Ragged Island Harbour.	43 42 15	65 5 30	One.....	F	Red	.....
313	SAND POINT.....	At E. side of entrance to Shelburne Harbour.	43 41 15	65 19 0	One.....	F	White	.....
314	CAPE ROSEWAY.....	Near S.E. point of Macnutt Island, Shelburne Harbour.	43 37 15	65 15 45	Two, vertical, 21 yds. apart.		White	.....
315	NEGRO ISLAND.....	On N. side.....	43 30 54	65 20 58	One.....	Rev.	White	Red and white every minute
316	BACCARO.....	On W. side of entrance to Barrington Harbour.	43 26 54	65 28 12	One.....	F	Red	.....
317	BARRINGTON E. BAY LIGHTSHIP	.....	43 31 5	65 34 25	One.....	F	White	.....
318	CAPE SABLE.....	On cape.....	43 23 19	65 37 11	One.....	Rev.	White	Bright 15 secs. dark 25 secs.
319	BON PORTAGE ISLAND.	On S. point	43 27 16	65 44 39	One.....	Rev.	Red	Every minute.
320	TUSKET RIVER.....	Big Fish Island, S.W. point.	43 42 10	65 57 15	Two, horizontal, 8 yds. apart	F	White	.....
321	PUEBICO HABBOUR	Beach Point, E. side of entrance, sixty fathoms from low water mark.	43 35 45	65 46 54	One.....	F	White	.....
322	ARGYLE.....	On S. point of Whitehead Island, Yarmouth Co.	43 39 40	65 52 4	One.....	F	Red	.....
323	SEAL ISLAND.....	S. point $\frac{1}{2}$ mile inland	43 23 34	66 0 52	One.....	F	White	.....
324	YARMOUTH OR CAPE FOURCHU	E. cape, S. point.....	43 47 28	66 9 21	One.....	Rev.	White	Every minute, and 45 secs. light $1\frac{1}{2}$ min. dark $\frac{1}{2}$ min.

and Lakes of the Dominion.

Continued.

Miles seen, in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
11	Square, wood.....	47	20	.....	C	The light is for the purpose of guiding vessels into harbour.	308
12	White, square.....	40	26	1865	C	Centre of keeper's dwelling, visible round horizon.	309
10	White, square, wood	33	29	1872	C		310
10	White, square.....	56	31	1853	C		311
11	White, square, wood	66	29	1872	C		312
11	White, square, wood	67	20	.....	C	The light is for the purpose of guiding vessels into harbour, and to mark the dangers of Sand Point.	313
Upper 16, Lower 10.	Vertical stripes, black and white, octagonal.	{ 120 65 }	77	{ 1788 rep'd 1858 }	C		314
12	White, square, wood	48	29	1872	C		315
10	White, square, with black ball seaward.	49	35	1850	C		316
.....	Hull and spars painted red, with word "Barrington" in white letters on both sides.	.....	30 above deck.	.....	.....	Moored in six fathoms at low water; Wessex' Ledge bearing S.W. by W. $\frac{1}{2}$ W., distance $\frac{3}{4}$ mile; Baccaro Light bearing S.S.E. $\frac{3}{4}$ E., distant $6\frac{1}{2}$ miles; and Bantam Rocks bearing S. by E. $\frac{1}{4}$ E., distance $6\frac{1}{2}$ miles. To guide vessels into Barrington East Bay, and through Barrington Passage.	317
12	White, octagonal.....	53	50	1861	C	A steam fog-whistle in course of being placed.	318
12	White, square, wood	46	28	1874	C	For guiding vessels into Barrington West Bay and Shag Harbour.	319
12	White, square, wood	50	23	1864	C	Visible seaward; in windows each end of a dwelling house	320
8	White, square.....	28	20	1854	C	Open westward of St. John's Island, bearing N.E. by N. clears the ledge; in making harbour from any other direction, the light must be brought to the northward of E.N.E. before it can be steered for to avoid shoal spot off St. Ann's Point.	321
12	White, square, wood, with dwelling attached.	115	28	1874	C	For guiding vessels into Argyle Harbour.	322
18	White, octagonal.....	98	60	1830	D, Second order.	The Blond Rock lies S. by W. $3\frac{1}{2}$ miles from light-house. Fog-whistle near light-house.	323
18	Vertical stripes, red and white, octagonal tower.	117	59	1839	C	Fog whistle on W. side, sounds in fogs and snow storms 10 secs. in every minute.	324

List of Lights on the Coasts, Rivers

NOVA SCOTIA.

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
325	BUNKER'S ISLAND	On end of reef off S. W. point of Island, E. side of entrance to Yarmouth Harbour.	43 48 30	66 8 45	One.....	F	Red	.....
326	CAPE ST. MARY.	E. side of bay	44 5 20	66 12 40	One.....	Alt.	Red and White	Every 30 secs.
327	CHURCH POINT	E. side of St. Mary's Bay, Digby County.	44 19 55	66 7 35	One.....	F	Red	.....
328	SISSIBOO	S. side of entrance to river.	44 26 30	66 1 15	One.....	F	White	.....
329	BRIER ISLAND	N.W. point.....	44 14 57	66 23 30	One.....	F	White	.....
330	WESTPORT	Peter's Island, entrance to Grand Passage.	44 15 30	66 20 20	Two, horizontal, 24 feet apart	F	White	.....
331	METECHAN RIVER	At extreme end of breakwater.	44 13 43	66 8 12	One.....	F	Green	.....
332	BOAR'S HEAD	50 feet from edge of cliff.	44 24 16	66 13 0	One.....	Rev.	Red and White alt.	Every minute.
333	POINT PRIM	S. point of entrance to Annapolis Basin.	44 41 34	65 47 20	One.....	F	White	.....
334	MARSHALL COVE OR PORT WIL- LIAMS.	S. shore.....	44 56 52	65 16 0	Two, vertical, 20 ft. apart.	F	White	.....
335	MARGARETVILLE	On extremity of point, S. shore.	45 2 57	65 4 0	Two.....	F	Red	.....

and Lakes of the Dominion.

Continued.

FUNDY.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	The lantern on a dwelling - house, built on a wooden pier.	27	.....	1874	C	A red beacon light, for the purpose of guiding vessels into the harbour. Visible from the southward between the bearings of N. E. by N. and N. $\frac{3}{4}$ E. It can also be seen over Stanwood's Beach, when bearing from S. $\frac{1}{2}$ E. to S.E. $\frac{1}{4}$ E., but cannot be run for on these bearings, the only entrance to the harbour being through Yarmouth Sound and round Cape East.	325
17	White, octagonal	103	43	1868	C .....	.....	326
10	White, square, wood	36	20	1874	C	For guiding against dangers in vicinity of Church Point.	327
8	White, pyramidal, wood.	36	33	1870	C .....	.....	328
13	White, octagonal	92	55	1809	C	A steam fog-whistle on N.W. of Brier Island, south side of lighthouse, sounds during thick and foggy weather and snow storms, as follows:— Blast of 4 seconds Interval do Blast do Interval do Blast do Interval of 40 seconds	329
10	White, square	40 each	15 each	1850	C	Visible from the northward between the bearings of S. by W. and S.S.W., and from the southward between the bearings of N.E. by E., and N.N.W. $\frac{1}{4}$ W.	330
6	Vertical red stripes on seaward side, lantern painted black.	21	.....	1875	C	Beacon for guiding vessels into river. Must be left on starboard hand and passed close aboard. Tide leaves breakwater one hour before low water.	331
14	White, square	70	.....	1864	C	On S. entrance to Petit Passage.	332
13	Vertical red and white stripes, square tower.	76	22	1817	C	Fog whistle on Prim Point sounds in snow storms and in thick or foggy weather, 8 seconds in each minute, making an interval of 52 seconds between each blast.	333
10	White, square	{ 60 57 }	22	1859	C	Lantern on top of dwelling; lower light in bow window, visible from W.S.W. round N. to E.N.E.	334
8	Horizontal white and black stripes, square	{ 30 27 }	22	1859	C	Visible from W.S.W. round N. to E.N.E.	335

List of Lights on the Coasts, Rivers

NOVA SCOTIA.—

BAY OF FUNDY.—

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
336	BLACKROCK	S. shore.....	45 10 10	64 46 0	One.....	F	White.....	
337	HORTON.....	On bluff, W. side of Avon River.	45 6 15	64 13 30	One.....	F	White.....	
338	BURNTCOAT.....	Basin of Minas, N.W. extremity of head, S. shore.	45 18 40	63 48 30	One.....	F	White.....	
339	KIDSTON ISLAND..	On N.E. point, at entrance to Baddeck Harbour, N. side of Bras d'Or Lake.	46 5 58	60 44 20	One.....	F	Red.....	
340	SPENCER POINT...	On N. shore, Cobequid Bay.	45 23 30	63 37 0	One.....	F	White.....	
341	PARTRIDGE ISLAND OR PARRSBORO'.	W. side of river.....	45 23 0	64 19 0	One.....	F	White.....	
342	APPLE RIVER.....	On Cape Capston or Hetty Point, N. entrance.	45 28 20	64 51 30	One.....	F	White.....	

NEW BRUNSWICK

BAY OF FUNDY.—

342	HILLSBORO' WHARF.	Petitcodiac River.....	45 55 15	64 37 45	One.....	F	White.....	
343	GRINDSTONE.....	W. part of island.....	45 43 13	64 37 25	One.....	F	White.....	
344	CAPE ENRAGE.....	Pitch of cape.....	45 35 34	64 46 55	One.....	F	White.....	
345	QUACO	Small rock off head..	45 19 20	65 31 55	One.....	Rev.	White.....	Every 20 secs.

and Lakes of the Dominion.

Continued.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
12	White, square.....	45	35	1848	C	Light on top of dwelling, visible from all points of approach. A fog-whistle on the extreme point of Cape d'Or, on the opposite side of the channel from Blackrock, sounds during thick weather, fog and snow storms, twice in each minute, each blast being of six seconds' duration, with intervals of twenty-four seconds between each blast. The whistle will probably be heard in calm weather or with the wind at a distance of 20 miles, and in stormy weather or against the wind, from 5 to 8 miles, according to the state of the atmosphere.	336.
20	White, square.....	92	20	1851	C	Light in window	337
13	White, square.....	75	35	1859	C	On dwelling; visible from all points of approach.	338
7	White, square, wood	31	.....	1875	C .....	.....	339
6	Window in a building	35	20	1863	C .....	.....	340
9	White, square.....	37	32	1852	C	Lantern on dwelling	341
12	White, oblong, with tower.	64	45	1870	C	Re-built about 100 feet S.S.E. from old one.	342

WICK.

Continued.

5	.....	14	22	1875	C	To guide vessels going up the river and to the coal and plaster wharves.	342½
12	White, octagonal, wood.	60	.....	1851	C	Visible from N.E. by E. round by N. to E. by S., or 315°. Cape Enrage Light-house S.W. by W. ½ W. about ten miles.	343
16	White, square.....	120	23	1840	D, Fourth order.	Visible between the bearings of N. W. round by S. to N.E. A steam fog-whistle 150 feet N.E. from the light-house, sounds during thick weather four seconds in each minute. Will probably be heard in calm weather ten miles, and in stormy weather from three to five miles.	344
16	Horizontally striped red and white, octagonal.	58	46	1835	C .....	.....	345.

List of Lights on the Coasts, Rivers

NOVA SCOTIA.—

BAY OF FUNDY.—

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
346	CAPE SPENCER...	Pitch of cape.....	45 12 30	65 54 0	One.....	Rev.	Red and White alt.	Every 45 secs.
347	PARTRIDGE ISLAND.	St. John Harbour.....	45 14 20	66 3 20	One.....	F	White	.....
348	ST. JOHN HARBOUR.	.....	45 15 10	66 3 40	One.....	F	White	.....
349	LEPREAU.....	On point	45 3 40	66 27 39	Two, vertical, 9 yds apart.	F	White	.....
350	SPRUCE POINT.....	St. Croix River, Charlotte County.	.....	.....	One.....	F	White	.....
351	MARK'S POINT.....	St. Croix River, Charlotte County.	.....	.....	One.....	F	White	.....
352	MIDJIC BLUFF.....	Passamaquoddy Bay, Charlotte County.	45 11 21	67 5 30	One.....	F	White	.....
353	DREW'S HEAD.....	On W. side of Beaver Harb'r, Ch'lotte Co.	45 3 45	66 44 0	One.....	F	White	.....
354	MCSQUASH ISLAND.	Washadamoak Lake, Queen's County.	45 42 0	66 7 0	One.....	F	White	.....
355	HENDRY FARM.....	Washadamoak Lake, Queen's County.	45 42 0	66 7 0	One.....	F	White	.....

and Lakes of the Dominion.

Continued.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
20	White, square building, with tower.	207	35	1873	C	Visible between the bearings from E.S.E. round by S. to W.N.W., Partridge Island light bearing by compass N.W. by W. $\frac{1}{2}$ W. northerly, distance being $6\frac{1}{2}$ miles from light to light.	346
20	Vertical red and white stripes.	119	40	1791	C	In foggy weather a steam whistle is sounded every minute for ten seconds. A bell buoy is established near E. side of Partridge Island Reef.	347
10	Vertical red and white stripes.	35	15	1828	D, Fourth order.		348
25	Striped horizontally red and white, octagonal.	{ 81 } { 53 }	31	1831	C	Visible between the bearings of W. N.W. and E. by N. from the S. Fog whistle during fog and snow storms, blows twice each minute, first giving a blast of 5 seconds duration, with an interval of 5 seconds, then a blast of 5 seconds' duration, with an interval of 45 seconds to complete the minute.	349
.....	Open frame - work with wooden lantern painted white	32	28	1876	C	To be lighted on opening of navigation in 1876. The course from Spruce Point to Ballast ground is E. by S. $\frac{1}{2}$ S., distance 2 miles. From Spruce Point to Mark's Point W.N.W., distance 2 miles. A vessel after leaving Doncet Island by steaming N. until the light on Spruce Point bears N.W. by W., then W.N.W., will enable vessels to clear the reef.	350
.....	Open frame - work with wooden lantern painted white	32	28	1876	C	To be lighted on opening of navigation.	351
.....	White, square, wood, lantern brown.	130	29	1876	C	A bar extends off E.N.E. from Lighthouse, and bears at low water a distance of 100 fathoms from high water mark. A vessel keeping off 130 fathoms will carry her clear at low water.	352
10	White, square, wood	45	36	1875	C	Seen at all points between Eastern and Western heads of harbour.	353
.....	{ Brown, open frame-work, lantern white. }	26	.....	1875	C	Range lights to show course of channel from Musquash Island, past Hog Island shoal. In coming down the lake the two lights are to be kept in range until opposite the N.W. end of Hog Island whence a southerly course is kept to the foot of Musquash Island. In going up the lake the two lights are to be brought in range opposite the N.W. end of Hog Island, and kept in range until within half a mile of the light on Hendry farm.	354
.....		30	.....	1875	C		355

List of Lights on the Coasts, Rivers

NEW BRUNSWICK

BAY OF FUNDY.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or flash.
356	WHITEHEAD.....	W. end of Bliss Island, S. side of western entrance to Bliss Harbour.	45 1 15	66 51 0	One.....	F	Red.	.....
357	CAMPOBELLO ISLAND.	N. point of Head Harbour.	44 57 40	66 54 10	One.....	F	White	.....
358	PORT ST. ANDREW	N. point of entrance..	45 4 10	67 2 50	One.....	F	White	.....
358½	PORT ST. ANDREW.	On sand reef at E. entrance.	45 3 45	67 0 50	One.....	F	White	.....
359	SOUTH-WEST WOLF ISLAND.	On S.E. point of the island.	44 56 30	66 44 10	One.....	Rev.	White	Every 1½ min {
360	SWALLOW TAIL...	N.E. part of Grand Manan.	44 45 52	66 44 0	One.....	F	White	.....
361	MACHIAS ISLAND..	On island	44 30 7	67 6 13	Two, W. by N. ½ N. & E. by S. ½ S., & 56½ yds. apt.	F	White	.....
362	GANNET ROCK.....	On rock.....	44 0 38	66 47 0	One.....	F & Fl.	White	A flash every 4½ seconds.

RIVER

363	GREEN HEAD.....	.....	45 18 0	66 7 21	One.....	F	White	.....
364	SAND POINT.....	.....	45 22 0	66 11 0	One.....	F	White	.....
365	OAK POINT.....	.....	45 32 0	66 6 0	One.....	F	White	.....
366	NO MAN'S FRIEND.	.....	45 47 0	66 7 30	One.....	F	White	.....

and Lakes of the Dominion.

WICK.—Continued.

Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
12	White, square, wood	45	30	1871	C		356
15	White, with red cross, octagonal tower.	64	34	1829	C		357
10	White, octagonal....	42	22	1833	C	Visible between the bearings of N.W. by N. and S.E. by S.	358
10	White, square, wood on a framed pier.	40	10	1855	C	To guide to all ports in inner bay, and to vessels going up the river St. Croix from Little Passage or West Quoddy. There is only 4 feet of water on the N.W. extension of the reef towards mainland.	359
17 } 25 } 17 }	White, square, wood	111	35	1871	C	Lantern on dwelling. Visible from all points of approach.	359
	White, octagonal, wood.	148	50	1860	C	Visible between the bearings of S.W. round S. to N.W. A steam fog-whistle on extreme N.W. head of Grand Manan, 80 feet above high water, sounds in thick weather, fogs and snow storms, three blasts of four seconds' duration in each minute, with an interval of sixteen seconds between each blast.	360
16	White.....	58 E., 54 W.	36 each	1832	One light catoptric, the other dioptric of second order.	A fog-whistle has been erected on the island, and will be sounded as follows :— Two blasts of five seconds in each minute, with an interval of 25 seconds between each blast. 1st blast..... 5 seconds Interval..... 25 do 2nd blast..... 5 do Interval..... 25 do	361
12	Striped vertically, black and white alternately, octagonal tower.	66	41	1831	D, Fourth order.	Making..... 60 do A gun is fired to answer signals during fogs and snow storms. Dangerous rocks extend 4 miles eastward of the lighthouse :— Fixed light..... 45 seconds Eclipse..... 5½ do Flash..... 4½ do Eclipse..... 5½ do Making..... 60 do	362

ST. JOHN.

10	White	105	.....	1869	C	.....	363
10	White	50	.....	1869	C	.....	364
10	White	50	.....	1869	C	.....	365
10	White	55	.....	1869	C	.....	366

List of Lights on the Coasts, Rivers

NEW BRUNSWICK

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of revolution or flash.
367	ORONOTO SHOAL		45 53	0 66 27	0 One	F	White	
368	WILMOT'S BLUFF		45 56	0 66 30	0 One	F	White	
369	COX'S POINT	Grand Lake	46 2	0 66 1	0 One	F	White	
370	ROBERTSON'S POINT.	Grand Lake	45 53	0 60 13	0 One	F	White	
371	FANJOY'S POINT.	Grand Lake	45 55	10 60 4	0 One	F	White	

BRITISH

372	BREEN'S ISLAND	W. entrance to Victoria Harbour.	48 25 24	125 24	0 One			
373	ENTRANCE ISLAND.	Nanaimo Harbour						
374	RACE ROCKS	In Straits of De Fuca.	48 17 45	123 32	0 One	Fl	White	Every 10 secs.
375	FISGARD	On a rock at entrance to Esquimalt Harbour.	48 26	0 123 27 15	One	F	Red	
376	FRASER RIVER LIGHTSHIP	On S. Sand Head, at entrance to river.	49 3 50	123 16 40	One	F	White	
377	POINT ATKINSON.	N.W. entrance to English Bay and Burrard Inlet.	49 19 42	123 15 54	One	Rev.	White	Every minute.
378	C. PE BEALE.	S.E. point of entrance to Barclay Sound, on W. coast of Vancouver Island.	48 47 48	125 12 52	One	Rev.	White	Every 30 secs.

and Lakes of the Dominion.

WICK.—Continued.

Jonn.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from base to vane.	Year lighted.	Character and Order of Illuminating Apparatus.	Remarks.	No.
10	White	54	.....	1869	C .....	.....	367
10	White	104	.....	1869	C .....	.....	368
10	White	20	.....	1869	C .....	.....	369
10	White, square, wood	16	16	1873	C .....	.....	370
10	White, square, wood	16	16	1873	C .....	.....	371

COLUMBIA.

7	.....	.....	.....	1876	C	Light bears from Brothie ledge bell buoy N.N.W. $\frac{1}{2}$ W.	372
	.....	.....	.....	.....	.....	In course of construction	373
18	Alternate black and white horizontal bands, circular, stone.	118	105	1861	D, Second order.	A fog-bell is rung in thick or foggy weather.	374
12	White brick, and red brick dwelling.	.....	.....	1861	D, Fourth order.	Shows red in the harbour.....	376
9	Red hull, with ball at the light mast head.	70	.....	1866	C .....	.....	376
15	White, square, wood	119	49	1875	C	Visible round an arc of the horizon from the entrance to Burrard Inlet to an E. by N. $\frac{3}{4}$ N. bearing. Should not be brought to bear to the eastward of N. by vessels in the Straits, as this bearing will only lead clear of Sturgeon Bank, off Fraser River. A coast light, and to indicate entrance to Burrard Inlet.	377
19	Light stone colour, square, with detached oblong dwelling.	164	35	1874	C	A coast light to indicate entrance to Barclay Sound. Visible from an easterly bearing parallel with the coast round to W. by N. $\frac{1}{2}$ N. The light should not be brought to bear to the eastward of E. $\frac{1}{2}$ N., as foul ground extends off the entrances to Barclay Sound. Mariners should not attempt to enter the Sound without local knowledge or a pilot.	378

N.B.—The names by which the Lights are most generally known are given in SMALL CAPITAL LETTERS. When the names consist of two or more words, such as "ST. FRANCIS," "ISLE À LA PRUNES," etc., it is also found convenient to index them "*Francis, St.*," "*Prunes, Isle à la,*" etc., in *italic letters*. The names of the places near which the Lights are situated, are given in common or lower case letters.

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SUPPLEMENT' No. 2.

TO THE EIGHTH ANNUAL REPORT OF THE DEPARTMENT OF
MARINE AND FISHERIES,

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

REPORTS

OF

THE CHAIRMEN OF THE BOARDS OF STEAMBOAT INSPECTION
AND EXAMINERS OF MASTERS AND MATES,

THE

MONTREAL, TORONTO AND PICTOU HARBOUR COMMISSIONERS,

THE QUEBEC TRINITY HOUSE,

THE PILOTAGE AUTHORITIES,

THE SHIPPING AND HARBOUR MASTERS,

INVESTIGATIONS INTO CAUSES OF WRECKS

AND ON

THE HARBOUR AND RIVER POLICE,

CHIEFLY UP TO THE

31st day of December, 1875.



OTTAWA :

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1876.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1876.

SIR,—I have the honour to submit herewith Supplement No. 2 to the Eighth Annual Report of the Department of Marine and Fisheries, being for the Fiscal Year ended 30th June, 1875; containing the Reports of the Chairmen of the Boards of Steamboat Inspection and Examiners of Masters and Mates, the Montreal, Toronto and Pictou Harbour Commissioners, the Quebec Trinity House, the Pilotage Authorities, the Shipping and Harbour Masters, the Investigations into Causes of Wrecks, and on the Harbour Police of Montreal and Quebec.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

The Hon. ALBERT J. SMITH, M.P.,

Minister of Marine and Fisheries.

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APPENDIX No. 1.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

BOARD OF STEAMBOAT INSPECTION,
CHAIRMAN'S OFFICE,

1st January, 1876.

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

SIR,—I beg leave to submit herewith my Annual Report for the Year ended the 31st December, 1875.

The annual meeting of the Board of Steamboat Inspection, was held at Ottawa in November last. Except a Report to the Department recommending the "Fire King" in preference to other Chemical or Pneumatic Fire Extinguishers, and a Rule with respect to the issuing of temporary certificates to Engineers, the business of the Board was confined to the examination of Engineers, the passing of Engineers examinations made by the local Inspectors and granting renewals of certificates to qualified Engineers.

A quorum of the Board, composed of Mr. Taylor, Mr. Meneilley and the Chairman, was convened at Toronto on the 19th of March, to investigate the evidence as to the cause of the sinking of the steamer "Arctic" at Quebec on the 20th April, 1874. The evidence and correspondence together with the Chairman's Report thereon to the Department, expressing the opinion that the certificate of "Wilbrod Lacroix," the Engineer of the steamer, be revoked for a period of 12 months, on the ground of negligence in not taking the proper precautions to guard against accident through the injection valve being left open, and a letter from the Department informing the Chairman that the Minister deems the cause sufficient for the revocation of the certificate by the Board as recommended, the certificate of the said Wilbrod Lacroix was revoked for a period of 12 months from the 1st day of January 1875.

A draft of the following Duties and Liabilities of Engineers under the provisions of the Steamboat Inspection Act, was framed at this meeting, and became law by the approval of His Excellency the Governor in Council on the 5th May following.

DUTIES AND LIABILITIES OF ENGINEERS.

Under the provisions of the Act 31st Vic., chap. 65 of the Dominion of Canada intitled, An Act respecting the Inspection of Steamboats, and for the greater safety of passengers by them—

Section 8 provides that it shall be the duty of all Engineers to answer such pertinent questions concerning the boilers and machinery of the vessels to which they belong as the Inspector examining the same may think proper to put to them, or concerning any accident that may have happened thereto, and any Engineer refusing to answer or falsely answering such questions, or preventing any such inspection, or obstructing any Inspector in the same, shall subject himself to a penalty of forty dollars.

Section 11 provides that if the Engineer of any steamboat at any time allows the pressure of steam to which the boiler of such steamboat is subjected to exceed that limited by the Inspector's certificate, or alters, conceals or otherwise deals with the steam gauge so as to prevent the real pressure of steam from being seen and ascertained by any passenger, he shall thereby incur a penalty of two hundred dollars for every such offence.

Section 25 provides that the License of an Engineer may be revoked upon proof of negligence, unskilfulness, or drunkenness, or upon the finding of a coroner's inquest.

RULES AND REGULATIONS

Made by the Board of Steamboat Inspection for the guidance of Engineers of Steamboats under the provisions of the Act 31 Vic., chap. 65, intituled: "An Act respecting the Inspection of Steamboats, and for the greater safety of passengers by them," as amended by the 1st section of the Act 36 Vic., chap. 53, intituled: "An Act to amend the Acts respecting the Inspection of Steamboats."

RULE I.—Engineers are required in all cases upon stopping of the Engine to open the safety valve, so as to keep the steam in the boiler below the limit allowed by the Inspector's Certificate, as prescribed by law, to open the furnace doors or close the dampers, and when from accident or other cause the water in the boiler has fallen below the point of safety, to put out the fires immediately.

RULE II.—Engineers shall keep the fire pumps and hose and their connections in perfect condition ready for immediate use, and when found unfit for use from age or other cause, shall report their condition to the Inspector by whom the steamer was last inspected.

RULE III.—Engineers when laying up a steamer in the fall, or when finally leaving her, are required to report to the owner, and also to the Inspector of the nearest District, any defects of or injury to the boilers or machinery by which the safety of the same may be endangered. They shall also report to the Inspector of the District at which the steamer next arrives any accident happening to the boilers or machinery during the trip, and in case of omission to make such report, the license of the Engineer so omitting shall be revoked.

RULE IV.—The Chief Engineer of a steamer is held accountable by the Board for the proper care and management of the boilers and machinery under his charge. He is, therefore, in no case to absent himself from the vessel while on her regular trips unless a competent substitute be provided to fill his place during such absence.

RULE V.—Engineers on first taking charge of a steamer, and at least once a year thereafter, shall satisfy themselves by close examination that the braces, stays and pins of the boiler are in good order, and sufficient for the strain to which they may be subjected; they shall also satisfy themselves that the safety-valves are in good working order, and sufficient for the requirements named in Rule I hereof.

RULE VI.—Engineers holding temporary certificates requiring a further license must go before the Board as soon as possible after the expiration of the time for which the temporary certificate has been granted, for the purpose of obtaining an annual certificate. No re-issue of a temporary certificate will be made unless the applicant shews good and sufficient reason for not appearing before the Board as required.

RULE VII.—Engineers are to exhibit their certificates in the Engine room along with a copy of these Rules.

Inspectors of steamboats are hereby directed to see that the foregoing Rules and Regulations are strictly enforced.

PRIVY COUNCIL CHAMBERS,

OTTAWA, 14th May, 1875.

I hereby certify that the foregoing Rules and Regulations made by the Board of Steamboat Inspectors were submitted to and approved by His Excellency the Governor General in Council, on the 5th day of May instant.

W. A. HIMSWORTH,

Clerk, Privy Council.

Examinations and renewals of certificates to qualified Engineers, have been made during the year at the following places in the Dominion:—

ONTARIO.	PROVINCE OF QUEBEC.	MARITIME PROVINCES.
Windsor,	Montreal,	Halifax,
Chatham,	Sorel,	Pictou,
Hamilton.	Quebec.	North Sidney, C.B., N.S.
St. Catharines,		Glace Bay,
Toronto,		St. John, N.B.,
Lindsay,		Fredericton,
Kingston,		Richibucto,
Ottawa.		La Have, N.S.,
		Charlottetown, P.E.I.,
		Summerside.

During the year ending 31st December, 1875, nine hundred and twenty-nine certificates were issued, being 128 less than the number issued during the year previous.

CLASSIFICATION.

First class Chief Engineers.....	44
Second " "	121
Third " "	146
First class Assistant Engineers.....	296
Second " "	158
Third " "	164 = 929.

The sum of twenty-five hundred and three dollars has been received by me on this account, and paid over to the credit of the Steamboat Inspection Fund. This sum falls short by four hundred and twenty-six dollars of the amount received on the same account during 1874.

The usual statements accompanying my annual report, are appended along with the few casualty returns furnished the Inspectors in the several Districts.

The following statement exhibits the gross and registered tonnage of steam vessels inspected during the year, and the amount of duty and fees on that account collected thereon, including fees from Engineers. It is interesting to find that while every department of trade has more or less shrunk during the past year, the steam marine, as in former years, has kept up about its ratio of increase thus:

	Gross Tons.	Reg'd Tons.	Increase.	
			Gross Tons.	Reg'd Tons.
1873.....	92,298	56,457		
1874.....	102,138	62,518	9,840	6,031
1875.....	113,115	69,771	10,977	7,252

Statement of the gross and registered tonnage of steam vessels in the Dominion and the amount of dues and fees collected on account of their inspection, together with the fees collected from Engineers for certificates of license to run them.

DIVISIONS.	Gross Tons.	Reg'd Tons.	Dues & Fees.
West Ontario, Huron and Superior.....	39,314-23	27,736-07	\$ cts. 3,781 51
East Ontario.....	11,007	6,234	1,149 32
Montreal.....	17,086	8,345	1,891 02
Three Rivers.....	10,763	6,128	1,074 88
Quebec.....	17,373	9,712	1,479 39
Maritime Provinces.....	17,572	11,616	1,706 02
Engineer's fees.....			2,503 00
	113,115-23	69,771-07	\$13,585 14

These Steamers may be classified thus :—

DIVISIONS.	No. Steamers.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.....	203	40	163	88	25	90
East Ontario.....	88	31	57	37	17	34
Montreal.....	124	63	61	42	9	73
Three Rivers.....	51	44	7	25	1	25
Quebec.....	89	53	36	24	4	61
Maritime Provinces.....	106	46	60	56	1	49
Dominion of Canada, totals.....	661	277	384	272	57	332

Of the 661 Steamers enumerated in the foregoing Statement, 78 were added to the Dominion during the year. The following Statement shews the number of steamers in the Dominion during the years named exclusive of British Columbia :—

Number of Steamers 1869.....	401	Increase.
do 1870.....	404	3
do 1871.....	438	34
do 1872.....	473	35
do 1873.....	554	81
do 1874.....	595	41
do 1875.....	661	66

Steamers added to the Dominion during the year 1875 :—

DIVISIONS.	No. Steamers.	Gross Tons.	Reg'd Tons.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.	21	4,045	2,823	.....	21	8	3	10
East Ontario.....	12	1,004	646	.....	12	8	1	3
Montreal.....	22	2,275	1,236	3	19	2	2	18
Three Rivers.....	3	799	503	3	.....	1	.....	2
Quebec.....	9	2,815	1,506	3	6	3	1	5
Maritime Provinces.....	11	523	401	3	8	8	.....	3
Dominion of Canada, totals....	78	11,461	7,120	12	66	30	7	41

Twenty steamers have been lost, broken up, or put out of service during the year as follows :—

DIVISIONS.	No. Steamers.	Gross Tons.	Reg'd Tons.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.	11	1,900	1,366	3	8	4	4	3
East Ontario.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal.....	1	Not Reg.	Not Reg.	1	.....	.....	.....	1
Three Rivers.....	1	44	16	1	.....	.....	.....	1
Quebec.....	4	960	624	1	3	3	.....	1
Maritime Provinces.....	3	1,613	749	1	2	1	.....	2
Dominion of Canada, totals....	20	3,917	2,755	7	13	8	4	8

A meeting of the Board was convened by me on the 3rd of August to examine the written answers (to questions submitted in writing by me,) of Mr. Thomas Westgarth of Victoria, appointed Inspector of British Columbia, who had been appointed inspector of steamboats for that District.

The Board, after careful consideration of Mr. Westgarth's claims, were satisfied as to his competency, so far as it could judge by the answers referred to, but as Mr. Westgarth appears to be deficient in the details of the strength of boilers and their stays, and requires of necessity to be informed as to the operation of the Steamboat Inspection Act in these Provinces, the Board consider it advisable that the Chairman visit British Columbia in view of informing himself as to the requirements of the law in that Province, and also for the purpose of instructing Mr. Westgarth in the details alluded to.

The Rules respecting Life Boats, Yawl Boats and Fire Extinguishers, passed by the Board last year at Ottawa, were reconsidered at the meeting above referred to, they were remodelled by the Chairman, subsequently at the request of the Department, and finally approved in Council, 13th September. They are herewith appended.

GOVERNMENT HOUSE, OTTAWA.

Monday, 13th day of September, 1875.

PRESENT :

HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries and under the provisions of the 16th section of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's Reign, chaptered 65, and intituled "An Act respecting the Inspection of Steamboats and for the greater safety of passengers by them," as amended by the 2nd section of the Act 32 and 33 Victoria, Chap. 39, and the 2nd, 5th and 7th sections of the Act 37 Victoria, Chap. 30, His Excellency, by and with the advice of the Queen's Privy Council for Canada has been pleased to order, and it is hereby ordered, that the following Rules and Regulations respecting Life Boats, Yawl Boats and Fire Extinguishers on Steamers, passed by the Board of Steamboat Inspection at Ottawa on the 19th day of November, 1874, be and the same are hereby approved and adopted, that is to say :—

RULE I.—The Life Boat required by Section 16, 31 Victoria, Chap. 65, may be considered of sufficient capacity, if made of the following dimensions :

	FT.	IN.
Length of Keel.....	22	0
Breadth of Beam from metal to metal.....	5	6
Depth from top of Keel to top of Gunwale.....	2	9

RULE II.—The Life Boat required by Section 5 of the amended Act 37 Victoria, Chap. 30, may be considered of sufficient capacity, if made of the following dimensions :

	FT.	IN.
Length of Keel.....	18	0
Breadth between metal and metal.....	5	2
Depth from top of Keel to top of Gunwale.....	2	2

RULE III.—The carrying capacity in number of persons of Yawl Boats shall be determined as follows, viz :—

By multiplying the length of the Keel by the breadth and by the depth from top of Keel to Gunwale in feet, and then dividing the product by ten, the quotient will be the number of persons allowable to each boat.

RULE IV.—It is hereby required that the following number of Chemical Fire Extinguishers shall be carried on board Steamboats of the undermentioned sizes and classes, viz : On every Freight and Tug Steamboat of more than one hundred tons gross measurement, one such Extinguisher.

On every Freight and Tug Steamboat of more than five hundred tons, two such Extinguishers.

On every Steamboat of the gross tonnage of one hundred tons and upwards but less than 300 tons, carrying passengers, two such Extinguishers.

On every Steamboat of the gross tonnage of Three hundred tons and upwards, carrying passengers, three such Extinguishers.

On every Steamboat employed chiefly in the carriage of Freight, when not carrying more than fifty passengers, two such Extinguishers.

W. A. HIMSWORTH,
Clerk, Privy Council.

CASUALTY RETURNS FROM THE SEVERAL DISTRICTS.

WEST ONTARIO, HURON AND SUPERIOR.

The hurricane deck of the Lake Superior Steamer "Cumberland" took fire while lying at the wharf at Collingwood, and was immediately put under control by the use of a Chemical Fire Extinguisher. The Captain of the "Cumberland" reports these Extinguishers as the most useful article pertaining to the outfit of a Steamer, and would under no consideration be without them.

Steamer "Dominion" of Chatham, burnt on the 30th July, at night, 4 miles below Chatham. The fire started near the stove, the vessel being under way, and in 2 minutes, the whole steamer was in flames, although close to the bank of the River, the crew were obliged to jump overboard to save themselves.

Steamer "Manitoba." A collision between this steamer and an American propeller the "Comet," occurred about 8 P. M., on the evening of 26th August, about 6 miles South East of White Fish Point, Lake Superior, and 3 miles off Parmisan Island. The "Comet" sank immediately after being struck by the "Manitoba." After rendering all the assistance possible to the wreck, the "Manitoba" returned to the Sault with those saved from it, and finding that but little damage had been done her, went on her way to Fort William.

"Francis Smith." Late in November, this steamer experienced a very severe storm on Lake Superior. The vessel worked a good deal, working out the bed blocks from under the boiler, driving up the planks in the guards and breaking one of the deck beams, carrying some of the guard braces away, and badly twisting the rudder post.

"Tommy Wright," burned at the wharf at Goderich in June last.

"City of Toronto", on her way from Toronto to Niagara, broke her paddle shaft, the vessel was steamed to Niagara with one paddle. The accident occurred on the 24th August.

"Rothesay Castle," when making the eastern entrance to Toronto, struck the boiler of a sunken steamboat, and sunk in a few minutes in about 10 feet of water. Passengers and crew were all taken ashore safely in boats.

Tug "Perry", went ashore in a fog on Cape Beard and was lost.

Steam propeller "Europe", broke her cylinder head on her way up Lake Ontario, the Engineer repaired it temporarily by means of wooden braces, and the vessel reached port for repairs.

Propellers "R. W. Stanley" and "Bristol" were both burned at the wharf, 8th October at Hamilton, no explanation of the cause of the fire has been given. It is I believe a subject of investigation by the Insurances Companies insuring the steamers.

November 20.—Malcolm Cummings, Engineer of the propeller "L. Shickluna" lost his life by neglecting to secure the end of the steam pipe at the slip joint. He was laying up the engine for the winter, had broken the steam pipe joint at the engine, and covered the end of it with a plank,—on getting up steam to blow off the boiler, the end of the pipe beyond the slip joint, blew out and scalded him so that he died in a few hours.

EAST ONTARIO.

Steamer "Pierrepont" broke her shaft on the night of the 8th December, and was towed into Kingston for repairs.

Steamer "City of Kingston," broke the rock shaft of the engine, which was replaced with a stronger one.

Steam propeller "Columbia" broke her screw.

Steamer "Queen," on the 24th August, broke her paddle shaft crank, she reached Kingston with one wheel.

Steamer "Hiram A. Calvin," on the 18th September, replaced the walking beam of the engine, having injured the old one in removing the centres.

Steamer "Corsican," November 1st, by being crowded on shore by a schooner she was passing near South Bay Point, had two large holes made in her hull, and sunk in $7\frac{1}{2}$ feet of water.

MONTREAL DIVISION.

Steamer "Jacques Cartier" burnt on the 18th October, near old wharf.

THREE RIVERS DIVISION.

No casualties reported.

QUEBEC DIVISIONS.

Tug steamer "Anglessia" in May broke her paddle shaft on her way to Montreal with a ship in tow.

Tug steamer "Gatineau," broke her steam pipe when raising steam, scalding a man to death.

MARITIME PROVINCES.

Steamship "Virgo," wrecked on the Island of St. Pierre in June last on her passage from Halifax, N. S., to Newfoundland,—vessel total loss. No lives lost.

Steamship "Edgar Stuart," broke the crank of the after engine, on her passage from Halifax to Liverpool, N. S., on 11th August. She was taken into port with one engine.

Passenger steamer "City of St. John" when leaving Bathurst Harbour, N. S., on the 31st July had a hole made in her bottom by striking on some hard substance. She filled and sank to the upper deck. The passengers were safely landed. This steamer has been raised, repaired and resumed her route until the close of the season.

In conclusion I am glad to be able to state that there are no cases of drunkenness or misconduct reported to me among Engineers in any of the Divisions of the Dominion.

I am Sir,

Your obedient Servant,

SAMUEL RISLEY.

Chairman of the Board of Steamboat Inspection.

STEAM VESSELS Inspected for the Year ended 31st December, 1875.

WEST ONTARIO DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Hope.....	Windsor.....	Benson.....	Feb. 19	147	110	\$ 10 43	\$ 8	April 17	\$ 18 43	Ferry, Windsor and Detroit.
Metamora.....	Sarnia.....	Mathewson.....	April 17	239	162	16 73	5	do 21	21 73	Lake tug.
D. R. Vanallen.....	Windsor.....	Benson.....	April 19	260	177	18 20	5	do 21	23 20	Lake barge.
Bob Hackett.....	do	do	do 21	72	52	5 04	5	Mar. 19	10 04	Pass. str., Windsor and Leamington.
Argyle.....	do	do	do 21	355	268	24 85	8	April 21	32 85	Lake propeller, pass. and freight.
J. W. Steinhoff.....	do	do	do 21	182	124	12 74	8	May 1	20 74	Pass. steamer, Chatham and Detroit.
Ada E. Allen.....	do	do	do 21	107	68	7 49	5	April 20	13 49	Freight barge.
Essex.....	do	do	do 22	99	51	6 93	5	May 28	11 93	Ferry, Windsor and Detroit.
do	do	do	do 23	178	117	12 46	8	do 1	20 46	Pass. steamer, Chatham and Detroit.
W. S. Ireland.....	do	do	do 23	104	62	7 28	5	do 1	12 28	Wood barge, Wallaceburg and Detroit.
Asia.....	do	do	do 23	347	267	24 29	8	do 6	32 29	Lake propeller, pass. and freight
City of Montreal.....	Chatham.....	Pennefather.....	do 23	300	220	21 00	8	April 23	29 00	do
Alma Munro.....	Port Stanley.....	Findlay.....	do 30	364	289	25 48	8	May 4	33 48	do
Persia.....	St. Catharines.....	Clark.....	May 4	347	267	24 29	8	do 3	32 29	do
East.....	Bowmanville.....	Rankin.....	do 5	348	219	24 36	8	do 5	32 36	do
Enterprise.....	Collingwood.....	Ferguson.....	do 15	206	141	14 42	5	do 15	19 42	Lake barge.
Rothsaway Castle.....	Toronto.....	Smith.....	June 9	427	269	29 96	8	do 22	37 96	Pass. steamer, Toronto and Niagara.
Florence.....	Hamilton.....	Kittson.....	do 8	108	73	10 80	8	June 7	18 80	Pass. steamer, Burlington Bay.
Transit.....	do	do	do 8	82	53	5 74	5	May 22	10 74	do
Dennis Bowen.....	do	do	do 8	11	.....	0 77	5	May 18	5 77	do
Great Western.....	Windsor.....	Benson.....	do 16	1,252	712	87 64	8	May 17	95 64	Great Western R.R. car ferry str.
Michigan.....	do	do	do 16	1,344	908	94 08	8	do 17	102 08	do
Transit.....	do	do	do 16	759	327	53 13	8	do 17	61 13	do
Amherstburg.....	do	do	do 17	1,222	591	85 84	8	July 8	93 54	Canada Southern R.R. car ferry.
Minnie Morton.....	Owen Sound.....	Anderson.....	do 17	28	18	1 96	5	April 27	6 95	River tug, Detroit River.
City of Owen Sound.....	do	do	do 18	898	610	62 86	8	May 2	70 86	Freight propeller.
William Seymour.....	Collingwood.....	Stevens.....	May 25	77	46	5 39	5	July 14	10 39	Freight and passenger propeller.
Manitoba.....	Sarnia.....	Ferguson.....	May 17	338	236	23 66	8	do 7	31 66	Passenger steamer, Lake Superior.
Ontario.....	do	Mathewson.....	July 12	1,103	751	77 98	8	do 22	85 98	do
Quebec.....	do	do	do 7	1,065	799	74 55	8	do 22	82 55	do
Huron.....	Point Edward.....	do	do 7	1,673	1,137	117 12	8	July 9	125 12	Grand Trunk R.R. car ferry.
J. C. Clark.....	Sarnia.....	do	do 10	175	88	12 25	8	April 6	20 25	Ferry and steam tug, Sarnia.

STEAM VESSELS Inspected for the Year ended 31st December, 1875—West Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
W. J. Spicer.	Point Edward.	Mathewson	Sept. 6	356	239	\$ 42.92	8	June 3	\$ 32.92	Grand Trunk ferry, Point Edward.
Ontario.	Walkerville.	Benson	Sept. 6	35	24	2.45	5	Sept. 6	7.45	River tug, Detroit River.
Wenonah	Gravenhurst	Smith, Toronto	July 22	62	62	4.34	5	Aug. 23	9.34	Passenger steamer, Lake Muskoka.
Nipissing	do	do	23	94	50	6.58	5	do 23	11.58	do do
Deane.	do	do	24	7	7	0.49	5	do 23	5.49	do do
Enterprise	Port Dalhousie	Clark	do 31	564	594	39.48	8	July 26	47.48	Pass. and freight str. Welland R.R.
Provost Beyer	do	do	Aug. 6	10	6	0.70	5	Aug. 21	5.70	Passenger steamer, Welland Canal.
Silver Spray	Silver Islet, L.S.	Livingston	do 15	130	130	9.10	8	do 15	17.10	Silver Islet Co.'s tug.
Hattie Vinton	do	do	do 15	55	55	3.86	5	do 15	8.86	do do
Vanderbilt	Toronto	Smith	Oct. 6	169	90	11.83	5	June 1	16.83	Lake barge, freight.
Modoc	Killarney, G. Bay.	do	Aug. 19	26	11	1.82	5	June 19	6.82	Lumber barge, Georgian Bay.
Lincoln	Port Dalhousie	Clark	do 19	378	335	26.46	8	May 1	34.46	Screw, fight., Montreal and Chicago.
James Norris	do	do	do 20	47	41	3.25	5	July 16	8.29	do tug, Port Dalhousie Harbour.
Acadia	Hamilton	Beatty	do 20	339	217	23.73	8	April 21	31.73	do fight., Montreal and Chicago
Watertown	Toronto	Mackay	do 21	205	154	10.78	8	May 10	18.78	Side-wheel pass. ferry, Toronto and Humber.
L. Shickluna.	do	do	do 21	362	295	25.34	8	do 10	33.34	Screw, pass. and freight, Montreal and Chicago.
J. S. Clark	do	do	do 22	33	13	2.31	5	April 23	7.31	Screw tug, Toronto Harbour and Lake Ontario.
City of Toronto	do	do	do 23	403	255	28.21	8	do 23	36.21	Side-wheel, pass. and freight, Toronto, Niagara, and Lewiston.
Dromedary	Hamilton	Kittson	do 24	219	174	15.33	5	do 21	20.33	Screw, fight., Montreal and Chicago.
Mattawan	do	do	do 24	612	389	42.91	8	May 5	50.91	do do
Nipigon	do	Mewburn	do 24	604	384	42.28	8	do 8	50.28	do do
Armenia	do	Beatty	do 26	361	241	25.27	8	April 21	33.27	do do
Celtic	do	Kittson	do 26	385	268	27.02	8	do 13	35.02	do do
Lake Michigan	do	do	do 26	365	301	25.55	8	do 23	33.55	do do
Lake Erie	do	do	do 26	347	267	24.29	8	do 23	32.29	do do
Lake Ontario	do	do	do 26	375	306	26.25	8	do 23	34.25	do do
Canada	do	do	do 27	353	267	24.71	8	do 24	32.71	do do
Bristol	do	do	do 27	340	277	23.80	5	May 1	28.80	do do
W. T. Robb.	Toronto	Mackay	do 28	188	114	13.16	5	do 1	18.16	Screw tug, Lake Ontario, timber.
Columbia	Hamilton	Kittson	do 30	360	244	25.20	8	April 21	33.20	do pass. and freight, Montreal and Chicago.
R. W. Standley	do	do	do 30	340	275	23.80	5	May 1	28.80	do do

Master	Port Colbourne	Route	May	1	43	35	30	1	5	May	1	8	01	Screw tug, Port Colbourne and Lake Erie.
W. A. Routh	do	do	do	1	49	43	3 43	5	do	1	8	43	do	
Sally Jack	do	do	do	1	45	28	3 15	5	do	1	8	15	Screw tug, Welland Canal.	
Vagge	do	do	do	1	31	21	2 17	5	do	1	7	17	do	
Mary A. Laughlin	do	do	do	1	23	12	1 61	5	do	1	6	61	do	
Olivia Gordon	do	do	do	3	33	23	2 31	5	do	1	7	31	do	
Favorite	do	do	do	3	51	24	3 15	5	do	1	8	57	do	
Jane Armstrong	do	do	do	3	45	24	3 15	5	do	1	8	15	do and Lake Erie.	
Clara M. Carter	do	do	do	3	29	23	2 03	5	do	1	7	03	do	
F. H. Nasmith	do	do	do	3	49	36	3 43	5	do	1	8	43	do	
Kittie Haight	do	do	do	3	60	28	4 20	5	Sept.	13	9	20	do	
L. N. G.	do	Clark	do	3	11	7	0 77	5	April	30	5	77	do	
St. Catharines	do	do	do	4	361	284	25 27	8	May	4	33	27	Screw, fgt., Montreal and Chicago.	
Prussia	do	do	do	4	374	301	26 18	8	do	4	34	18	do	
Ocean	do	do	do	4	358	287	25 06	8	do	11	33	06	do	
Scotia	do	do	do	4	371	300	25 97	8	do	5	33	97	do	
Sovereign	do	do	do	6	374	301	26 18	8	do	11	34	18	do	
City of St. Catharines	do	do	do	6	606	516	42 42	8	do	5	50	42	do	
Zealand	do	do	do	8	411	284	28 77	5	do	8	33	77	do	
Hamilton	do	Bliss	do	10	116	77	8 12	5	do	10	13	12	do	
P. E. McKerrall	do	Watson	do	10	185	146	10 22	8	do	10	18	22	do Georgian Bay.	
Warbuno	do	do	do	10	185	146	10 22	8	do	10	18	22	Side-wheel, pass. and fgt. do	
Mary Ann	do	do	do	10	69	53	4 83	5	do	8	9	83	Screw tug, Georgian Bay.	
Collingwood	do	do	do	10	50	23	3 50	5	do	3	8	50	do	
Fred. Hotchkiss	do	do	do	11	15	7	1 05	5	do	8	6	05	do	
Fanny Fern	do	Ferguson	do	11	7	7	0 49	5	do	11	5	49	do	
Rescue	do	Watson	do	11	12	12	0 84	5	do	11	5	84	Penetanguishene Bay.	
Wales	do	do	do	11	188	96	13 16	5	do	8	18	16	Screw tug, Collingwood and Buffalo.	
Chicora	do	do	do	11	415	373	29 05	8	do	8	37	05	Side-wheel, passenger and freight, Collingwood and Fort William.	
Golden City	do	do	do	13	35	26	2 45	5	do	19	7	45	Screw tug, Port Dalhousie Harbour	
Perry	do	Mackay	do	13	41	36	2 90	5	do	7	7	90	do and passengers, Toronto and Humber.	
Europe	do	Clarke	do	14	370	307	25 90	8	do	11	33	90	Screw tug, passenger and freight, Montreal and Chicago.	
Francis Smith	do	Stephens	do	15	462	109	32 34	8	do	15	40	34	Side-wheel, passenger and freight, Collingwood and Duluth.	
Okonra	do	do	do	15	37	10	3 70	5	do	5	8	70	Screw, passenger and freight, Owen Sound and Colpoys Bay.	
Silver Spray	do	do	do	17	173	142	12 11	8	do	15	20	11	Side-wheel, passenger and freight, Owen Sound and Sault Ste. Marie.	
Lily Kerr	do	Mackay	do	21	58	26	4 06	5	April	9	9	06	Screw tug, Georgian Bay.	
Prince Alfred	do	do	do	21	19	10	1 33	5	do	9	6	33	do	
Isaac May	do	Routledge	do	21	592	490	41 44	8	July	19	49	44	do	
Maid of Midland	do	do	do	21	11	11	0 77	5	June	4	5	77	Waubashene and Tona-wanda.	
Cumberland	do	Watson	do	24	418	228	29 26	8	May	8	37	26	do passengers, Coldwater and Penetanguishene.	
	do	Collingwood	do										Side wheel, passenger and freight, Collingwood and Fort William.	

STEAM VESSELS Inspected for the Year ended 31st December, 1875—West Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Mittie Grew.....	Collingwood.....	Watson.....	May 24	30	16	\$ 2 10	\$ 5	25	\$ 7 10	Screw tug, Parry Sound.
Hittie Hoyt.....	Toronto.....	Mackay.....	do 28	11	8	0 77	5	28	5 77	do Toronto and Humber.
Bouquet.....	do.....	do.....	do 29	196	162	13 72	8	Sept. 6	21 72	Side wheel, Toronto and the island.
A. Jones.....	Point Edward.....	Mathewson.....	June 3	22	11	1 54	5	June 10	6 54	Screw, passenger ferry, Point Edward and Port Gratiott.
International.....	do.....	do.....	do 3	1,052	741	73 71	8	do 3	81 71	Screw, car ferry, Point Edward and Port Gratiott.
Sea Gull.....	Sarnia.....	do.....	do 4	51	43	3 57	5	do 10	8 57	Screw, passenger ferry, Point Edward and Sarnia.
Saginaw.....	do.....	do.....	do 4	227	154	15 89	8	do 24	23 89	Screw, car ferry, Port Huron and Sarnia.
Hiawatha.....	do.....	Fraser.....	do 4	82	56	5 74	5	May 1	10 74	Screw, passenger and freight, Sarnia, Wallaceburg and Dresden.
J. Holt.....	do.....	do.....	do 4	70	45	4 90	5	April 10	9 90	do do do
E. Windom.....	Wallaceburg.....	do.....	do 5	68	37	4 76	5	June 5	9 76	Screw, freight, Sydenham and Detroit Rivers.
J. B. Newman.....	do.....	do.....	do 5	17	12	1 19	5	do 5	6 19	do do do
Hero.....	do.....	do.....	do 5	38	19	2 66	5	do 3	7 66	Screw tug, Sydenham and St. Clair Rivers.
Manitoba.....	do.....	do.....	do 7	81	69	5 67	5	do 7	10 67	Screw tug and barge, Wallaceburg and Detroit.
River King.....	do.....	do.....	do 7	53	34	3 71	5	do 7	8 71	Side wheel, passenger and freight, Sydenham and Detroit Rivers.
Jacques Cartier.....	do.....	Benson.....	do 7	74	66	5 18	5	April 15	10 18	Screw do do do
Coral.....	do.....	Fraser.....	do 7	93	58	6 51	5	June 7	11 51	Screw tug and barge, Dresden and Detroit.
Beaver.....	do.....	do.....	do 7	44	17	3 08	5	do 5	8 08	Screw tug do do do
Thames.....	do.....	do.....	do 7	40	30	2 80	5	do 7	7 80	Screw tug and barge, Sydenham St. Clair Rivers.
Jerome.....	do.....	do.....	do 7	43	36	3 01	5	do 7	8 01	Screw tug and barge, Detroit and St. Clair Rivers.
Victoria.....	do.....	do.....	do 7	88	70	6 16	5	do 7	11 16	Screw, freight, Wallaceburg and Detroit.
Messenger.....	do.....	do.....	do 7	12	12	0 84	5	do 7	5 84	Screw tug, Sydenham and St. Clair Rivers.

City of Dresden.....	Windsor.....	do.....	do.....	8	129	69	9 03	8	do	7	17 03	Screw, passenger and freight, Dresden, Wallaceburg and Detroit....
Dominion.....	do.....	do.....	do.....	8	178	117	12 46	8	May	1	20 46	Side wheel, passenger and freight, Chatham and Detroit.
J. S. Noyes.....	Chatham.....	Pennefather.....	do.....	9	34	22	2 38	5	June	9	7 38	Screw tug, Thames river and Lake St. Clair.
Alexander.....	do.....	do.....	do.....	9	129	77	9 03	5	April	13	14 03	Side stern wheel, freight, Sydenham and Detroit Rivers.
Jennie G. Harper.....	do.....	do.....	do.....	9	20	18	1 40	5	June	9	6 40	Screw, tug, liver Thames.
City of Sandusky.....	Port Stanley.....	Finlay.....	do.....	10	635	463	42 35	8	do	17	50 35	Side wheel, passenger and freight, Port Stanley and Cleveland.
Colin Munro.....	do.....	do.....	do.....	11	26	20	1 82	5	do	17	6 82	Screw, tug and passengers, Port Stanley and Shore of Lake Erie.
Magdalena.....	Collingwood.....	Watson.....	do.....	15	26	14	1 82	5	do	10	6 82	Screw, tug and exploring, Shore of Lake Superior.
Minnie Hall.....	do.....	do.....	do.....	16	47	28	3 29	5	May	20	8 29	Screw, tug, Georgian Bay.
Albert Dymont.....	do.....	do.....	do.....	16	26	26	1 82	5	June	16	6 82	do Thessalon River Mills.
Emily May.....	Barrie.....	Smith.....	do.....	25	181	104	12 67	8	Aug.	3	20 67	Side-wheel, pass. and freight, Lake Simcoe.
Carriella.....	Orillia.....	Mackay.....	do.....	25	29	19	2 03	5	May	25	7 03	Screw, do Lake Couchiching
Victoria.....	Barrie.....	do.....	do.....	26	64	39	4 48	5	June	24	9 48	do tug, Lake Simcoe.
Isabella.....	Orillia.....	do.....	do.....	26	43	14	3 33	5	July	23	8 33	do do
Vanderbilt.....	Lindsay.....	Browne.....	do.....	28	109	53	7 63	8	June	17	15 63	Side-wheel, pass. and freight, Lindsay and Bobcaygeon.
Ontario.....	Bobcaygeon.....	do.....	do.....	28	49	21	3 45	5	do	16	8 45	Side-wheel, Bobcaygeon and Bridgewater.
Novelty.....	Lindsay.....	do.....	do.....	28	75	65	4 74	5	do	10	9 74	Side-wheel, tug, do & Port Perry.
Samson.....	do.....	do.....	do.....	29	68	19	4 76	5	do	17	9 76	do Ball Lake and Lindsay.
Commodore.....	do.....	do.....	do.....	29	109	95	7 63	8	do	17	15 63	do freight, Port Perry and Bridgewater.
Ranger.....	do.....	do.....	do.....	29	54	40	3 76	5	do	17	8 76	do tug, do
Champion.....	do.....	do.....	do.....	29	82	73	5 74	5	do	17	10 74	do do
Ogemah.....	do.....	do.....	do.....	29	102	79	7 18	8	do	19	15 18	do do
Mary Ellen.....	do.....	do.....	do.....	29	31	14	2 17	5	do	17	7 17	do Lindsay and Fenelon F.
Victoria.....	do.....	do.....	do.....	29	95	83	6 63	5	do	17	11 63	do and freight, Port Perry and Bridgewater.
Enterprise.....	do.....	do.....	do.....	29	93	88	6 55	5	do	29	11 55	Screw, tug, Lindsay and Ball Lake.
Maple Leaf.....	do.....	do.....	do.....	30	13	11	0 94	5	do	24	5 94	do pass. and freight, Lindsay and Port Perry.
Anglo Saxon.....	do.....	do.....	do.....	30	47	39	3 29	5	do	29	8 29	Side-wheel, tug, Lindsay, and Port Perry.
Lady Ida.....	do.....	do.....	do.....	30	18	18	1 26	5	do	29	6 26	do and Fenelon Falls.
Princess of Wales.....	Toronto.....	Mackay.....	July.....	7	94	58	6 58	5	May	10	11 58	Pass. ferry, Toronto and the Island.
C. W. Jones.....	do.....	Clark.....	do.....	9	37	25	2 38	5	do	6	7 38	Screw, tug, Toronto Harbor.
Little Eva.....	do.....	Mackay.....	do.....	9	125	125	0 87	5	Aug.	12	5 87	Screw, tug, Toronto Harbor, dredge tender.
C. W. Dennis.....	do.....	do.....	do.....	9	17	8	1 19	5	do	12	6 19	do do
Flora L. Baines.....	do.....	do.....	do.....	10	9	6	0 63	5	June	18	5 63	Screw, pass., Toronto Harbor.

STEAM VESSELS Inspected for the Year ended 31st December, 1875—West Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Minerva.....	Port Robinson.....	Clark	July 13	27	19	\$ 1 89	\$ 5	April 23	\$ 6 89	Screw tug, Port Robinson and Niagara River.
Addie Carter.....	do	do	do 13	25	15	1 75	5	do 23	6 75	Screw tug, Welland Canal, dredge tender.
R. B. McPherson.....	do	do	do 13	29	26	2 03	5	do 25	7 03	do do towing vessels
Wm. Ross.....	do	do	do 13	11	11	0 77	5	May 7	5 77	do do towing vessels
J. H. Doyle.....	do	do	do 13	20	14	1 40	5	Sept. 25	6 40	Screw tug, Pt. Robinson & Chip'a
S. R. Norcross.....	do	do	do 13	27	19	1 85	5	April 23	6 85	do Welland Canal, D. tender
M. R. Mitchell.....	do	do	do 13	24	19	1 68	5	May 1	6 68	do do towing vessels
M. R. King.....	do	do	do 13	25	21	1 75	5	do 1	6 75	do do
C. F. Wadsworth.....	do	do	do 13	11	11	1 12	5	July 24	6 12	do do
Jennie Griffen.....	do	do	do 13	27	17	1 89	5	do 24	6 89	do do
Sylvester Neelon.....	do	do	do 13	46	29	3 22	5	do 14	8 22	do do
Mary.....	Port Colborne.....	Routh	do 14	68	22	4 62	5	May 13	9 62	do do
E. P. Day.....	do	Mathewson	do 15	15	6	1 05	5	Aug. 2	6 05	Grand River.
Jessie.....	Dunville.....	Brownson	do 16	115	91	8 05	5	July 16	13 05	do Lake Erie.
Sam Perry.....	do	do	do 16	42	34	2 92	5	do 16	7 92	do Port Dalhousie & Lake Ont.
Almeda Covell.....	Port Dalhousie.....	Clark	do 17	9	6	0 63	5	do 20	5 63	do Toronto Harbor, dredge ten.
Tecumseh.....	Toronto.....	Mackay	do 17	633	543	44 31	5	do 5	49 31	do and barge, Pt. Colborne and Chicago.
Tommy Wright.....	Port Colborne.....	Pennelather	do 26	42	6	0 84	5	April 17	5 84	do fishing tug, Goderich and Lake Huron.
George Maythane.....	Goderich.....	Doty	do 28	52	42	3 64	5	July 28	8 64	do do
Minnie Walker.....	do	do	do 28	21	19	1 33	5	do 28	6 33	Screw tug, Bayfield Harbour.
Lizzie.....	Bayfield.....	Doty	do 28	24	18	1 68	5	do 27	6 68	do do dredge tender.
G. S. Hathaway.....	do	Brownson	do 28	145	14	1 01	5	May 13	6 01	Screw fishing tug, Georgian Bay.
S. C. Doty.....	Collingwood.....	Ferguson	Aug. 7	21	17	1 47	5	Aug. 16	6 47	do do
Kate Pilgren.....	Meaford.....	Seng	do 16	11	7	0 77	5	do 2	5 77	do do
Louise.....	do	Stephens	do 16	573	470	0 40	5	Sept. 2	5 40	Screw, passengers in Welland Canal.
T. R. Secord.....	Port Dalhousie.....	Clark	do 18	88	64	4 48	5	Aug. 5	9 48	do tug, W. Canal, dredge tender.
Georgiana.....	Port Robinson.....	do	do 14	18	14	0 98	5	do 1	5 98	Side wheel, tug and freight, Wan-
.....	Collingwood.....	Brownson	do 17	352	285	24 64	8	Sept. 3	32 64	baubene and Collingwood
.....	St. Catharines.....	Clark	do 22	121	82	8 41	5	May 11	13 41	Screw, freight, Montreal & Chicago.
Argyle.....	Port Noyes.....	Walan	Oct. 6	.....	.....	.....	.....	Oct. 5	.....	Side-wheel, Port Noyes and Long Point, fishing steamer.

Beaver.....	Wallaceburg.....	Mathewson.....	do	22	53	39	3 64	5	April 6	8 64	Screw, Sydenham and St. Clair Rivers, freight.
Harry Sewell.....	do	Fraser.....	do	23	17	11	1 19	5	Oct. 23	6 19	Screw, Sydenham and St. Clair Rivers, tug.
Oswego Belle.....	St. Catharines.....		Nov. 10	362	378	Not paid	Not paid				Screw, Belleville and Oswego, passenger and freight.
Union.....	Windsor.....	Benson.....	do	1,190	999	83 30	8	Nov. 2	91 30	Side-wheel, passenger railway ferry, Sarnia and Port Huron.	
Lake Breeze.....	do	do	do	17	192	13 44	8	do 17	21 44	Screw, passenger and freight, Windsor and Leamington.	
A. Neff.....	Fort William, L.S.	Cousin.....	Aug. 14	129	74	9 03	8	Aug. 14	17 03	Pass. and freight str., Fort William.	
Watchman.....	do	do	do	14	13	0 91	5	do 14	5 91	Surveying and prospecting str. S.S. do	
M. J. Mills.....	do	do	do	15	15	1 05	5	do 14	6 05	do	
Dime.....	Sault Ste. Marie.....	Wilson.....	do	9	7	0 63	5	Nov. 14	5 63	Ferry steamer, Sault Ste. Marie.	
Osprey.....	Hamilton.....	Not inspected..	Not inspected..	375	199	.....	Not paid	.....	.....	Laid up; no work to do.
Simcoe.....	Orillia.....	do	do	26	26	.....	do	.....	.....	do
St. Clair.....	Port Robinson.....	do	do	36	15	.....	do	.....	.....	do
Wm. Hall.....	do	do	do	56	31	.....	do	.....	.....	do
Ilgona.....	Collingwood.....	do	do	767	623	.....	do	.....	.....	do
George Watson.....	do	do	do	28	13	.....	do	.....	.....	do
A. N. Pike.....	Chatham.....	do	do	34	22	.....	Not paid	.....	.....	Was not running on first inspection trip.
Belle Taylor.....	Victoria Harbour.....	do	do	38	17	paid	Laid up; no work to do.	
Fairy Queen.....	Saugeen.....	do	do	11	11	Dues paid	A fishing tug at Saugeen.	

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EAST ONTARIO DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Norseman	Port Hope	E. J. W. Burton.....	April 13	295	74	\$ 20 65	\$ 8	April 22	\$ cts. 28 65	Side-wheel passenger steamer, Lake Ontario.
Albert Wright.....	do	do	do 13	29	29	2 90	5	do 13	7 90	Screw tug steamer, Port Hope Harbour.
Lothair.....	do	do	do 13	351	248	24 57	5	do 21	29 57	Screw freight, between Montreal and Chicago.
Jessie Hall.....	Kingston.....	W. R. Mingaye.....	do 16	57	30	3 99	5	do 20	8 99	Screw tug, between Montreal and Kingston.
Frank Perew.....	do	do	do 16	43	24	3 01	5	do 20	8 01	do
G. F. Bronson.....	do	do	do 19	101	28	7 07	5	do 19	12 07	do
Chieftain	Garden Island	do	do 20	230	101	16 10	5	do 22	21 10	Side-wheel tug, Lake Ontario and river.
Hiram A. Calvin.....	do	do	do 20	309	163	21 63	5	do 22	26 63	do
Bay of Quinte.....	do	do	do 20	250	150	17 50	5	do 22	22 50	Side-wheel tug, River. St. Lawrence.
Maud	Kingston.....	do	do 21	121	46	8 47	8	do 14	16 47	Side-wheel, passenger, Kingston and Cape Vincent.
Queen	do	do	do 23	87	55	6 09	5	do 24	11 09	Side-wheel, passenger, River St. Lawrence.
Wren.....	do	do	do 26	57	15	3 99	5	do 29	8 99	Screw tug, passenger, Montreal and Kingston
Active	do	do	do 26	281	111	19 67	5	do 29	24 67	do
Nile	do	do	do 27	89	59	6 23	5	do 28	11 23	Screw, freight, Rideau Canal and River.
Norman	do	do	do 28	151	112	10 57	5	do 29	15 57	Screw, freight, Bay of Quinte and River.
Africa	Portsmouth.....	do	do 29	352	265	24 64	8	do 29	32 64	Screw, freight and passenger, Montreal and Chicago.
Corsican	Kingston.....	do	May 1	435	244	30 45	8	May 4	38 45	Side-wheel, passenger, Montreal and Hamilton.
Corinthian	do	do	do 1	374	220	26 18	8	do 4	34 18	do
Magnet.....	do	do	do 1	427	279	29 89	8	do 5	37 89	do
Saxon	do	do	do 1	172	110	12 04	5	do 1	17 04	Screw, freight, Bay of Quinte and Oswego.

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STEAM VESSELS Inspected for the Year ended 31st December, 1875—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Wellington	Garden Island	W. R. Mingaye	June 11	400	221	\$ 28 00	\$ 5	April 22	\$ 33 00	Side wheel, tug, Lake Ontario and River.
Jenny	Cornwall	R. K. Bullock	do 15	10	10	0 70	5	June 2	5 70	Screw, ferry, Cornwall and Dundee
Victoria	do	do	do 15	104	26	7 28	8	May 27	15 28	Side wheel, tug, Cornwall and Montreal.
St. Jean Baptiste	Prescott	B. D. Jessup	do 16	116	74	8 12	8	June 16	16 12	Side wheel, ferry, Prescott and Ogdensburg.
Flight	Portsmouth	W. R. Mingaye	do 21	37	27	2 59	8	do 30	10 59	Screw, pass., Bay of Quinte & River.
Peerless	Kingston	do	July 3	26	15	1 82	8	July 3	9 82	do River St. Lawrence.
Marquis of Lorne	do	do	do 10	20	10	1 40	8	June 18	9 40	do Harbour and River.
Grenville	do	do	do 10	21	11	1 47	5	do 22	6 47	Screw, tug, Rideau Canal.
Lady Franklin	do	do	do 14	33	19	2 31	5	April 22	7 31	do do
H. M. Mixer	do	do	do 14	21	9	1 47	5	do 22	6 47	do do
Whistle Wing	Peterboro'	Charles Perry	do 16	31	17	2 17	5	July 12	7 17	Side wheel, passenger, Peterboro' and Rice Lake.
Col. Strickland	Lakefield	do	do 17	58	44	4 03	5	Aug. 12	9 03	Side wheel, passenger, Clear and Stony Lakes.
Gipsy	Kingston	George Easton	do 21	2	2	0 14	5	do 16	5 14	Screw, passenger, River St. Lawrence.
Rose	Portsmouth	W. R. Mingaye	do 22	121	91	8 47	5	May 10	13 47	Screw, freight steamer, Rideau Canal.
Portsmouth	do	do	do 22	153	98	10 71	5	June 22	15 71	do do
Falcon	do	do	do 22	13	7	0 91	8	May 18	8 91	Screw, passenger, River St. Lawrence.
Elswood	Kingston	do	do 24	25	7	1 75	5	do 12	6 75	Screw, tug, Rideau Canal and River.
Enterprise	Carleton Place	Z. Wilson	Aug. 10	41	18	2 87	5	July 22	7 87	Side wheel, tug, Carleton Place and Quinsville.
Kitty Friel	Kingston	W. R. Mingaye	do 16	91	62	6 37	5	Aug. 14	11 37	Screw, freight, Rideau Canal and River.
Chaffey	Portsmouth	do	do 27	40	29	2 80	5	do 31	7 80	Screw, ferry, between Brockville and Morristown.
Ivanhoe	Napanee	John Benson	do 30	62	33	4 34	5	do 30	9 34	Screw, freight, Bay of Quinte and River.
Clyde	Harwood	George Perry	Oct. 12	62	44	4 34	5	Sept. 23	9 34	Side wheel, tug, on Rice Lake.

Isaac Butts.....	do	do	do	132	67	9 24	8 July	17 24	do
Emma Manson.....	Presqu'ile.....	do	do	33	14	2 24	5 Oct. -	7 24	Screw, tug, on Lake Ontario.
Witch of the Wave.....	Carleton Place.....	Z. Wilson.....	Not Insp'd	8	8	0 56	5 Sept.	5 56	Side wheel, passenger, not pre-
Mary Ann.....	Merrickville.....	W. R. Mingaye.....	do	42	31	2 94	5 Aug.	7 94	pared for inspection.
North Port Ferry.....	North Port.....	J. S. Clute.....	do	9	9	0 63	5 do	5 63	Screw, tug, not employed.
R. S. S. Perry.....	Cornwall.....	R. K. Bullock.....	do	16	16	1 12	5 do	6 12	Side wheel, ferry, North Port.
S. Gatineau.....	Kingston.....	Dues not paid.....	do	121	85	.....	.....	.....	Screw, passenger, not employed.
Welshman.....	do	do	do	130	90	.....	.....	.....	do
Indian.....	do	do	do	308	163	.....	.....	.....	Screw, freight, not employed.
City of Hamilton.....	Garden Island.....	do	do	224	120	.....	.....	.....	do
Carlyle.....	Portsmouth.....	do	do	114	75	.....	.....	.....	Side wheel, tug, do
R. Anglin.....	do	do	do	105	68	.....	.....	.....	Screw, freight, do
John Bright.....	Belleville.....	do	do	30	14	.....	.....	.....	do
Forest City.....	Harwood.....	do	do	104	46	.....	.....	.....	Screw, tug, do
Starling.....	Belleville.....	do	do	6	2	.....	.....	.....	Side wheel, tug, do
No. of Steamers, 88...	.....	.....	Totals...	11007	6,234	691 32 458	.....	1149 32	Screw, passenger, do

STEAM VESSELS Inspected for the Year ended 31st December, 1875.

MONTREAL DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
St. Paul	Montreal	W. Bleakley	Sept. 4	45	27	\$ 3 15	\$ 5	Oct. 21	\$ 8 15	Screw, tug, in Harbour Commissioner's service.
St. Anne	do	do	do 9	17	12	1 19	5	Sept. 25	6 19	Screw, tug, Lachine Canal.
White Bird	do	do	do 11	18	19	1 26	5	Aug. 27	6 26	do Montreal and Carillon
D. W. Robinson	do	do	do 28	108	37	7 56	5	do 26	12 56	Side wheel, tug, Montreal and Ottawa.
Mayflower	do	do	Nov. 3	.....	.....	.....	.....	.....	.....	Screw, ferry, Pictou Harbour. Was examined and boilers tested, but was not measured or tonnage dues paid.
John Egan	Pembroke	Z. Wilson	Aug. 13	238	98	16 66	8	May 20	24 66	Side wheel, passenger, Pembroke and Joachim.
Ripple	do	John Slater	do 14	14	10	0 98	5	Aug. 14	5 98	Screw, ferry, passenger, Pembroke Island.
Allumette	Allumette Lake	Z. Wilson	do 14	22	15	1 54	5	Sept. 8	6 54	Side wheel, tug, Allumette Lake.
Spray	Arnprior	do	do 16	11	.....	0 77	5	do 8	5 77	Screw, ferry, Arnprior and Bristol.
A. H. Baldwin	do	do	do 16	177	98	12 39	5	do 9	17 39	do tug, Chats Lake.
Emerald	Pontiac	do	do 17	90	56	6 30	5	May 20	11 30	Side wheel, tug, Dechene Lake.
Chaudiere	Almyer	do	do 17	234	68	16 38	5	do 20	21 38	do do
Jessie Cassels	do	do	do 17	265	191	18 65	8	do 20	26 55	do passenger, do
Edie May	do	do	do 17	9	.....	0 63	5	Aug. 1	5 63	Screw, ferry and tug, do
Monitor	do	do	do 18	144	58	10 08	5	do 2	15 08	Side wheel, do do
Resolute	do	do	do 18	36	23	2 52	5	Oct. 4	7 52	Screw, do do
H. H. Whitney	Ottawa	B. Gordon	do 18	60	15	4 20	5	June 26	9 20	do do Ottawa and Grenville.
Eclair	Hawkesbury	W. Bleakley	do 19	7	1	0 49	5	Aug. 27	5 49	Side wheel, ferry and tug, Grenville and Hawkesbury.
Nymph	do	do	do 19	31	7	2 17	5	Sept. 7	7 17	do do
British America	Carillon	do	do 19	84	52	5 88	5	Aug. 27	10 88	Side wheel, ferry and tug, Lachine and Carillon.
Louise	do	Z. Wilson	do 19	157	62	10 99	5	June 7	15 99	do freight and tug, Montreal and Ottawa.

<i>Nil Desperandum.</i>	<i>do</i>	<i>W. Bleakley</i>	<i>do</i>	19	40	25	2 80	5	Sept.	8	7 80	<i>Centre wheel, ferry, Carillon and Point Fortune.</i>
<i>Rover.</i>	<i>Ottawa.</i>	<i>do</i>	<i>do</i>	5	114	25	7 98	5	July	20	12 98	<i>Side wheel, tug, Ottawa and Grenville.</i>
<i>Queen Victoria.</i>	<i>do</i>	<i>do</i>	<i>do</i>	5	217	61	15 19	8	do	9	23 19	<i>do</i> passenger, Ottawa and Grenville.
<i>Jane.</i>	<i>do</i>	<i>Z. Wilson.</i>	<i>do</i>	5	99	49	6 93	5	Aug.	5	11 93	<i>do</i> ferry, Ottawa and Hull.
<i>Peerless.</i>	<i>do</i>	<i>W. Bleakley</i>	<i>do</i>	5	327	120	22 89	8	July	9	30 89	<i>do</i> passenger, Ottawa and Grenville.
<i>Maggie Bell.</i>	<i>do</i>	<i>C. Charlton</i>	<i>do</i>	6	146	82	10 22	5	June	9	15 22	<i>do</i> tug, Ottawa and Grenville.
<i>Mac.</i>	<i>do</i>	<i>B. Gordon.</i>	<i>do</i>	6	86	21	6 02	5	do	9	11 02	<i>do</i> tug, Ottawa and Grenville.
<i>*Jacques Cartier.</i>	<i>do</i>	<i>do</i>	<i>do</i>	7	.....	.....	.....	.....	.....	.....	.....	<i>do</i> tug, Ottawa and Montreal.
<i>Maude.</i>	<i>do</i>	<i>W. Bleakley</i>	<i>do</i>	7	133	43	9 31	5	July	9	14 31	<i>do</i> tug, Ottawa and Grenville.
<i>Lincoln.</i>	<i>do</i>	<i>do</i>	<i>do</i>	7	82	43	5 74	5	do	20	10 74	<i>do</i> tug, Ottawa and Grenville.
<i>Gatineau.</i>	<i>do</i>	<i>B. Gordon.</i>	<i>do</i>	7	94	52	6 58	5	June	9	11 58	<i>do</i> ferry, Ottawa and Gatineau.
<i>Dell.</i>	<i>do</i>	<i>do</i>	<i>do</i>	9	9	4	0 63	5	do	26	5 63	<i>Screw, tug, Rideau Canal.</i>
<i>Swan.</i>	<i>do</i>	<i>Z. Wilson.</i>	<i>do</i>	9	39	9	2 73	5	July	21	7 73	<i>do</i> tug, Ottawa and Grenville.
<i>Shickluna.</i>	<i>do</i>	<i>B. Gordon.</i>	<i>do</i>	9	54	22	3 78	5	Aug.	6	8 78	<i>do</i> do
<i>Oregon.</i>	<i>Portage du Fort.</i>	<i>Z. Wilson.</i>	<i>do</i>	10	75	50	5 25	5	May	20	10 25	<i>Side wheel, tug, Chats Lake.</i>
<i>Alliance.</i>	<i>do</i>	<i>do</i>	<i>do</i>	10	191	167	13 37	5	do	20	18 37	<i>do</i> do
<i>Prince Arthur.</i>	<i>do</i>	<i>do</i>	<i>do</i>	10	239	169	16 73	8	do	20	24 73	<i>do</i> passenger, Chats Lake.
<i>Sir John Young.</i>	<i>Bryson.</i>	<i>do</i>	<i>do</i>	10	158	56	11 06	8	do	20	19 06	<i>do</i> passenger, Bryson and Chapeau.
<i>Jason Gould.</i>	<i>Cobden.</i>	<i>do</i>	<i>do</i>	11	37	22	2 59	5	do	20	7 59	<i>do</i> passenger, Muskrat Lake.
<i>Kippewa.</i>	<i>Head of Joachim.</i>	<i>do</i>	<i>do</i>	12	43	7	3 01	5	do	20	8 01	<i>do</i> passenger, Joachim and Roche Capitaine.
<i>Deux Rivières.</i>	<i>do</i>	<i>do</i>	<i>do</i>	12	84	34	5 88	5	do	20	10 88	<i>do</i> passenger, Roche Capitaine, Deux Rivières.
<i>Pembroke.</i>	<i>do</i>	<i>do</i>	<i>do</i>	13	62	57	4 34	5	do	20	9 34	<i>do</i> tug, Pembroke and Joachim.
<i>C. O. Kelly.</i>	<i>do</i>	<i>do</i>	<i>do</i>	13	308	153	21 56	5	July	21	26 56	<i>do</i> do
<i>Athenian.</i>	<i>Montreal.</i>	<i>G. Peltier.</i>	<i>do</i>	2	604	348	42 28	8	do	2	50 28	<i>Side wheel, passenger, Montreal and Quebec.</i>
<i>Grain Elevator No. 1.</i>	<i>do</i>	<i>W. Bleakley</i>	<i>do</i>	6	75	.....	5 25	5	do	7	10 25	<i>Elevating grain, Montreal Harbour.</i>
<i>Wood.</i>	<i>do</i>	<i>do</i>	<i>do</i>	10	97	23	6 79	5	May	7	11 79	<i>Side wheel, tug, Montreal and Ottawa.</i>
<i>Randolph.</i>	<i>do</i>	<i>do</i>	<i>do</i>	13	16	11	1 12	5	July	14	6 12	<i>Screw, tug, Montreal and Bout de Lisle.</i>

* Never had been measured ; was burnt on the 18th October.

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Olive.....	Montreal.....	W. Bleakley.....	July 15	122	84	\$ 8 54	\$ cts. 8	July 15	\$ 16 54	Screw, freight and passenger, Montreal and Rideau Canal.
Victory.....	do	do	do	42	15	2 94	5	June 22	7 94	Screw, tug, Montreal and Sorel.
New York.....	do	do	do	176	53	12 32	8	July 29	20 32	Side wheel, tug, Carillon & Quebec
Calumet.....	do	do	do	40	27	2 80	5	do 29	7 80	Screw tug, Montreal and Sorel.
Bruno.....	do	J. W. Pennyfather	do	359	236	25 13	5	May 21	30 13	Screw, freight, Montreal & Chicago
Charlotte.....	do	W. Bleakley	June 2	41	10	2 87	5	June 29	7 87	Screw, tug, Montreal and Kingston.
Cariboo.....	do	do	do	86	4	6 02	5	July 30	11 02	do do Ottawa.
Canada.....	do	Z. Wilson.....	do 3	81	11	5 67	5	do 22	10 67	Side wheel, tug, Ottawa and Whitehall.
Grain Elevator No. 10.....	do	W. Bleakley.....	do 4	100	.....	7 00	5	do 8	12 00	Elevating grain, Montreal Harbour.
do 11.....	do	do	do 5	100	.....	7 00	5	do 8	12 00	do do
Carillon.....	Lachine.....	B. Gordon.....	do 7	39	9	2 73	5	May 20	7 73	Side wheel, tug, Ottawa and Whitehall.
Mark Twain.....	Montreal.....	W. Bleakley.....	do 10	95	64	6 65	5	do 12	11 65	Screw, freight and tug, Montreal and Ottawa.
St. Catharines.....	do	do	do 10	8	5	0 56	5	do 20	5 56	Screw, freight and tug, Lachine Canal.
Cantin.....	do	do	do 11	.....	.....	.....	.....	.....	.....	Owner failed since inspection; tonnage dues not paid.
Beauharnois.....	do	do	do 12	165	44	11 55	8	June 26	19 55	Side wheel, passenger, Montreal and Beauharnois.
City of Ottawa.....	do	do	do 14	123	65	8 61	5	July 16	13 61	Side wheel, freight, Montreal and Grenville.
Plover.....	do	do	do 15	45	16	3 15	5	June 22	8 15	Screw tug, Montreal and Sorel.
A. G. Nish, or Chain Tug	do	do	do 16	136	76	9 52	5	July 19	14 52	Chain tug, Current St. Mary, Montreal.
W. C. Francis.....	do	do	do 21	37	13	2 59	5	do 29	7 59	Screw tug, Montreal and Sorel.
Matilda.....	do	do	do 22	86	22	6 02	5	June 22	11 02	Side wheel, tug, Montreal & Ottawa
St. Francis.....	do	do	do 22	803	471	56 21	8	July 13	64 21	do passenger, Montreal and Cornwall.
J. C. Brydges.....	do	do	do 23	39	21	2 73	5	do 3	7 73	Screw, tug, Montreal and Bout de Lisie.
Margaretha Stevenson.....	do	do	do 24	101	66	7 07	8	June 24	15 07	Screw, passengers, freight, Montreal and Moisie.

Mink.....	do	R. Gordon.....	53	22	3 64	5	do	29	8 64	Screw, tug, Montreal and Ottawa.	
Messenger.....	do	W. Bleakley.....	28	18	1 96	5	do	22	6 96	do do Sorel.	
Champlain.....	do	do	17	47	8 19	5	July	14	13 19	Side wheel, tug, Montreal & Ottawa.	
Laprairie.....	do	do	19	168	23 94	8	May	21	31 94	Side wheel, ferry, Montreal and Laprairie.	
John Young.....	do	do	19	163	11 41	5	July	10	16 41	Side wheel, Montreal Harbour Commissioners' service.	
Beaver.....	do	do	21	220	15 40	5	May	17	20 40	Side wheel, tug, Montreal & Quebec.	
Zebra.....	do	do	21	30	2 10	5	do	21	7 10	Screw, tug, Montreal and Ottawa.	
St. Louis.....	do	do	22	34	2 38	5	July	10	7 38	Screw, tug, Montreal Harbour Commissioners' service.	
Lake.....	do	do	24	145	89	10 15	8	do	3	18 15	Screw tug, Montreal to Gulf.
Manitoba.....	do	R. Bullock.....	25	134	65	9 38	8	June	22	17 38	Side wheel, passenger and freight, Montreal and Cornwall.
St. Peter.....	do	W. Bleakley.....	25	43	29	3 01	5	July	10	8 01	Screw tug, Montreal Harbour Commissioners' service.
Portneuf.....	do	do	25	218	137	15 26	8	June	4	23 26	Side wheel, passenger, Montreal and Beauharnois.
Ivy.....	do	do	26	76	34	5 32	5	July	15	10 32	Side wheel, tug, Montreal & Ottawa.
Jennie.....	do	do	27	9	.....	0 63	5	do	19	5 63	Screw, ferry, Coteau Landing and Valleyfield.
Champion.....	do	do	27	124	36	8 68	5	do	9	13 68	Screw tug, Montreal and Whitehall.
Grain Elevator No. 2.....	do	do	17	95	.....	6 65	5	May	18	11 65	Elevating grain in Montreal Harbour.
do No. 5.....	do	do	17	95	.....	6 65	5	do	18	11 65	do do
do No. 8.....	do	do	17	132	.....	9 24	5	do	18	14 24	do do
do No. 7.....	do	do	17	98	.....	6 66	5	do	18	11 86	do do
do No. 3.....	do	do	17	95	.....	6 65	5	do	18	11 65	do do
do No. 1.....	do	do	17	95	.....	6 65	5	do	18	11 65	do do
do No. 4.....	do	do	17	95	.....	6 65	5	do	18	11 65	do do
do No. 9.....	do	do	17	100	.....	7 00	5	do	18	12 00	do do
do No. 6.....	do	do	17	100	.....	7 00	5	do	18	12 00	do do
Oka.....	Lachine	do	28	117	47	8 19	5	June	5	13 19	Side wheel, tug, Montreal and Caillon.
Star.....	do	do	28	205	41	14 35	5	do	5	19 35	do do
Algerian.....	do	do	29	914	575	63 98	8	do	5	71 98	Side wheel, passenger, Montreal and Hamilton.
Canadian.....	do	do	29	314	225	21 98	8	do	5	29 98	Side wheel, passenger, Montreal and Cornwall.
Passport.....	do	do	29	346	184	24 22	8	do	5	32 22	Side wheel, passenger, Montreal and Hamilton.
Bohemian.....	do	do	29	377	174	26 39	8	do	5	34 39	do do
Prince of Wales.....	do	do	29	214	68	14 98	8	do	21	22 98	Side wheel, passenger, Lachine and Caillon.
John Pratt.....	Montreal	do	1	70	11	4 90	5	July	19	9 90	Screw tug, Montreal Harbour Commissioners' service.
Richelieu.....	do	do	1	126	68	8 82	5	do	19	13 82	Side wheel, tug, Montreal Harbour Commissioners' service.
John Brown.....	do	do	1	87	28	6 09	5	do	19	11 09	Screw tug, Montreal Harbour Commissioners' service.

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Georgian	Montreal	W. Bleakley	May 4	448	345	\$ cts. 31 36	\$	8 May 20	\$ cts. 39 36	Screw, freight, Montreal & Chicago.
Montville	do	do	do 5	253	114	17 71	8	do 10	25 71	Side wheel, ferry, Montreal and Longueuil.
Frances	do	do	do 5	36	7	2 52	5	5 July 19	7 52	Screw, freight, Montreal & Ottawa.
Spartan	do	do	do 5	422	262	29 54	8 .....	.....	37 54	Side wheel, passengers, Montreal and Hamilton.
Longueuil	do	do	do 6	308	189	21 56	8 May 10 .....	.....	29 56	Side wheel, ferry, Montreal and Longueuil.
Arctic	do	Z. Wilson	do 6	104	61	7 28	5 June 7 .....	.....	12 28	Screw, freight and tug, Montreal and Ottawa.
24 Fawn	do	W. Bleakley	do 7	83	30	5 81	5 July 19 .....	.....	10 81	Side wheel, tug, Ottawa, Quebec and Lake Champlain.
America	do	do	do 8	330	302	23 10	8 May 7 .....	.....	31 10	Screw, pass. and freight, Montreal and Hamilton.
Calabria	do	do	do 8	494	391	34 58	8	do 7	42 58	do do do
Minnie F. Parsons	do	do	do 8	45	23	3 15	5 July 19 .....	.....	8 15	Screw tug, Montreal Harbour Commissioners' service.
California	do	James Clark	do 8	360	244	25 20	8 April 22 .....	.....	33 20	Screw, pass. and freight, Montreal and Chicago.
Princess	do	W. Bleakley	do 11	180	40	12 60	8 May 21 .....	.....	20 60	Side wheel, passenger and freight, Montreal and Carillon.
Caroline	do	Z. Wilson	do 13	101	46	7 07	5 June 7 .....	.....	12 07	Screw, freight and tug, Montreal and Ottawa.
Dagmar	do	W. Bleakley	do 14	141	55	9 87	8 May 21 .....	.....	17 87	Side wheel, passenger and freight, Montreal and Carillon.
Elgin	do	do	do 14	74	10	5 18	5 June 9 .....	.....	10 18	Screw tug, Montreal and Kingston.
C. Anderson	do	do	do 14	84	40	5 88	5 July 19 .....	.....	10 88	Screw tug, ports on Lake St. Francis.
Alice	do	Z. Wilson	do 17	83	33	5 81	5 June 7 .....	.....	10 81	Side wheel, freight and tug, Montreal and Ottawa.
St. John	do	W. Bleakley	do 17	55	37	3 85	5 July 10 .....	.....	8 85	Screw tug, Montreal Harbour Commissioners' service.
St. Francis	do	do	do 17	55	37	3 85	5 do 10 .....	.....	8 85	do do do
				17,086.	8,345	1196 02	695		11,891 02	

THREE RIVERS DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Montreal	Sorel	G. Peltier	April 14	570	284	\$ 39 90	\$ 8	May 5	\$ 47 90	Side wheel, passenger, Montreal and Quebec.
Terrebonne	do	do	do 14	193	55	13 51	8	do 5	21 51	Side wheel, passenger, Montreal and Terrebonne.
Ignatius Tyler	do	do	do 15	105	21	7 35	5	do 1	12 35	Side wheel tug, Montreal and Quebec.
Fire Fly	do	do	do 15	92	46	6 44	5	do 5	11 44	Side wheel, passenger, Sorel and St. Francis.
Valetta	do	do	do 17	655	507	45 85	8	do 3	53 85	Screw, passenger and freight, Montreal and Gulf Ports.
Venezia	do	do	do 17	655	507	45 85	8	do 3	53 85	Screw, passenger and freight, Montreal and Gulf Ports.
Delisle	do	do	do 17	45	17	3 15	5	June 22	8 15	Screw tug, Montreal and Cape Sentir.
Quebec	do	do	do 20	838	527	58 66	8	May 5	66 66	Side wheel, passenger, Montreal and Quebec.
Roma	do	do	do 20	656	507	45 92	8	do 3	53 92	Screw, passenger and freight, Montreal and Gulf Ports.
Sorel	do	do	do 24	86	43	6 02	5	do 5	11 02	Side wheel, passenger, Sorel and Berthier.
Chambly	do	do	do 24	238	76	16 66	8	do 5	24 66	Side wheel, passenger, Montreal and Chambly.
Berthier	do	do	do 26	350	153	24 50	8	do 5	32 50	Side wheel, passenger, Montreal and Berthier.
Bismarck	do	do	do 27	18	10	1 26	5	June 3	6 26	Centre wheel, tug, Montreal and Rivière du Loup.
Royal	do	Wm. Bleakley	do 27	260	164	18 20	5	do 28	23 20	Side wheel, tug, Montreal and Quebec.
William	do	do	do 27	207	130	14 49	8	do 28	22 49	do do do
Champion	do	do	do 28	373	127	26 11	8	do 28	34 11	do do do
Meteor	do	G. Peltier	do 28	252	109	17 64	8	April 28	25 64	Side wheel, passenger and tug, Montreal and Quebec.

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Three Rivers Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Rocket	Sorel.....	G. Peltier.....	April 28	387	172	\$ 27 09	\$ 8	April 28	\$ cts. 35 09	Side wheel, passenger and tug, Montreal and Father Point.
Cultivateur	do	do	do 28	694	437	48 58	8	May 3	56 58	Side wheel, passenger, Montreal and Chambly.
John.....	do	do	do 29	104	44	7 28	5	do 17	12 28	Side wheel, tug, Montreal and Whitehall.
Aries.....	do	do	do 29	7	unk'n	0 49	5	April 30	5 49	Screw, tug, Montreal and Sorel.
Hope	do	do	do 30	126	60	8 82	5	May 17	13 82	Side wheel, tug, Montreal and Chambly.
Rivière du Loup.....	do	do	do 30	41	25	2 87	5	do 5	7 87	Side wheel, passenger, Sorel and Rivière du Loup.
Charlemagne	do	do	May 1	15	11	1 05	5	do 3	6 05	Centre wheel, tug, Montreal and Sorel.
Berthier	do	do	do 1	76	29	5 32	5	do 17	10 32	Side wheel, tug, Montreal and Chambly.
Como	do	do	do 1	75	47	5 25	5	do 17	10 25	Side wheel, tug, Ottawa River.
L'Assomption.....	do	do	do 1	39	28	2 73	5	do 5	7 73	Centre wheel, passenger, Sorel and Berthier.
Abyssinian	do	do	do 3	610	359	42 70	8	July 2	50 70	Side wheel, passenger, Montreal and Quebec.
Boston	do	do	do 4	177	33	12 39	5	May 8	17 39	Side wheel, tug, Montreal and Quebec.
L'Assomption.....	do	do	do 4	176	80	12 32	8	do 17	20 32	Side wheel, passenger, Island ferry.
Trois Rivière	do	do	do 5	503	225	35 21	8	do 5	43 21	Side wheel, passenger, Montreal and Three Rivers.
Albert	do	do	do 5	104	30	7 28	5	do 17	12 28	Side wheel, tug, Ottawa River.
J. B. A.	do	do	do 5	124	93	8 68	5	do 5	13 68	Side wheel, tug, Carleton and Whitehall.
King Bird	do	do	do 5	7	3	0 49	5	June 1	5 49	Centre wheel, tug, Nicolet River.
Milford	do	Wm Bleakley.....	do 10	95	46	6 65	5	May 8	11 65	Centre wheel, freight and passenger, Montreal and Rivière du Loup.
Victoria.....	do	G. Peltier.....	do 10	274	144	19 18	5	do 17	24 18	Side wheel, tug, Montreal and Sorel.
Lacinda	do	do	do 20	42	21	2 94	5	do 20	7 94	Centre wheel, tug, Montreal and Three Rivers.
Engineer	do	G. Wilson	do 24	27	5	1 89	5	do 30	6 89	Screw, tug, Ottawa and Whitehall.

Abenakis.....	do	G. Peltier.....	do	28	83	26	5 81	5 June	13	10 81	Centre wheel, tug, Sorel and St. Francis
Canada.....	do	do	June	25	644	503	45 08	8 May	5	53 08	Side wheel, passenger, Montreal and Quebec.
Cyrce	do	do	July	3	30	19	2 19	5 July	15	7 10	Centre wheel, tug, St. Lawrence and Richelieu Rivers.
Marie	do	do	do	5	23	15	1 61	5 do	5	6 61	Centre wheel, tug, St. Lawrence and Richelieu Rivers.
Laval.....	Three Rivers.....	C. Godby.....	do	8	90	65	9 00	5 do	5	14 00	Side wheel, ferry, Three Rivers and Laval.
St. Nicholas.....	do	do	do	8	82	52	11 10	5 do	5	16 10	Side wheel, ferry, Three Rivers and St. Angelle.
Monasel.....	do	do	do	9	34	unk'n	3 40	5 do	5	8 40	Side wheel, tug, St. Maurice River.
La Tuque.....	do	do	do	9	49	31	3 40	5 do	5	8 40	Side wheel, tug, Montreal and Quebec.
Arthur.....	do	do	do	9	15	7	4 50	5 do	5	9 50	Side wheel, tug, St. Maurice River.
Maskinonge.....	Maskinonge.....	G. Peltier.....	do	14	33	22	2 30	5 May	5	7 30	Side wheel, passenger, Sorel and Maskinonge.
Lady of the Lake	Magog.....	C. S. Channell.....	do	20	278	175	19 46	8 June	2	27 46	Side wheel, passenger, Lake Magog.
Nora	do	do	do	20	60	19	4 20	5 do	2	9 20	Side wheel, freight, Lake Magog.
Dandy	Sorel	B. Gordon	Aug. 4	4	46	15	3 20	5 do	4	8 20	Screw, tug, Ottawa and Whitehall.
			Total ...		10,763	6,128	765 88	309		1,074 88	

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Continued

QUEBEC DIVISION

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Beaver	Quebec.....	J. W. Dunscomb.....	April	147	100	\$ 10 29	\$ 8	April 28	\$ 18 29	Screw propeller, passenger and freight, Quebec and Campbellton.
Sampson.....	Levis	do	May	168	106	11 78	5	May 5	16 76	Side wheel, towing in Saguenay river.
Secret	Quebec.....	do	do	466	293	32 62	8	do 11	40 62	Side wheel, passenger, Quebec and Pictou, N. S.
Anglesea	Levis	do	do	153	96	10 71	5	do 14	15 71	Side wheel, towing, Montreal and Bic.
Hercules.....	Levis.....	do	do	200	125	14 00	5	do 14	19 00	Side wheel, towing, Montreal and Brandy Pota.
Miramichi.....	Hall's boom, Que.....	do	April 21	722	491	50 54	8	do 18	58 64	Side wheel, passenger, Quebec and Pictou, N. S.
Activity.....	Levis	do	May	15	6	1 05	5	do 19	6 05	Screw, Quebec harbour tug.
Alhambra	Quebec.....	do	do 21	1063	722	74 41	8	do 21	82 41	Screw propeller, freight, Montreal and Pictou, N. S.
Champion	Levis	do	April 24	185	96	12 95	5	do 31	17 95	Screw propeller, towing, Montreal and Gulf.
N. Dame de la Victoire.	do	do	May	135	66	9 45	8	June 22	17 45	Side wheel, Levis and Quebec ferry.
North.....	do	do	do 28	258	163	18 06	8	do 22	26 06	do do
National.....	Quebec.....	do	do 26	122	77	8 54	8	do 28	16 54	St. Nicholas.
New Dominion.....	do	do	June 16	37	26	2 59	5	do 22	7 59	Screw, Quebec harbour tug.
Progress.....	Lampson's boom, Q.....	do	January	690	267	48 30	8	do 22	56 30	Screw propeller, towing, Montreal and Gulf.
Powerful.....	Levis	do	May 12	199	126	13 93	5	do 22	18 93	Side wheel, towing, Montreal and Brandy Pota.
Prince Edouard	Lampson's boom, Q.....	do	April 30	162	112	11 34	5	do 22	16 34	Screw propeller, winter ferry, Levis and Quebec.
Resolute.....	Dinning's do	do	May 1	139	40	9 73	5	do 12	14 73	Screw propeller, towing, Montreal and Bic.
Ranger	Lampson's do	do	do 26	241	152	16 87	5	do 22	21 87	Side wheel, towing, Montreal and Brandy Pota.

Reinder.	Dinning's	do	do	do	1	127	64	8 89	5	do	12	13 89	Screw propeller, towing, Montreal and Bic.
South.	Levis.	do	do	do	do	29	255	161	17 85	8	do	25 85	Side wheel, Quebec and Levis ferry.
Shannon.	Quebec.	do	do	do	April	64	29	4 48	5	do	22	9 48	Screw, Quebec harbour tug.
St. Lawrence	do	do	do	do	May	10	869	469	60 83	8	do	68 83	Side wheel, passenger, Quebec and Rimouski.
Saguenay	Lampson's boom, Q	do	do	do	May	31	1077	654	75 39	8	do	85 39	Side wheel, passenger, Quebec and Saguenay.
St. George.	do	do	do	do	do	14	203	128	14 21	8	do	22 21	Side wheel, Grand Trunk ferry.
St. Andrew.	do	do	do	do	April	26	218	137	15 26	5	do	20 26	Side wheel, towing, Montreal and Bic.
Scotchman.	do	do	do	do	June	23	89	56	6 23	5	do	11 23	Side wheel, towing, Montreal and Quebec.
St. Antoine	do	do	do	do	May	25	159	100	11 06	8	do	17 06	Side wheel, passenger, Quebec and St. Antoine.
Tiger.	do	do	do	do	do	4	141	89	9 87	8	do	17 87	Side wheel, passenger, Quebec and St. Ann.
Union.	do	do	do	do	June	3	686	432	48 09	8	do	56 09	Side wheel, passenger, Quebec and Chicoutimi.
Voyageur.	Quebec.	do	do	do	May	19	137	17	9 59	5	do	14 59	Side wheel, towing, Quebec and Montreal.
Tourville	Levis.	do	do	do	do	12	72	33	5 04	5	do	10 04	Screw, Quebec harbour tug.
Albion	Quebec	do	do	do	do	15	171	108	11 97	5	do	22 16 97	Side wheel, towing, Quebec and Montreal.
Conqueror, No. 1.	Blais boom, Que.	do	do	do	April	28	199	15	13 93	5	do	18 93	Side wheel, towing, Montreal and Gulf.
Conqueror, No. 2.	do	do	do	do	do	27	233	25	16 31	5	do	21 31	Side wheel, towing, Montreal and Gulf.
Clyde	Quebec.	do	do	do	May	11	237	149	16 59	8	do	24 59	Side wheel, passenger, Quebec and St. Jean Des Chailions.
Contest.	Levis	do	do	do	April	28	231	90	16 17	5	do	21 17	Side wheel, towing, Montreal and Bic.
Canada	Lampson's boom, Q	do	do	do	May	4	144	19	10 08	5	do	15 08	Side wheel, towing, Quebec and Montreal.
Challenger.	do	do	do	do	do	1	67	34	4 69	5	do	9 69	Screw, Quebec harbour tug.
Dauntless.	Quebec.	do	do	do	do	5	81	55	5 67	5	do	10 67	do
Eclipse	do	do	do	do	do	12	216	33	15 12	5	do	20 12	Side wheel, towing, Quebec and Montreal.
Express	do	do	do	do	do	.....	100	62	7 00	8	do	15 00	Side wheel, passenger, Quebec and L'Islet.
Eugenic.	do	do	do	do	April	30	139	87	9 73	8	do	17 73	Side wheel, passenger, Quebec and St. Jean, Island of Orleans.
E. P. Dore.	do	do	do	do	June	11	42	26	2 94	5	do	7 94	Screw, Quebec Harbour tug.
Etoile.	Quebec.	do	do	do	May	22	153	96	10 71	8	do	18 71	Side wheel, passenger, Quebec and Grandines.
Flora	Levis	do	do	do	April	23	50	25	3 50	5	do	8 50	Screw, Quebec Harbour tug.
Gatineau	Lampson's Boom, Q	do	do	do	May	20	175	79	12 25	5	do	17 25	Side wheel, towing, Montreal and Quebec.
Hero.	do	do	do	do	April	28	209	131	14 63	5	do	19 53	do

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Quebec Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$	\$		\$ cts.	
Helen	Lampson's Boom, Q.	J. W. Dunscomb, Q.	May 25	135	85	9 45	5	June 22	14 45	Side wheel, passenger, Quebec and New Liverpool.
James	New Liverpool.....	do	do 24	127	31	8 89	8	do 7	16 89	Side wheel, towing, Quebec and Montreal.
L. A. Senecal.....	Levis.....	do	do 5	69	32	4 83	5	do 15	9 83	Screw, Quebec Harbour tug.
Margaret.....	Quebec.....	do	do 5	67	36	4 69	5	do 2	9 69	do
Maid of Orleans.....	do	do	do 26	120	76	8 40	8	do 2	16 40	Side wheel, Island of Orleans Ferry
Mersey.....	do	do	do 22	60	34	4 20	5	do 22	9 20	Screw, Quebec Harbour tug.
Georgiana.....	do	do	April 8	54	28	3 78	5	July 30	8 70	do
Asilda.....	do	do	do 8	24	14	1 68	5	do 30	6 68	do
Aurelia.....	do	do	do 10	32	19	2 24	5	do 30	7 24	do
Amanda.....	Levis.....	do	do 12	11	5	0 77	5	do 31	5 77	do
Providence.....	Quebec.....	do	June 31	133	26	9 31	5	June 22	14 31	Side wheel, towing, Montreal and Quebec.
St. Charles	do	do	do 28	103	65	7 21	5	do 22	12 21	do
Kate	do	do	do 3	24	16	1 68	5	July 31	6 68	Screw, Quebec Harbour tug.
Gertie.....	Lampson's Boom, Q.	do	do 3	17	9	1 19	5	do 30	6 19	do
St. Joseph.....	Levis.....	do	do 5	22	6	1 54	5	do 31	6 54	Side wheel, do
Montmagny.....	Quebec.....	do	July 21	200	112	14 00	8	Aug. 28	22 00	Side wheel, passenger, Quebec and St. Thomas.
Rivat.....	Hall's Boom, Q.....	do	April 29	125	36	8 75	5	do 5	13 75	Side wheel, towing, Montreal and Quebec.
St. Croix.....	Quebec.....	do	July 17	226	125	15 82	8	do 21	23 82	Side wheel, passenger, Quebec and St. Croix.
Sensation	do	do	Aug. 4	15	4	1 05	5	do 6	6 05	Screw, Quebec Harbour tug.
Humber	do	do	do 18	13	6	0 91	5	do 3	5 91	do
Rhoda	do	do	April 27	182	59	12 74	5	Sept. 11	17 74	Side wheel, towing, Montreal and Bic.
Batsiamist.....	Batsiamist	do	Aug. 15	50	25	3 50	5	do 11	8 50	Side wheel, towing in Batsiamist River.
City	Levis	do	May 7	52	33	3 64	5	do 29	8 64	Side wheel, Quebec Harbour tug.
Hector	Quebec.....	do	do 19	80	50	5 60	5	do 29	10 60	Side wheel, towing, Quebec and Montreal.
Hope	Lampson's Boom, Q.	d	Sept. 16	15	6	1 05	5	Oct. 11	6 05	Screw, Quebec Harbour tug.

<i>Assamataquagan.</i>	<i>Palais, Quebec.</i>	<i>do</i>	<i>June 26</i>	<i>65</i>	<i>65</i>	<i>4 55</i>	<i>5</i>	<i>do</i>	<i>27</i>	<i>9 55</i>	<i>Stern wheel, freight to Batsiamist River.</i>
<i>Lady Dufferin.</i>	<i>Lampson's Boom, Q.</i>	<i>do</i>	<i>Sept. 16</i>	<i>5</i>	<i>2</i>	<i>0 35</i>	<i>5</i>	<i>Nov. 16</i>	<i>16</i>	<i>5 35</i>	<i>Screw, Quebec Harbour tug.</i>
<i>Aurora.</i>	<i>Quebec.</i>	<i>do</i>	<i>Oct. 14</i>	<i>113</i>	<i>80</i>	<i>7 91</i>	<i>8</i>	<i>do 18</i>	<i>18</i>	<i>15 91</i>	<i>Side wheel, passenger, Quebec and St. Nicholas</i>
<i>Maud.</i>	<i>Levis.</i>	<i>do</i>	<i>June 23</i>	<i>54</i>	<i>34</i>	<i>3 78</i>	<i>5</i>	<i>Dec. 10</i>	<i>10</i>	<i>8 78</i>	<i>Side wheel, towing, Quebec and Montreal.</i>
<i>Victor.</i>	<i>Quebec.</i>	<i>do</i>	<i>May 8</i>	<i>35</i>	<i>18</i>	<i>2 45</i>	<i>5</i>	<i>do 15</i>	<i>15</i>	<i>7 45</i>	<i>Screw, Quebec Harbour tug.</i>
<i>Rescue.</i>	<i>do</i>	<i>do</i>	<i>April 27</i>	<i>350</i>	<i>248</i>	<i>24 50</i>	<i>5</i>	<i>do 17</i>	<i>17</i>	<i>29 50</i>	<i>Screw, towing, Quebec & Montreal</i>
<i>Arctic.</i>	<i>do</i>	<i>do</i>	<i>Dec. 20</i>	<i>153</i>	<i>103</i>	<i>10 71</i>	<i>8</i>	<i>do 17</i>	<i>17</i>	<i>18 71</i>	<i>Screw, Winter Ferry, Quebec and Grand Trunk Railroad.</i>
<i>Prince Edouard.</i>	<i>(Additional fee)</i>	<i>do</i>	<i>do 17</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>3</i>	<i>do 17</i>	<i>17</i>	<i>3 00</i>	<i>Screw, Winter Ferry, Quebec and Levis.</i>
<i>Acadian.</i>	<i>Quebec.</i>	<i>Not paid.</i>	<i>Sept. 8</i>	<i>931</i>	<i>596</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>Screw, freight, Quebec and Pictou, Nova Scotia.</i>
<i>Fire Fly.</i>	<i>do</i>	<i>do</i>	<i>May 29</i>	<i>28</i>	<i>18</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>Side wheel, Quebec Harbour tug.</i>
<i>Fairy.</i>	<i>Lampson's Boom, Q.</i>	<i>do</i>	<i>Sept. 17</i>	<i>13</i>	<i>9</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>Screw, Quebec Harbour tug.</i>
<i>G. R. Souter.</i>	<i>Quebec.</i>	<i>do</i>	<i>do 17</i>	<i>11</i>	<i>5</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>do do</i>
<i>Newfoundland.</i>	<i>do</i>	<i>do</i>	<i>Oct. 5</i>	<i>919</i>	<i>568</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>Screw, freight, Quebec and Pictou, Nova Scotia.</i>
<i>Mary.</i>	<i>(Not running not inspected.)</i>	<i>do</i>	<i>.....</i>	<i>60</i>	<i>22</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>Side wheel, tug.</i>
<i>Quebec.</i>	<i>do</i>	<i>do</i>	<i>.....</i>	<i>92</i>	<i>56</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>do do</i>
<i>Banabee.</i>	<i>do</i>	<i>do</i>	<i>.....</i>	<i>294</i>	<i>108</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>do do</i>
<i>Bienvenu.</i>	<i>Quebec.</i>	<i>Not paid.</i>	<i>July 31</i>	<i>648</i>	<i>375</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>.....</i>	<i>do passenger, Quebec and Portneuf.</i>
				<i>17373</i>	<i>9712</i>	<i>1006 39</i>	<i>473</i>			<i>1479 39</i>	

STEAM VESSELS Inspected for the Year ended 31st December, 1875--Continued.

MARITIME PROVINCES.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Derigo.....	St John, N.B.	J. R. Ruel.....	Jan. 15	57	21	5 70	5	Jan. 15	10 70	Screw tug-boat, St. John, N.B.
Henry Hoover.....	Halifax, N.S.	Wm. Ross.....	March 22	34	32	2 38	5	March 23	7 38	do do Halifax, N.S.
Goliath.....	do	do	do 23	114	40	7 98	8	do 22	15 98	do do do
St. John.....	St. John, N.B.	J. R. Ruel.....	do 30	34	7	2 38	5	do 30	7 38	do do St. John, N.B.
Nanthus.....	do	do	April 17	64	23	4 48	5	April 16	9 48	do do do
Hiram Perry.....	do	do	do 19	79	39	5 53	5	do 19	10 53	do do do
Norman.....	do	do	do 20	46	12	3 22	5	do 30	8 22	do do do
General.....	do	do	do 21	159	23	11 13	8	do 21	19 13	Side wheel do
Hercules.....	do	do	do 22	87	23	6 09	5	do 21	11 09	do do do
Ada G.....	do	do	do 23	102	30	7 14	8	do 24	15 14	Paddle tug do
Lincoln.....	do	do	do 24	87	32	6 09	5	do 24	11 09	do do do
Sunbury.....	do	do	do 26	184	108	12 88	8	do 24	20 88	do do do
David Weston.....	do	do	do 27	765	552	53 55	8	do 28	61 55	Passengers, St. John River.
Empress.....	do	do	do 29	929	660	65 03	8	do 28	73 03	do do Ray of Fundy.
Starr.....	do	do	May 1	461	128	32 27	8	May 1	40 27	do do St. John River.
St. George.....	do	do	do 3	37	18	2 59	5	do 4	7 59	Screw tug boat, St. John, N.B.
Dot.....	do	do	do 5	37	18	2 59	5	do 4	7 59	do do do
Victor.....	do	do	do 8	29	9	2 03	5	do 5	7 03	do do do
M. A. Starr.....	Halifax, N.S.	Wm. Ross.....	do 11	244	166	17 08	8	do 7	25 08	Passengers, coastwise, N.S.
Antelope.....	St. John, N.B.	J. R. Ruel.....	do 14	128	77	8 96	8	April 24	16 96	Paddle tug boat, St. John River.
Lady Head (Dominion str)	Halifax, N.S.	Wm. Ross.....	do 12							Light House Service.
St. Patrick.....	St. John, N.B.	J. R. Ruel.....	do 15	52	13	3 64	5	May 13	8 64	Screw tug boat, St. John, N.B.
Dominion.....	Yarmouth, N.S.	H. A. Hood.....	do 17	574	390	40 18	8	April 8	48 18	Passengers between St. John, N.B., Yarmouth, N.S. and Boston, U.S.
Alida.....	do	do	do 18	64	22	4 48	5	May 15	9 48	Screw tug-boat, Yarmouth, N.S.
G. W. Johnson.....	do	do	do 19	72	35	5 04	5	do 15	10 04	do do do
Neptune.....	St. John, N.B.	J. R. Ruel.....	do 22	52	19	3 64	5	do 22	8 64	do do St. John, N.B.
Heather Bell.....	Charlottetown, P.E.I.	D. G. Currie.....	do 26	184	98	12 95	8	do 26	20 95	Passengers coastwise, P. E. Island.
Annie Stewart.....	Halifax, N.S.	Wm. Ross.....	do 29	35	21	2 45	5	do 28	7 45	Screw tug-boat, Halifax, N.S.
Virgo.....	do	do	do 31	867	627	60 69	8	do 28	68 69	Passengers, sea-going str., N.S.
Carolan.....	St. John, N.B.	J. R. Ruel.....	do 3	68	27	4 76	5	April 21	9 76	Screw tug-boat, St. John, N.B.
Rothsey.....	do	do	June 9	839	627	58 13	8	June 8	68 13	Passengers, St. John River, N.B.
Perseverance.....	Woodstock, N.B.	D. F. Merritt.....	do 11	20	20	1 40	5	do 11	6 40	Ferry-boat, Woodstock, N.B.

City of Fredericton	Fredericton, N.B.	A. F. Street	13	253	196	17 64	8 May	6	35 64	Pass., Upper St. John Riv., N.B.
May Queen	St. John, N.B.	J. R. Ruel	4	503	141	35 14	8	29	43 14	do River St. John, N.B.
Derigo	do	do	14	57	21	3 99	5	14	8 99	Screw tug-boat
Gladiator	Richibucto, N.B.	H. Livingston	16	70	36	4 90	5	16	9 90	do Richibucto, N.B.
City of St. John	Shediac, N.B.	D. Harrington	21	709	518	49 63	8	16	57 63	Passenger, North Shore, N.B.
Speck	St. John, N.B.	J. R. Ruel	22	36	7	2 52	5	21	7 53	Screw tug, River St. John, N.B.
Western Extension	do	do	22	424	424	29 68	8	25	37 68	Ferry boat, St. John Harbour, N.B.
Srea	Halifax, N.S.	Wm. Ross	24	8	2	63	5	24	5 63	Ferry boat, St. John Harbour, N.S.
Xyphias	Fredericton, N.B.	A. F. Street	26	46	46	3 22	5	24	8 22	Paddle tug-boat, Fredericton, N.B.
Utopia	St. George, N.B.	J. A. Moran	29	17	17	1 19	5	24	6 19	Screw tug-boat, Musquash River.
Fred Clinch	Musquash, N.B.	J. R. Ruel	30	13	5	91	5	11	5 91	do do
Carrie	Halifax, N.S.	Wm. Ross	6	17	2	42	5	14	5 42	Yacht, Halifax Harbour, N.S.
Lion	Wallace, N.S.	Wm. McVabb	8	10	10	0 70	5	14	5 70	Screw tug, Wallace River, N.S.
Alpha	Pictou, N.S.	D. McDonald	9	36	25	2 59	5	10	7 59	do Pictou Harbour, do
Princess of Wales	Charlottetown, P.E.I.	D. Currie	12	935	630	65 45	8	13	73 45	Passengers, P.E.I., N.S. and N.B.
St. Lawrence	do	do	13	815	675	59 15	8	14	67 15	do do
Henry Aitken	do	do	15	38	26	2 66	5	14	7 66	Screw tug, Charlottetown, P.E.I.
Southport	do	do	16	239	186	16 73	8	14	24 73	Ferry do do
Frank	Summerside, P.E.I.	Wm. Strong	17	48	48	3 36	5	14	8 36	Ferry boat, Summerside, do
H. P. Plummer	Halifax, N.S.	Wm. Ross	19	5	5	0 35	5	16	5 35	Yacht, Halifax Harbour, N.S.
Water Boat	do	do	4	6	6	0 42	5	Aug.	5 42	Water boat, do
Delta	do	do	5	643	428	45 01	8	5	53 01	Passengers, sea-going steamer, N.S.
Tiger	St. John, N.B.	J. R. Ruel	7	105	19	7 35	8	25	15 35	Paddle tug, St. John River, N.I.
Wm. Strong	St. Stephen, N.B.	H. Webber	10	126	62	8 82	8	24	16 82	Passenger and freight to Gr. Manan.
Edgar Stuart	Halifax, N.S.	Wm. Ross	12	246	183	17 22	8	24	25 22	Passenger, eastwise, N.S.
G. A. Good	Kingsport, N.S.	E. Rand	14	74	64	5 18	5	Aug.	10 18	do Basin of Minas, N.S.
Efin	Charlottetown, P.E.I.	D. Currie	19	122	34	8 54	8	18	16 54	Ferry boat, Charlottetown Har-
Dragon	Pictou, N.S.	D. McDonald	20	136	136	9 52	8	20	17 52	bout, P.E.I.
Gipsy	do	do	20	16	11	1 12	5	20	6 12	Paddle tug, Pictou, N.S.
Tiger	do	do	21	60	28	4 20	5	21	9 20	Screw do do
Mayflower	do	do	21	136	136	9 52	8	28	17 52	Ferry boat do
Entery rise	Millidgeville, N.B.	J. R. Ruel	26	72	72	5 04	5	27	10 04	do Millidgeville, N.B.
Lady of the Lake	Sydney, C.B.	C. E. Leonard	26	61	32	4 27	5	27	9 27	do Sydney, C.B.
Neptune	do	do	9	138	72	3 66	8	9	17 66	Passengers, Bras d'Or Lake, C.B.
Unicorn	do	do	10	46	20	3 22	5	8	8 22	Screw tug, Sydney, C.B.
Dolphin	do	do	10	72	45	5 04	10	10	15 04	Paddle tug, Lingan, C.B.
D. P. Ingram	Cow Bay, C.B.	Wm. Bowin	11	140	84	9 80	8	10	17 80	Screw tug, Cow Bay, C.B.
L. Boyer	N. Caledonia, C.B.	do	13	56	56	3 92	5	15	8 92	do New Caledonia, C.B.
Annie	Sydney, C.B.	C. E. Leonard	11	13	8	0 91	5	Sept.	5 91	Yacht, Sydney Harbour, C.B.
Richmond	Grand Dique, C.B.	S. Donnovan	13	44	44	4 40	5	10	9 40	Paddle fer. bl., Grand Dique, C.B.
Earl Dufferin	St. John, N.B.	J. R. Ruel	17	170	77	11 90	8	23	19 90	Passengers, Bay of Fundy, N.B.
J. C. Vail	Gondola Pnt., N.B.	do	21	28	14	1 96	5	22	6 96	Ferry boat, Gondola Pnt., N.B.
Geo. D. Hunter	St. John, N.B.	do	22	67	54	4 69	5	22	9 69	Screw tug-boat, St. John, N.B.
Forty-Second	Fredericton, N.B.	A. F. Street	24	18	18	3 43	5	22	8 43	Ferry boat, Fredericton, N.B.
New Dominion	do	do	24	49	40	1 26	5	24	6 26	do do
Marysville	do	do	25	25	25	1 75	5	24	6 75	do do
Bismarck	do	do	25	49	10	3 43	5	24	8 43	Paddle tug-boat do

STEAM VESSELS Inspected for the Year ended 31st December, 1875—Maritime Provinces Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
New Era.....	Newcastle, N.B.....	R. B. Hadow	Sept. 28	54	43	\$ 3 78	5	18 Aug.	\$ 8 78	Ferry boat, Miramichi River, N.B.
Andover.....	do	do	do 28	185	139	12 95	5	do 18	20 95	Passengers do
Lady Dufferin.....	do	do	do 28	47	28	3 29	5	do 18	8 29	Ferry boat do
Sultan.....	do	do	do 29	50	15	3 50	5	Sept. 28	8 50	Tug boat do
Relief.....	Chatham, N.B.....	D. Ferguson.....	do 29	59	59	4 13	5	do 29	9 13	do do
Teaser.....	do	do	do 30	42	24	2 94	5	do 30	7 94	Ferry boat, Chatham, N.B.
Laddie.....	do	do	do 30	42	42	2 94	5	do 30	7 94	Tug boat, Miramichi River, N.B.
Albert.....	Pictou, N.S.....	D. McDonald.....	Oct. 9	174	87	12 18	5	do 29	20 18	Passengers, Magdalen Islands, N.B.
C. A. Whitney.....	Halifax, N.S.....	Wm. Ross.....	do 15	60	60	4 20	5	Oct. 18	18 20	Screw tug-boat, Halifax, N.S.
Sir C. Ogle.....	do	do	do 15	126	126	8 82	8	Oct. 16	16 82	Ferry boat, Halifax, N.S.
Geo. Shattuck.....	do	do	do 16	361	257	25 27	8	do 18	33 27	Passenger, sea-going steamer, N.S.
McMac.....	do	do	do 18	150	150	10 50	8	do 16	18 50	Ferry boat, Halifax, N.S.
Chebucto.....	do	do	do 18	108	108	7 56	8	do 16	15 56	do do
Scud.....	St. John, N.B.....	J. R. Ruel.....	do 29	481	285	33 67	8	do 29	41 67	Passengers, Bay of Fundy, N.B.
Onangondy.....	do	do	Nov. 22	294	98	20 58	8	Nov. 20	28 58	Ferry boat, St. John, N.B.
Effort.....	do	do	do 23	23	15	1 61	5	July 8	6 61	Screw yacht, St. John, N.B.
E. M. Cates.....	Little Glace Bay, C.B.	C. H. Rigby.....	do 24	46	42	4 60	5	Oct. 18	9 60	Screw tug, Little Glace Bay, C.B.
Mayflower.....	Pictou, N.S.....	D. McDonald.....	do 26	250	207	Not registered.	.....	No certif. granted.	.....	Screw ferry boat, Pictou, N.S.
Ida Whittier.....	Fredericton, N.B.....	A. F. Street.....	Not inspd	250	207	.....	.....	.....	.....	Passenger steamer, St. John, N.B., not employed—laid up.
Highlander.....	do	do	do	184	184	.....	.....	.....	.....	do do
Fawa.....	St. John, N.B.....	J. R. Ruel.....	do 20	621	457	.....	.....	.....	.....	do do
Oliver.....	do	do	do 20	366	257	.....	.....	.....	.....	do do
La Have.....	La Have, N.S.....	J. Harley.....	do 30	47	32	.....	.....	.....	.....	Screw tug, not inspected, 1875.
Daisy.....	Liverpool, N.S.....	J. Freeman.....	do 30	47	30	.....	.....	.....	.....	do do
Alpha.....	Summerside, P.E.I.	C. W. Strong.....	do 12	222	149	.....	.....	.....	.....	Screw freight str. do
Winnie.....	Halifax, N.S.....	Wm. Ross.....	do 12	12	12	.....	.....	.....	.....	Screw tug, not employed.
Sienna.....	do	do	do 1	3	1	.....	.....	.....	.....	Screw yacht, do
106 steamers.....	Totals.....	Totals.....	.....	17572	11616	1112 02	594	.....	1706 02	.....

W. M. SMITH,
Steamboat Inspector, Maritime Provinces Division.

STATEMENT of the Number of Steam Vessels added to the number in the Dominion, during the Year ended the 31st December, 1875, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

WEST ONTARIO.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Kittie Haight.....	33	Screw	Wood	60	28	Buffalo, 1874	Port Colborne, Welland Canal tug.
Zealand	66	do	do	410-74	284-38	Hamilton, 1875	Montreal and Chicago, freight propeller.
Rescue	3	do	do	12	12	Point aux Pins, 1874	Georgian Bay, fishing tug.
Golden City.....	18-69	do	do	35-27	25-94	Buffalo, 1873	Port Dalhousie, harbor tug.
Jacques Cartier.....	11-05	do	do	73-70	66-20	Detroit, 1870	Sydenham and Detroit Rivers, freight.
Jennie G. Harper	3	do	do	20	18	Chatham, 1874	River Thames, tug.
Magdalena	6	do	do	26	14	Buffalo, 1875	Exploring boat on Lake Superior, and tug.
Albert Dymont.....	3-16	do	do	26	14	Collingwood, 1875	Thessalon River Mills, tug.
Maple Leaf	3	do	do	13-03	11-03	Port Hoover, 1875	Lindsay and Port Perry, passengers.
Flora L. Baines.....	1-5	do	do	9	6	Penetanguishene, 1874	Toronto Harbor
Mary	31	do	do	66-18	22-52	Port Huron, 1874	Welland Canal, tug.
E. P. Day	6	do	do	15	6	Buffalo, 1876	Grand River, tug.
Kate Pilgrew	5-16	do	do	11-21	7-63	Meaford, 1875	Georgian Bay, fishing tug.
Louise	1-14	do	do	5-73	4-70	Port Dalhousie, 1875	Welland Canal, passengers.
Harry Sewell	9	do	do	17-14	11-66	Wallaceburg, 1875	Sydenham and St. Clair Rivers, tug.
City of Owen Sound	27-62	do	do	888-28	610-83	Owen Sound, 1875	Upper Lakes, freight steamer.
Huron	155-94	do	Iron	1673-12	1137-25	Point Edward, Ont., 1875	Grand Trunk Car. W. Y. Point Edward.
Prowett Beyer.....	3	do	Wood	10	6	Buffalo, 1874	Canal Ferry, St. Catharines & Pt. Dalhousie.
Dime	2	do	do	8-75	6-95	do	Ferry, Sault Ste. Marie.
Oswego Belle	30-08	do	do	462	378	St. Catharines, 1875	Belleville and Oswego, passengers & freight.
Lake Breeze	29-04	do	do	192	171	Toledo, 1868	do
	449-19			4045-42	2828-36		Windsor and Leamington,

W. J. MENEILLEY,
Steamboat Inspector,
West Ontario.

STATEMENT of the Number of Steam Vessels added to the number in the Dominion, during the Year ended the 31st December, 1875.—*Continued.*

EAST ONTARIO

Name of Vessel	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Jessie Hall	30	Screw	Wood	56	29	Buffalo, N.Y.	Kingston and Montreal, tug.
Frank Prew	28	do	do	43	23	do	do do
Waggie McLaren	3	do	do	4	4	Port Dalhousie	River St. Lawrence, pleasure yacht.
Florence	3	do	do	4	4	Millhaven	do do
R. Kendrick	6	do	do	15	12	Morrisburg	Morrisburg and Waddington, ferry.
Arctic	10	do	do	35	29	Buffalo, N.Y.	River St. Lawrence, tug and freight.
Geneva	12	do	do	97	39	Portsmouth	do do passengers.
Cuba	72	do	do	647	434	Kingston	Montreal and Chicago, freight.
Flight	6	do	do	37	27	Portsmouth	River St. Lawrence, passengers.
Peerless	7	do	do	24	14	Hamilton	do do
Gipsy	2	do	do	2	2	Brockville	do do pleasure yacht.
Chaffey	6	do	do	40	29	Portsmouth	do do passengers.
	185			1 04	616		

J. TAYLOR,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the number in the Dominion, during the Year ended the 31st December, 1875—Continued.

MONTREAL.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
St. John.....	35	Screw.....	Wood.....	55	37	Montreal.....	Montreal Harbour Commissioners Service.
St. Francis.....	35	do.....	do.....	55	37	do.....	do.....
John Young.....	70	Side wheel.....	do.....	163	103	do.....	do.....
St. Louis.....	25	Screw.....	do.....	34	23	Buffalo.....	do.....
Lake.....	70	do.....	do.....	145	89	Philadelphia.....	do.....
St. Peter.....	35	do.....	do.....	43	29	Buffalo.....	and Gulf, towing.
Grain Elevator No. 10.....	20	do.....	do.....	100	.....	Montreal.....	Harbour Commissioners Service.
Grain Elevator No. 11.....	20	do.....	do.....	100	.....	do.....	do elevating grain.
Cantin.....	35	do.....	do.....	Was never measured.	.....	do.....	do.....
W. C. Francis.....	30	do.....	do.....	37	13	Buffalo.....	and Ottawa, towing.
St. Francis.....	75	Side wheel.....	do.....	799	471	Montreal.....	do and Sorel, do
Grain Elevator No. 1.....	20	Screw.....	Iron.....	75	.....	do.....	do and Cornwall, passengers.
Olive.....	20	do.....	do.....	122	84	Smith's Falls.....	Harbour, elevating grain.
Calumet.....	30	do.....	Wood.....	40	27	Buffalo.....	Rideau Canal, freight.
O. O. Kelley.....	45	Side wheel.....	do.....	210	153	Pembroke.....	Sorel, towing.
Ripple.....	5	Screw.....	do.....	13	10	Pembroke.....	Pembroke and Joachim, towing.
A. H. Baldwin.....	50	do.....	do.....	177	98	Portsmouth.....	do and Island, ferry.
Edie May.....	5	do.....	do.....	9	.....	Arnprior.....	Chats Lake, towing.
Resolute.....	12	do.....	do.....	36	23	Morristown.....	De Chene Lake, ferry and towing.
St. Paul.....	25	do.....	do.....	45	27	De Chene.....	do towing.
St. Anne.....	20	do.....	do.....	17	12	Buffalo.....	Montreal Harbour Commissioners Service.
Mayflower.....	60	do.....	do.....	Not measured.	.....	Montreal.....	Lachine Canal, towing.
						do.....	Picton Harbour, ferry.
Total.....	742			2275	1236		

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the number in the Dominion during the Year ended the 31st December, 1875—Continued.

THREE RIVERS.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Cultivateur	65.65	Passenger.....	Wood ..	691.00	437.00	Sorel	Chambly and Montreal, passenger.
Como	8.70	Tug.....	do ..	75.00	47.00	do	Ottawa River, tug.
Cyree	11.10	do	do ..	30.00	19.00	do	St. Lawrence and Richelieu Rivers, tug.
	85.45			796.00	503.00		

XAVIER BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the number in the Dominion during the Year ended the 31st December, 1875—Continued.

QUEBEC.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Activity.....	12	Screw.....	Wood ..	15-00	6-00	Levis, 1875.....	Quebec Harbour, tug.
Bienvenue.....	35	Side wheel.....	do ..	648-00	375-00	Pointe au Trembles, 1875...	Passenger, Quebec and Port Neuf.
Challenger.....	37	Screw.....	do ..	67-00	31-00	Quebec, 1875.....	Quebec Harbour, tug.
Montmagny.....	30	Side wheel.....	do ..	200-00	112-00	do ..	Passenger, Quebec and St. Thomas.
Newfoundland.....	140	Screw.....	do ..	919-00	568-00	do 1873.....	Freight, Quebec and Pictou, N.S.
Progress.....	140	do ..	do ..	690-00	267-00	do 1874.....	Towing, Quebec and Gulf. Also winter service
Sensation.....	7	do ..	do ..	15-00	4-00	Buffalo, do ..	Quebec Harbour, tug.
Victor.....	19	do ..	do ..	35-00	18-00	Quebec, 1875.....	do ..
St. Croix.....	22	Side wheel.....	do ..	226-00	125-00	St. Croix ..	Passenger, Quebec and St. Croix.
	442			2815-00	1506-00		

J. SAMSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Number in the Dominion during the Year ended the 31st December, 1875—*Continued.*

MARITIME PROVINCES.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Annie Stewart.....	10	Screw	Wood	35-00	21-00	Halifax, N.S.	Passenger and tug boat, Halifax, N.S.
Xyphias.....	12	Paddle	do	46-00	46-00	Fredericton, N.B.	Tug boat, St. John River, N.B.
Harry Aitkins.....	18	Screw	do	38-00	26-00	Charlottetown, P.E.I.	Tug boat, Charlottetown, P.E.I.
Southport.....	35	Paddle	do	239-00	186-00	Summerside, P.E.I.	Ferry boat, do
Alpha.....	25	Screw	do	26-00	25-00	Pictou, N.S.	Tug boat, Pictou, N.S.
Svea.....	9	do	do	8-00	2-00	Portland, U.S.	Passenger yacht, Halifax, N.S.
Carrie.....	2	do	do	6-00	2-00	Halifax, N.S.	do do
H. J. Plummer.....	1	do	do	5-00	5-00	Portland, U.S.	do do
Annie.....	10	do	do	13-00	9-00	Sydney, C.B.	Sydney, C.B.
Effort.....	21	do	do	23-00	15-00	England, G.B.	St. John, N.B.
G. A. Good.....	4	Paddle	do	71-00	64-00	Maitland, N.S.	Passengers, Basin of Minas, N.S.
	147			523-00	401-00		

W. M. SMITH,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Perry	5-60	Screw	Wood ..	41-05	36-05	Rochester, 1869.....	Toronto to Penetanguishene, tug.
Dominion	58-35	Side wheel.....	do ..	178-00	117-00	Wallaceburg, 1867.....	Chatham and Detroit, passengers and freight.
Advance	23-67	Screw	do ..	41-00	26-00	Bedford Mills, 1860.....	Lake Simcoe, towing logs.
Champion	9-03	do	do ..	51-00	34-00	Seneca Lake, 1867.....	Detroit River, passengers and freight.
E. L. Stoddard.....	9-00	do	do ..	12-00	12-00	Rondeau, 1865	Wallaceburg and Baby's Point, tug.
Indian	55-32	do	do ..	452-00	307-00	Buffalo, 1853	Hamilton and Montreal, freight.
Ida Burton	16-92	Side wheel.....	do ..	54-00	20-00	Barrie, 1866.....	Lake Couchiching, passengers.
Reindeer	4-98	Screw	do ..	35-00	23-00	Wallaceburg, 1868	Sydenham and Detroit Rivers, freight.
W. J. Spicer.....	57-36	Side wheel.....	do ..	356-00	239-00	Sarnia, 1854	Point Edward and Fort Gratiot, railway ferry.
R. W. Standley	58-56	Screw	do ..	340-00	275-00	Chatham, 1873.....	Montreal and Chicago, freight.
Bristol	63-15	do	do ..	340-00	277-00	Brockville, 1862	do Hamilton, do
	366-21			1900-05	1366-05		

W. J. MENEILLEY,
Steamboat Inspector, West Ontario,

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion during the Year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

EAST ONTARIO DIVISION.

There have not been any steamboats lost, broken up, or laid up, as unfit for service, in this Division, during the year ended the 30th June, 1875.

JOSEPH TAYLOR,
Steamboat Inspector, East Ontario.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Jacques Cartier.....	44-00	Side wheel.....	Wood...	Not measured.		Montreal.....	Oka, burnt 18th October.

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

Name of Vessel	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Cygne	870	Tug	Wood ...	44-00	16-00	Sorel	Broken up.

XAVIER BEFORT,
Steamboat Inspector, Three Rivers Division.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Mars.....	37-38	Screw.....	Wood...	37-00	24-00	Buffalo, 1862.....	Quebec harbour, tug
Georgia.....	120-00	do	Iron.....	648-00	427-00	Dumbarton, 1863.....	Freight and pass., Montreal and Picton, N.S.
St. Croix.....	27-00	Side wheel.....	Wood...	149-00	94-00	St. Croix, 1864	Passengers, Quebec and St. Croix.
Ariel.....	40-00	Screw.....	do	126-00	79-00	St. John, N.F., 1863.....	Passengers and freight, Natus Kuan.
	234-38			960-00	624-00		

J. SAMSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Fred. Leavitt.....	9-00	Screw tug	Wood ..	18-00	14-00	Annapolis, N.S.....	Broken up at Pictou, N.S.
Virgo	168-00	do passenger	do ..	867-00	658-00	Philadelphia, U.S.....	Lost at St. Pierre, near Newfoundland.
Antelope.....	87-00	Paddle tug.....	do ..	128-00	77-00	St. John, N.B.....	Broken up at St. John, N.B.
3 steamers.....	246-00			1013-00	749-00		

WM. M. SMITH,
Steamboat Inspector, Maritime Provinces Division.

STEAMBOAT ENGINEERS' Examinations and Renewals during the year ended 31st December, 1875, their class and place of residence, the year of their First Examination and number of Renewals, the name of the Steamer last employ, the date of the Certificate, and the amount of the Fee.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Allen, Geo. W.		1	1868	1	3			1875.	Yarmouth, N. S.	G. W. Johnson	By the Board	January 1...	3 00
Allen, Alonzo B.		1	1869	1	5			do	Chatham, N. B.	Relief	do	do	2 00
Atkins, Wm.		1	1872	1	3	1871	1	do	Annapolis, N. S.	Geo. Shattuck	do	do	1 00
Angell, Wm. G.	L					1874	2	July.	Kingston	Saxon	J. Taylor	July 1...	5 00
Allison, J. L.	L					1875	1	May.	Canada	Allison	do	May 20...	5 00
Anderson, Duval B.	L	1	1873	2		1875	1	June.	Wanbaushene	Prince Alfred	S. Risley	June 2...	5 00
Athaws, C. S. B.		2				1874	2	Aug.	Hamilton	Transit	do	August 9...	5 00
Anderson, Wm.	3		1869	2	4			do	Port Colbourne	Favorite	By the Board	January 1...	1 00
Anderson, James G.		2	1876	1	1			Nov. r.	Montreal	Miramichi	do	Jan. 1, 1876.	5 00
Audette, Pierre.	3		1860	1	16			do	St. Rochs	St. Croix	do	do	1 00
Aubain, Michel	2		1860	1	16			do	St. Nicholas	Humber	do	do	1 00
Auger, Edouard		1	1868	2	5			do	Levis	Activity	do	do	1 00
Alard, François	3		1869	4	4			do	Sorel	Boston	do	do	1 00
Alard, Alfred		3	1876	1				do	do	Quebec	do	do	5 00
Arcand, John	3		1867	2	7			do	do	Rivière du Loup	do	do	5 00
Arpin, Louis, Jun.	2		1868	3	6			do	do	St. Louis	do	do	5 00
Auger, Nemessé		1	1872	2	2			do	do	Nil	do	do	1 00
Atherton, T. C.	1		1872	2	2			do	Fredricton	Nil	do	do	5 00
Atkinson, Wm.		1	1868	1	7			do	do	Forty-Second	do	do	1 00
Allan, Bradford		2	1873	1	2			do	St. John	Nil	do	do	1 00
Allen, Herman		2	1870	1	5			do	do	Hercules	do	do	1 00
Anderson, John	3		1868	2	6			do	Pictou	Gipsy	do	do	1 00
Alexander, N. L.	3		1876	1	1			do	Halifax	Beta	do	do	5 00
Andrews, Alex		2	1875	2				do	St. John	Dominion	do	do	5 00
Allan, Geo. W.		1	1871	1	5			do	Yarmouth	Wren	do	do	1 00
Allen, A. B.		1	1869	1	6			do	Chatham	Relief	do	do	1 00
Abern, John		2	1872	1	3			Dec. r.	Kingston	City of Kingston	do	do	1 00
Alexander, James		2	1865	2	10			do	Chateauguy	Pictou	do	do	1 00
Allen, James	2		1869	1	9			do	Garden Island	Bay of Quinte	do	do	1 00
Allen, Thomas		2	1873	1	3			do	Kingston	Ward	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Boyd, George		3	1876	1				1875.	Garden Island	Chieftain	By the Board	1876.	\$ cts.
Boyd, Isaac		3	1876	1				Dec.	do	Jessie Hall	do	January	1 5 00
Brown, John			1860	1				do	Kingston	Corsican	do	do	1 5 00
Buchanan, James B.	1		1873	1	16			do	do	Forest City	do	do	1 1 00
Bell, Wm.	2	1	1867	2	7			do	Keene	Cumberland	do	do	1 1 00
Bolduc, Jean B.	3		1868	2	6			Nov	Collingwood	Shannon	do	do	1 2 00
Blette, Pierre	3		1864	1	12			do	Levis	Cygné	do	do	1 1 00
Broule, Henry		1	1869	2	5	1870	1	do	Sorel	Berthier	do	do	1 1 00
Belair, François		1	1869	1	6			do	do	J. Taylor	do	do	1 1 00
Beaucage, Eli		1	1872	2	2			do	do	Quebec	do	do	1 1 00
Biggar, James		1	1876	1		1875	1	do	do	Roma	do	do	1 5 00
Barbel, Narcisse		1	1869	2	6	1869	1	do	do	Abyssinian	do	do	1 1 00
Béfort, François X.		3	1875	1	1			do	do	Victoria	do	do	1 1 00
Berthiaume, Xavier		2	1876	1		1875	1	do	do	Hope	do	do	1 5 00
Bigelow, Ezra		2	1876	1				do	Georgeville	Mary	do	do	1 5 00
Barril, Leude		3	1876	1				do	St. Pierre	Sorel	do	do	1 5 00
Boncher, Alexander		3	1876	1				do	Sorel	Mete r	do	do	1 5 00
Begancette, Charles		3	1876	1				do	do	Water Works	do	do	1 5 00
Burrows, George		1	1872	1	3			do	Halifax	Goliath	do	do	1 1 00
Barton, William J.		2	1873	2	1			do	St. John	City of St. John	do	do	1 5 00
Bell, John	3		1869	1	6			do	New Castle	Sultan	do	do	1 1 00
Boutillier, Thos.	1		1874	1	1			do	Sydney, C. B.	Neptune	do	do	1 1 00
Boice, Hugh		2	1869	1	6			do	St. John	Speck	do	do	1 1 00
Bushby, William	L	1				1875	1	Aug	Halifax	M. A. Starr	Wm. H. Smith	1875.	1 5 00
Brown, William	3		1866	1	10			Nov	Kingston	Mack	By the Board	1876.	2 00
Bergeon, Honore		2	1872	1	4	1872	1	do	St. Appolinaire	Hope	do	January	1 1 00
Bouchard, Pierre		3	1876	1				do	Levis	Maid Orleans	do	do	1 5 00
Blaiz, Joseph		1	1876	2		1875		do	do	Aug Tourville	do	do	1 5 00
Bergeon, Elise		1	1868	1	7			do	St. Appolinaire	Stranger	do	do	1 1 00

	3	1870	3	2	1	do	Levis	Beaver	do	do	1	1 00
Boufart, Xavier	3	1875	1	1	do	do	St. Raphael	Sensation	do	do	1	1 00
Bolduc, Jean B.	3	1874	1	1	do	do	St. John, Q.	Napoleon III	do	do	1	1 00
Blanchette, Desire	1	1876	1	1	do	do	do	Dolpne	do	do	1	1 00
Blanchette, Eugene	2	1874	1	1	do	do	Levis	Contest	do	do	1	1 00
Belanger, Germaine	3	1874	1	1	do	do	Halifax	Normanton	do	do	1	1 00
Beaudoin, Luc	3	1861	1	1	do	do	New Castle	New Era	do	do	1	1 00
Barry, William	2	1875	1	1	do	do	Halifax	Beta	do	do	1	1 00
Bell, David	1	1876	1	1	do	do	St. John	Scud	do	do	1	1 00
Bontillier, Fred	3	1876	1	1	do	do	Charlottetown	H. Active	do	do	1	1 00
Butler, George	3	1876	1	1	do	do	Montreal	John Brown	do	do	1	1 00
Batt, George	3	1876	1	1	do	do	do	Beaver	do	do	1	1 00
Beaudoin, Nap.	3	1866	1	10	do	do	do	St. L. Co., Elevator	do	do	1	1 00
Berard, Pierre	3	1869	3	4	do	do	Pt. Claire	do	do	do	1	1 00
Black, W. A.	2	1874	1	2	do	do	Quebec	Druid	do	do	1	1 00
Bellefleur, Leon	3	1874	1	15	do	do	Montreal	Maxman	do	do	1	1 00
Carroll, Stephen	1	1871	1	1	do	do	St. Catharines	Lake Erie	do	do	1	1 00
Collot, Leon A. D.	2	1873	3	1	do	do	Woodville	Dime	do	do	24	5 00
Chestnut, James	3	1871	1	1	do	do	Beauharnois	City of Toledo	do	do	1	1 00
Cameron, Dugan	L	1868	1	4	do	do	Halifax, N.S.	Normanton	do	do	15	5 00
Cummings, Malcolm	2	1867	1	1	do	do	Lindsay	Commodore	do	do	24	5 00
Cummings, Donald	L	1875	1	1	do	do	Goderich	Tommy Wright	do	do	15	5 00
Chetwynd, Robert	L	1875	2	1	do	do	Wallaceburg	Windsor	do	do	1	1 00
Clarke, Robert	L	1875	2	1	do	do	Sorel	Dominion	do	do	29	5 00
Clissold, Joseph	L	1870	1	4	do	do	Kingston	Acadia	do	do	1	1 00
Crosbie, Philip	L	1872	1	2	do	do	Pictou, N.S.	Charlotte	do	do	13	5 00
Clement, Napoleon	L	1868	4	4	do	do	Ottawa	Wave	do	do	9	5 00
Cunningham, Wm.	L	1871	2	1	do	do	Levis	Red River	do	do	28	5 00
Campbell, John W.	L	1871	2	1	do	do	Batican	Resolute	do	do	1	5 00
Carroll, James	L	1871	2	1	do	do	St. Michel	Conqueror	do	do	1	5 00
Cahoon, Wm. R.	3	1875	2	1	do	do	St. John	Fire Fly	do	do	1	5 00
Costin, Fredk	2	1875	2	1	do	do	Levis	Anglesia	do	do	1	5 00
Carrigan, Delphin	3	1876	1	1	do	do	do	Noire Dame Vic	do	do	1	1 00
Couture, Louis	3	1876	1	1	do	do	do	Voyageur	do	do	1	1 00
Charland, Eugene	3	1863	1	14	do	do	St. John	Ranger	do	do	1	5 00
Cattellier, Pierre	3	1869	1	6	do	do	Island d'Orleans	James	do	do	1	1 00
Cote, Germain	1	1864	2	15	do	do	Quebec	Lady of the Lake	do	do	1	1 00
Charland, H.	2	1874	2	15	do	do	Sorel	Napoleon III	do	do	1	3 00
Cote, Augustin	3	1861	1	15	do	do	Drummondville	Richelieu	do	do	1	1 00
Cayer, Napoleon	2	1864	2	15	do	do	Sorel	Quebec	do	do	1	1 00
Carbonneau, P.	1	1860	1	15	do	do	do	Mill	do	do	1	1 00
Catt, John E.	1	1872	1	3	do	do	Terrebonne	Beaver	do	do	1	1 00
Clement, Maxime	1	1860	2	14	do	do	do	Terrebonne	do	do	1	1 00
Charland, Nere	1	1872	3	1	do	do	do	do	do	do	1	1 00
Chapdelaine, F., sen.	1	1863	1	16	do	do	do	do	do	do	1	1 00
Casby, Charles	3	1876	1	4	do	do	do	do	do	do	1	1 00
Charbonneau, Albert	1	1871	2	4	do	do	do	do	do	do	1	1 00
Chartier, Francois	3	1874	1	1	do	do	do	do	do	do	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Coldwell, F. E.	3	2	1876	1	16	1874	1	Nov. 1875.	Wolfville, N.S.	G. A. Good.	By the Board	1876 January	\$ 5 00
Crandell, George	L	1	1860	1	1	1874	1	do	Lindsay	Lindsay Steamer	do	do	1 00
Corrin, Charles	1	1	1874	2	2	1874	1	do	Port Perry	Champion	do	do	1 00
Corrin, John F.	1	1	1871	3	2	1874	1	do	Lindsay	Vanderbilt	do	do	1 00
Crandell, Franklin	1	1	1874	2	11	1874	1	do	do	do	do	do	1 00
Cherry, Elbert	3	2	1865	1	2	1874	1	do	Merriton	R. B. McPherson	do	do	1 00
Cook, Wm.	2	1	1874	3	2	1874	1	Dec	Port Colborne	Salty Jack	do	do	1 00
Chapman, John	2	1	1871	2	2	1874	1	do	Dunville	Lizzie	do	do	1 00
Camp, Robert	3	2	1874	2	2	1874	1	do	Port Robinson	R. B. McPherson	do	do	1 00
Colcott, Wm.	3	1	1870	4	2	1874	1	do	St. Catharines	America	do	do	1 00
Chestnut, James	3	1	1871	4	1	1874	1	do	do	M. R. Robertson	do	do	1 00
Chambers, Alfred	2	2	1872	1	3	1872	1	do	Goderich	J. H. Doyle	do	do	1 00
Crossland, James	3	L	1872	1	9	1872	1	do	Collingwood	P. E. McKernall	do	do	1 00
Cathlene, M. H.	2	1	1866	2	2	1874	1	do	Amherstburg	Isaac May	do	do	1 00
Clark, James	1	1	1872	1	3	1874	1	do	Cobourg	Emma Munson	do	do	1 00
Clement, Charles	1	1	1871	1	4	1875	1	do	Sorel	Artas	do	do	1 00
Clement, Napoleon	3	3	1876	1	16	1875	1	do	do	Alice	do	do	1 00
Coutin, J. B.	3	1	1860	1	3	1870	1	do	do	Nil	do	do	1 00
Chapdelaine, Frs., jun	3	2	1870	4	3	1870	1	do	do	Quebec	do	do	1 00
Cunning, John	2	2	1868	1	7	1873	1	do	Charlottetown	Prince of Wales	do	do	1 00
Campbell, Mark	1	2	1873	1	2	1873	1	do	St. John, N.B.	Tiger	do	do	1 00
Cox, C. E.	1	2	1869	2	6	1873	1	do	do	Scud	do	do	1 00
Carrick, John	2	2	1869	1	6	1873	1	do	do	Sunbury	do	do	1 00
Christie, John	2	2	1868	1	7	1873	1	do	Frederickton	Ida Whittier	do	do	1 00
Cligg, Wm.	1	1	1871	1	4	1873	1	do	Halifax	H. Hoover	do	do	1 00
Cunning, J. C.	1	1	1868	2	6	1873	1	do	St. John, N.B.	General	do	do	1 00
Collins, Thomas	2	1	1872	1	3	1872	1	do	do	Nil	do	do	1 00
Clark, James	3	1	1872	1	3	1874	1	do	do	Dragon	do	do	1 00
Cooke, John	3	2	1875	2	2	1874	1	do	Pictou	Tiger	do	do	1 00
Ossesbonne, G. B.	2	2	1873	1	2	1874	1	do	Frederickton	Bismark	do	do	1 00
Crosby, Randolph	3	2	1876	1	1	1876	1	do	Yarmouth	Dominion	do	do	1 00
Cooke, J. R.	2	2	1876	1	1	1876	1	do	Pictou	Kingdom	do	do	1 00
Crawford, George	3	2	1876	1	1	1876	1	do	Halifax	Flamborough	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Desjardins, Hermidas.	2	2	1874	2	16	1874	1	1875	Sorel	Nora	By the Board	1876 January	\$ 5 00
Desjardins, Eusébe.	2	2	1860	1	16	1874	1	Nov	do	Lincoln	do	1876 January	5 00
Donovan, Daniel.	2	2	1872	1	3	1874	1	do	St. John	Fred Clinch	do	do	1 00
Devine, Daniel.	2	2	1876	1	3	1874	1	do	Sidney, C.B.	Dolphin	do	do	1 00
Davidson, W. J.	3	3	1872	3	1	1874	1	do	Montreal	Arctic	do	do	5 00
Drew, Nathaniel.	2	2	1869	3	4	1869	1	do	do	Calabria	do	do	1 00
Dunbar, David.	3	3	1868	1	7	1874	1	do	Sorel	Dredge	do	do	1 00
Dungan, James.	2	2	1863	1	13	1874	1	do	Prescott	John Young	do	do	3 00
Davy, John.	3	3	1875	1	1	1874	1	Dec	Parry Sound	Mettie Grew	do	1875. January	1 5 00
Dewsbury, Fred.	2	2	1862	2	13	1874	1	do	Kingston	Lake Ontario	do	1876. January	1 00
Dion, Leon.	2	2	1871	1	4	1874	1	do	Peterboro'	Whistle Wing	do	do	1 00
Dodds, John.	3	3	1876	1	1	1874	1	do	Kingston	Nil	do	do	1 00
Donnelly, John.	3	3	1873	1	2	1873	1	do	Garden 'sland	Chieftein	do	do	5 00
Dawson, Charles.	3	3	1867	1	9	1873	1	do	Belleville	Gas Works	do	do	1 00
Dunn, Henry.	3	3	1865	1	11	1873	1	do	Chatham	City of M ntral	do	do	1 00
Dee, John.	2	2	1874	2	1	1874	1	do	Collingwood	Lily Kerr	do	do	3 00
Davril, Francis.	2	2	1873	2	1	1873	1	do	Windsor	Michigan	do	do	5 00
Davidson, John.	2	2	1872	3	1	1872	1	do	St. Catharines	Clinton	do	do	5 00
Doran, John.	2	2	1860	3	15	1875	1	do	do	Europe	do	do	5 00
Dawson, Joseph.	3	3	1876	2	2	1875	1	do	do	R. W. Standley	do	do	1 00
Doran, William.	1	1	1872	2	2	1875	1	do	do	Europe	do	do	5 00
Davy, John.	3	3	1874	1	1	1874	1	do	Parry Sound	Mettie Grew	do	do	1 00
Dunn, C. J.	1	1	1876	1	1	1874	1	do	Toronto	Transit	do	do	1 00
Donovan, D.E.	3	3	1876	1	6	1874	2	do	Hamilton	Tecumseh	do	do	5 00
Dunham, Isaac.	1	1	1868	1	1	1874	1	do	Warton	Okoura	do	do	5 00
Elliott, Thomas.	3	3	1862	1	13	1874	1	March 1	Kingston	East	do	1875 January	1 00
Ellis, John.	3	3	1871	2	1	1874	1	do	2 Toronto	Bouquet	do	do	1 00
Eldridge, Jesse.	1	1	1869	1	5	1874	1	April 12	Port Colbourne	None	do	do	2 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Goodwin, Wm. J. H.	1	1	1875	1	1	1875	1	May	St. John, N.B.	Tug, St. John	Wm. M. Smith	1875	\$ cts.
Gontguir, Pierre	3	1	1875	1	9	1875	1	May	Lévis	Conqueror	J. Samson	April	5 00
Gardner, F. A.	L	1	1875	1	16	1875	1	July	Brockville	Nil	J. Taylor	May	5 00
Gullen, Andrew G	L	1	1875	1	3	1875	1	do	Halifax, N.S.	Chili	Wm. M. Smith	do	5 00
Gregory, James	L	1	1875	1	4	1875	1	do	Collingwood	Victoria	W. J. Meneilly	June	5 00
Girard, Charles	3	3	1875	3	9	1875	3	Aug	Halifax	Acadia	J. Samson	Aug.	5 00
Gibson, Wm. H.	L	1	1875	1	2	1875	1	Sep	Ogdensburg, U.S.	Fairfield	J. Taylor	Sept.	5 00
Green, James	L	1	1875	1	2	1875	1	do	Halifax, N.S.	M. A. Starr	Wm. M. Smith	do	5 00
Gontguir, Pierre	1	1	1876	1	1	1875	1	Nov	Lévis	Conqueror	By the Board	1876	5 00
Golle, Talcot	3	1	1867	1	9	do	1	do	do	Flora	do	January	1 00
Garneau, Xavier	2	1	1861	1	16	do	1	do	St. Antoine	Aurelia	do	do	1 00
Gilbrau, Théophile	1	1	1872	2	3	do	1	do	Lévis	Napoleon III	do	do	1 00
Guillotte, Nazaire	3	1	1860	2	4	1870	1	do	Sorel	Bismarck	do	do	1 00
Gondron, Charles	3	1	1865	3	9	do	1	do	do	Delisle	do	do	1 00
Gilbault, Joseph	1	1	1872	3	1	1872	1	do	do	Berthier	do	do	1 00
Godin, Leandre	1	1	1872	2	2	1871	1	do	do	Trois Rivières	do	do	1 00
Gendron, Jean Bte	2	1	1865	2	10	do	1	do	do	Sorel	do	do	1 00
Ginac, Alfred	3	1	1860	1	16	do	1	do	do	Champion	do	do	1 00
Girard, Olivier	1	1	1872	3	1	1872	1	do	do	Jean	do	do	1 00
Gendron, François	2	1	1860	1	16	do	1	do	do	Abyssinian	do	do	1 00
Girard, Edouard	2	2	1875	2	15	do	2	do	St. Hyacinth	Spartan	do	do	1 00
Gervais, Michel	2	1	1860	2	6	do	1	do	Sorel	Montreal	do	do	1 00
Gossip, John G.	1	1	1869	1	7	do	1	do	Halifax	A. C. Whitney	do	do	1 00
Gill, John A.	1	1	1868	1	7	do	1	do	Fredericton	New Dominion	do	do	1 00
Gill, F. H.	1	1	1868	1	7	do	1	do	do	Maryville	do	do	1 00
Gill, Justus	1	1	1868	1	7	do	1	do	do	Nil	do	do	1 00
Gaity, Andrew	3	1	1873	1	2	do	1	do	Halifax	Ferry	do	do	1 00
Greys, Charles	2	1	1876	1	1	do	1	do	do	G. Shattuck	do	do	1 00
Gallagher, John	3	1	1876	1	1	do	1	do	Wallace, N.S.	Lion	do	do	5 00
Graham, Edward	1	1	1870	4	2	do	1	do	Montreal	Passport	do	do	1 00
Galbreath, James	3	3	1876	1	16	do	1	do	do	do	do	do	5 00
Glandin, P. X.	2	1	1860	1	16	do	1	do	do	Nil	do	do	1 00

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STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Hiscock, Edgar		3	1876	1				1875	Kingston	Africa	By the Board	1876	5 00
Hurst, William		1	1870	2	4			do	Portsmouth	Rose	do	do	1 00
Hunter, Walter	3		1865	1	10			do	Wallaceburg	J. Holt	do	do	1 00
Holmes, T. C.		3	1874	1		1874	1	do	Chatham	Mill	do	do	1 00
Hugo, T. W.		2	1869	5	2			do	Owen Sound	City of Owen Sound	do	do	5 00
Hawkins, Luke		2	1874	2				do	Hamilton	Columbia	do	do	5 00
Horton, Thos.	L	1	1874	2		1874	2	do	Collingwood	Collingwood	do	do	5 00
Hammon, John	2		1869	1	9			do	Windsor	Shop	do	do	1 00
Hunter, P. B.		2	1873	2		1873	1	do	Wallaceburg	Nil	do	do	5 00
Henry, Michel	L	1	1874	2		1874	1	do	Port Dalhousie	Sam Perry	do	do	5 00
Hull, John		3	1874	1	1			do	Port Colborne	Lincoln	do	do	1 00
Hutchinson, James		3	1874	1	1			do	Port Robinson	Tug	do	do	1 00
Henry, Wm. J.		2	1872	1	3			do	Kincardine	Minnie Hall	do	do	1 00
Hill, Joseph E.	L	1	1876	1		1874	1	do	Toronto	Champion	do	do	5 00
Johnston, James	2		1866	1	9				Port Hope	Francis Smith	do	1875	1 00
Irwin, William		2	1874	2		1875			Kingston	Norman	Joseph Taylor	do	5 00
Johnson, Jos. D.	3	L	1871	4		1872	2		Bell Ewart	George Watson	W. J. Mcneilley	April	5 00
Johnson, Hamilton	2					1875			Sandwich	Hope	S. Risley	do	5 00
Jacobs, Silas H.	L	1	1872	1	2	1870	2	May 20	Lindsay	Ogemah	do	do	5 00
Jones, Felix		1	1869	2	4			June 2	Amherstburg	Bob Hackett	By the Board	January	1 00
Jones, Wm. Morgan	L	1				1874	2	July 1	Ottawa	R. N. Lamush	S. Risley	do	5 00
Irwin, William	L	1	1874	2		1874	1	Dec	Kingston	Norman	By the Board	1876	5 00
Irving, Andrew S.		3	1876	1				do	Collingwood	P. E. McKerrall	do	do	5 00
Jameson, Isaac		1	1869	1	5			Aug	Kingston	City of Kingston	do	1875	1 00
Jeffers, L. W.	2		1865	1	10			do	do	Nil	do	do	1 00
Jones, Frank S.	L	1				1875	1	Sept	Wallaceburg	Kate Williams	W. J. Mcneilley	do	5 00
Jones, Wm. H.	3		1862	1	12			July	St. Catharines	Nil	By the Board	do	1 00

Jacques, Louis.....	1	1875	2	1874	1	Nov	St. Ronald.....	Lady D. Erin.....	do	1876.	1	5 00
Jacques, Simon.....	3	1876	1	.....	do	do	St. Antoine.....	Rover.....	do	do	1	5 00
Jean, Marie Xavier.....	1	1869	1	6	do	do	Sorel.....	Jean.....	do	do	1	1 00
Jean, Marie Pierre.....	3	1876	1	.....	do	do	Quio.....	Chaudiere.....	do	do	1	5 00
Joley, Joseph, jun.....	3	1876	1	.....	do	do	Montreal.....	Louis.....	do	do	1	5 00
Jones, Wm. Morgan.....	1	1876	1	.....	do	do	Ottawa.....	do	do	do	1	5 00
Jones, Alfred.....	2	1876	2	.....	do	do	do	do	do	do	1	5 00
Jamison, Isaac.....	3	1869	2	.....	Dec	do	Kingston.....	Geneva.....	do	do	1	5 00
Johnson, George.....	1	1868	3	5	do	do	do	Utica.....	do	do	1	1 00
Johnson, Wm.....	2	1864	2	11	do	do	Garden Island.....	Wellington.....	do	do	1	1 00
Johnston, Gilbert.....	3	1871	4	1	do	do	Kingston.....	Jessie Hall.....	do	do	1	1 00
Jones, Wm.....	3	1874	3	1	do	do	Garden Island.....	Chiefain.....	do	do	1	1 00
Jones, Felix.....	1	1869	2	4	do	do	Amherstburg.....	Lake Breeze.....	do	do	1	1 00
Johnston, Hamilton.....	2	1876	1	.....	do	do	Sandwich.....	Hope.....	do	do	1	5 00
Johnston, James.....	2	1866	1	9	do	do	Port Hope.....	Francis Smith.....	do	do	1	1 00
Jacob, Silas.....	1	1872	2	2	do	do	Lindsay.....	Maple Leaf.....	do	do	1	5 00
Johnson, Joseph D.....	1	1871	3	2	do	do	Belle Ewart.....	Metamora.....	do	do	1	1 00
Johnson, Nichol.....	2	1876	1	.....	do	do	do	Victoria.....	do	do	1	5 00
Kelly, James H.....	2	1874	2	9	Feb	do	Brockville.....	Shop.....	do	1875	1	1 00
Kilcauley, Patrick.....	L	1871	2	2	1 July	do	Kingston.....	Marquis of Lorne.....	J. Taylor.....	January	3	5 00
Kenny, Charles.....	L	.....	.....	.....	1 do	do	Portland, U. S.....	Hunter.....	Wm. M. Smith.....	do	13	5 00
Kennedy, Wm.....	3	1873	3	.....	Nov	do	St. John.....	Dufferin.....	By the Board.....	1876	1	5 00
Kerley, John.....	1	1874	1	1	do	do	do	Gladiator.....	do	do	1	1 00
Kelly, William.....	3	1866	2	9	Dec	do	Garden Island.....	Bay of Quinte.....	do	do	1	1 00
Kennedy, Wm.....	1	1872	3	1	do	do	Kingston.....	Argyle.....	do	do	1	5 00
Kenny, Philip.....	1	1871	1	3	do	do	do	Swan.....	do	do	1	1 00
Kilcauley, Patrick.....	1	1871	3	2	do	do	do	Enterprise.....	do	do	1	5 00
Kerr, Hugh.....	1	1874	2	.....	do	do	Hamilton.....	Canada.....	do	do	1	5 00
Kerr, David.....	2	1872	1	3	do	do	do	do	do	do	1	1 00
Kerr, James.....	2	1876	1	.....	do	do	Amherstburg.....	Lake Breeze.....	do	do	1	5 00
Kerr, Adam.....	1	1868	3	5	do	do	P. Edward.....	International.....	do	do	1	1 00
Keats, George.....	3	1872	2	1	do	do	Lindsay.....	Nil.....	do	do	1	1 00
Kerr, Atchison, sen.....	1	1860	1	16	do	do	Orillia.....	Emily May.....	do	do	1	1 00
Kerr, Atchison, jun.....	1	1872	1	2	do	do	do	Nipissing.....	do	do	1	1 00
Kennedy, John.....	2	1874	2	1	do	do	Toronto.....	Bouquet.....	do	do	1	1 00
Lageuness, N.....	.....	.....	.....	.....	do	do	Island of Orleans.....	.....	do	1875	1	1 00
Long, Henry.....	.....	1873	1	1	do	do	Oshawa.....	Sampson.....	do	January	1	5 00
Lemal, Isal.....	3	1867	1	8	Feb	do	Montreal.....	Nil.....	do	April	1	1 00
Linter, Charles.....	2	1865	1	9	April	do	St. Catharines.....	Boston.....	do	January	1	1 00
Lachance, Joseph.....	1	1870	3	3	do	do	Sorel.....	California.....	do	do	1	1 00
Lapine, Natlie.....	.....	.....	.....	.....	Nov	do	Carillon.....	Montreal.....	do	do	1	1 00
Lapine, Natlie.....	.....	1870	1	5	.....	do	Canada.....	.....	do	1876	1	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Long, John A.		1	1872	3	1			1875	Ottawa	H. H. Whitney	By the Board	1876 January	\$ 1 00
Ladonière, Louis.		2	1868	2	2			Nov	do	Eclair	do	do	1 00
Lacerte, Rod		1	1873	1	2			Dec	Dundas	Jenny	do	do	4 00
Locke, Wm.	3		1872	2	2	1871	1	do	Collingwood	Lily Kerr	do	do	1 00
Leitch, Robert.		2	1872	2	1	1873	1	do	Wallaceburg	Victoria	do	do	1 00
Leitch, Robert.	L	2	1872	2	2			do	Welland	Sam Perry	do	do	5 00
Lawrence, Peter.	L	1	1870	3	3	1871	1	do	do	C. W. Jones	do	do	5 00
Linter, Charles	2		1865	1	10			do	St. Catharines	Domunion	do	do	1 00
Leitch, Thos.		2	1872	2	2			do	Welland	Celtic	do	do	1 00
Leamy, Walter	L	1	1871	2	2			do	Port Robinson	Wm. Ross	do	do	5 00
Lovely, Edward	2	2	1873	3	1			do	Sarnia	Thames	do	do	1 00
Lee, John	2		1866	2	9			May	Southampton,	Waubano	do	do	2 00
Lloyd, William		2				1875	1	April	Hamilton	Warrior	W. J. Meneille	1875 January	5 00
Lapine, Natlie		2	1869	1	5			July	Carillon	Canada	By the Board	April	1 00
Lapointe, Frank	L	1	1871	2	2			do	Wallaceburg	Ireland	S. Risley	January	5 00
Lovely, Edward	L	1	1873	2		1875	1	do	Port Lambton	Thames	W. J. Meneille	July	5 00
Long, Edward		3	1872	1				do	Port Dalhousie	Sam Perry	By the Board	June	1 00
Long, Edward	L	1	1872	1				Sept	do	Frowell Beyer	W. J. Meneille	August	5 00
Loyer, Theodore.		2	1874	2				Nov	Gatineau,	Mack	By the Board	1875 January	5 00
Lard, Elois.		3	1876	1				do	Port Edward	Tourville	do	do	5 00
Lamotte, Louis	2		1860	1	16			do	St. Croix	National	do	do	1 00
Lavallier, François		1	1873	2		1873	1	do	Levis	Gertie	do	do	5 00
Langlois, Olivier.		1	1869	3	4			do	do	New Dominion	do	do	1 00
Lamotte, Nazaire		1	1870	3	2			do	St. Antoine	Rover	do	do	1 00
Lapointe, Uebe		2	1872	2	2			do	Levis	Arctic	do	do	1 00
Lard, Rennie	3		1869	1	8			do	Lotbiniere	Hercules	do	do	1 00
Lapointe, Jean B.		1	1870	3	3			do	Levis	Kate	do	do	1 00
Laduc, Zolique		3	1876					do	St. Rochs	Quebec	do	do	5 00
Lacroix, Trefe.	2		1869	1	16			do	St. John	Etoile	do	do	1 00
Lard, Joseph G.	2	3	1876	1				do	Lotbiniere	Clyde	do	do	5 00
Lapointe, Joseph.	2		1860	1	16			do	Levis	Reindeer	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of issue.	Place of Residence.	Name of Steamer last Employed.	By whom Examined.	Date of Certificate.	Fee.
McMurray, G. F.	1	1	1868	1	7	1875	1	Nov.	Kingston, N.B.	Ferry	By the Board	1876 January	\$ 1 00
McKinnon, A.	1	L	1874	1	1	do	1	do	St. John, N.B.	Tiger	do	do	1 00
McDonald, Alex.	1	3	1870	1	1	do	1	do	Pictou	Nil.	do	do	1 60
McKenzie, Allen	1	1	1876	1	6	do	1	do	Halifax	Lady of the Lake	do	do	1 50
McKenzie, John T.	1	3	1876	1	1	do	1	do	St. John, N.B.	Dredge	do	do	1 50
McKenzie, D. H.	1	1	1876	1	1	do	1	do	Glace Bay, C.B.	Nil.	do	do	1 50
McCarthy, Daniel	1	2	1876	1	1	do	1	do	St. John, N.B.	Nil.	do	do	1 50
McKenzie, Wm.	1	3	1874	1	2	do	1	do	do	Scud	do	do	1 00
McAlur, Edward	1	3	1871	2	3	do	1	do	Ottawa	Mill	do	do	1 00
McNeil, John	1	1	1869	3	4	do	1	do	do	Dandy	do	do	1 00
McTroy, Thos.	1	1	1867	1	9	do	1	do	do	Mand	do	do	1 00
McCaw, John	3	1	1864	2	8	do	1	do	Montreal	St. John	do	do	1 00
McRobert, Alex.	2	1	1860	1	16	do	1	do	Chataigny	Dagmar	do	do	1 00
McQuade, Daniel	2	2	1875	2	1	do	1	do	Montreal	Dredge	do	do	1 50
McPherson, W. C.	3	1	1872	1	2	do	1	do	do	St. Peter	do	do	1 00
McKenzie, Donald	2	2	1876	1	2	do	1	do	do	St. Derrick	do	do	1 50
McBride, Arch.	2	1	1863	2	12	Dec.	1	do	Kingston	Magnet	do	do	1 00
McBride, Robert	3	3	1863	1	13	do	1	do	do	H. B. Sherwood	do	do	1 00
McFaul, Michael	3	1	1865	1	11	do	1	do	do	Algarian	do	do	1 00
McLean, David	2	2	1869	2	5	do	1	do	Aylmer	Water Lily	do	do	1 00
McNamee, Peter	1	1	1870	3	3	do	1	do	Newboro'	do	do	do	1 00
McReady, Wm.	3	3	1873	2	1	do	1	do	Garden Island	H. A. Calvin	do	do	1 00
McDonald, Hector L.	1	1	1870	2	1	do	1	do	Wallaceburg	J. Holt	do	do	1 00
McMillan, Daniel	1	1	1876	1	1	do	1	do	Hamilton P.O.	Columbia	do	do	1 50
McDonald, Charles	3	1	1872	2	1	do	2	do	Dundas	D. R. Vanallen	do	do	1 00
McLaren, Ronald	3	1	1876	1	1	do	1	do	Sarnia	Shop	do	do	1 50
McArthur, Alex.	3	1	1871	3	2	do	1	do	Lindsay	Victoria	do	do	1 00
McGuiloch, John	1	1	1872	2	2	do	1	do	Port Colbourne	C. M. Carter	do	do	1 00
McKee, John	2	3	1872	1	1	do	1	do	Dunnville	Jas. Norris	do	do	1 00
McClear, Thos.	2	2	1869	5	2	do	1	do	St. Catharines	Sovereign	do	do	1 50
McLaugh, A. W.	3	2	1874	2	4	do	1	do	do	Ocean	do	do	1 50
McNaught, W. J.	3	3	1871	4	1	do	1	do	do	Wabano	do	do	1 00
McQuade, James.	2	2	1864	1	11	do	1	do	Notawaaga	do	do	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Morrison, Robert.....		3	1874	1	1	1874	1	1875	Lévis.....	Noyan.....	By the Board	1876	\$ 6 00
Many, Edward.....	1		1860	2	15	do	do	do	do	Express.....	do	January	1 00
Marchand, Norbert.....		1	1868	2	5	do	do	do	Montreal.....	Athenian.....	do	do	1 00
Martineau, Joseph.....		2	1873	2	1	do	do	do	do	Nil.....	do	do	1 500
Maxwell, James.....		1	1869	2	5	do	do	do	Allan Corners.....	Picou.....	do	do	1 500
Madden, Michael.....	2		1860	1	16	Dec.		do	Kingston.....	City of Kingston.....	do	do	1 000
Magden, Daniel.....	3		1867	1	9	do		do	Newboro'.....	Eliswood.....	do	do	1 000
Marchand, A.....		1	1869	3	4	do		do	Hastings.....	Clyde.....	do	do	1 000
Marchand, Edward.....	2		1864	1	12	do		do	Kingston.....	Laprairie.....	do	do	1 000
Mathews, Jacob.....		1	1869	2	5	do		do	do	Eva.....	do	do	1 000
Merriam, Charles.....		2	1874	1	1	do		do	Belleville.....	E. Bonar.....	do	do	1 000
Miller, John.....	2		1865	1	11	do		do	Kingston.....	Canadian.....	do	do	1 000
Miller, William.....		3	1876	2	1	do		do	do	do	do	do	1 500
Mills, Thomas.....		2	1873	1	1	1873	1	do	Collingwood.....	Kate Kearney.....	do	do	1 500
Monck, R. C.....		3	1876	2	1	do		do	Morrisburg.....	R. Kendrick.....	do	do	1 500
Morrison, Stephen.....	L	1	1872	1	2	1872	1	do	North Port.....	Shannon.....	do	do	1 500
Muchmore, Langelin.....		3	1872	1	3	do		do	Moston.....	Straw Mill.....	do	do	1 000
Mullin, John.....		3	1876	1		do		do	Garden Island.....	Nil.....	do	do	1 500
Mundell, John.....	3		1872	3	1	1872	1	do	Kingston.....	East.....	do	do	1 500
Mulholland, James.....		2	1874	2		1874	1	do	do	Glide.....	do	do	1 500
Murphy, Martin.....		2	1874	2		do		do	Elgin.....	Frank Perew.....	do	do	1 00
Murphy, Peter.....		1	1868	3	5	do		do	do	do	do	do	1 00
Murphy, Thomas.....		2	1872	2	1	1872	2	do	Newboro'.....	S. J. Esdale.....	do	do	1 00
Murray, James.....	2		1861	1	15	do		do	Kingston.....	Spattan.....	do	do	1 000
Milne, Wm.....	3		1864	2	9	do		do	Kingston.....	California.....	do	do	1 290
Macomson, Samuel.....	2		1869	3	4	do		do	Hamilton.....	Acadia.....	do	do	1 000
Milla, James A.....	2		1869	5	2	1873	1	do	St. Catharines.....	Asia.....	do	do	1 000
Merritt, Simeon G.....		3	1876	1		do		do	Dresden.....	Alexander.....	do	do	1 500
May, John.....	1		1864	2	11	do		do	Point Edward.....	International.....	do	do	1 000
Melon, George.....		3	1876	1		do		do	do	do	do	do	1 500
Morrison, Hugh.....		1	1869	1	6	do		do	Wallaceburg.....	Jacques Cartier.....	do	do	1 000
Miller, John.....		1	1872	1	3	do		do	Windsor.....	Transit.....	do	do	1 000
Morrison, Donald.....		1	1872	2		do		do	South Finch, P. O.....	Stamp Mill.....	do	do	1 500

Munro, Francis.....	2	1862	1	1	1	1875	1	do	Havre Island.....	Argyle	do	do	1 00
Montgomery, Samuel.....	1	1872	3	1	do	do	do	do	Hobcageon.....	Norley	do	do	5 00
Malloy, Chas.....	1	1872	3	1	do	do	do	do	Lindsay.....	Commodore	do	do	1 00
Mealy, Angus.....	1	1868	1	7	do	do	do	do	Allan Corbiers.....	Georgian	do	do	2 00
Mitchell, George.....	3	1867	1	8	do	do	do	do	Port Colborne.....	Kittie Haight	do	do	1 00
Malcomson, S. S.....	2	1861	2	14	do	do	do	do	St. Catharines.....	Prussia	do	do	1 50
Morris, Wm. Harvey.....	3	1876	1	1	do	do	do	do	Port Dalhousie.....	James Norris	do	do	5 00
May, William.....	2	1876	1	1	do	1874	1	do	do	Pictou	do	do	5 00
Munro, Daniel.....	1	1872	3	1	do	do	do	do	Glencoe.....	Quebec	do	do	5 00
Millar, John B.....	2	1874	2	1	do	do	do	do	Montreal.....	Arctic	do	do	5 00
Marshall, Thos.....	L	1873	3	1	do	1873	1	do	Orillia.....	Carilla	do	do	5 00
MePhan, Wm.....	1	1874	2	2	do	do	do	do	Collingwood.....	William Seymour	do	do	5 00
Norton, Francis.....	L	1874	1	1	do	1874	2	June	Byng Inlet.....	Minnie Hall	S. Risley	1875	2 5 00
Nisbet, John.....	L	1874	1	1	do	1875	1	do	Owen Sound.....	Shop	W. J. Menielley	do	5 00
Niles, Thomas.....	L	1874	1	1	do	1875	1	Aug	Cobourg.....	Niagara	do	August 25	5 00
Nadeau, Jean.....	1	1869	1	6	Nov	do	do	Nov	Levis.....	By the Board	do	1876	1 00
Nelson, Robert.....	2	1872	1	3	do	do	do	do	Chatnam, N.B.....	do	do	do	1 00
Norval, Robert.....	L	1860	1	16	do	do	do	do	Beauharnois.....	Paid arrears	do	do	13 00
Nash, Russel.....	1	1870	3	3	Dec	1875	1	do	Morrisburg.....	By the Board	do	do	1 00
Nichol, Abner.....	2	1872	1	3	do	do	do	do	Carlton Place.....	do	do	do	1 00
Nisbet, John.....	2	1876	1	3	do	1875	1	do	Owen Sound.....	Enterprise	do	do	5 00
Norton, James Henry.....	2	1874	2	1	do	do	do	do	do	City of Owen Sound	do	do	5 00
Norcross, S. R.....	3	1863	1	13	do	do	do	do	St. Catharines.....	Lincoln	do	do	1 00
Norcross, R. R.....	1	1869	2	5	do	do	do	do	do	Favorite	do	do	1 00
Neff, Sylvanus.....	3	1874	1	1	do	do	do	do	Port Colborne.....	W. A. Routh	do	do	1 00
Niles, Thomas.....	L	1874	2	1	do	1875	1	do	Whitby.....	J. Neelon	do	do	5 00
O'Hara, John.....	3	1873	1	1	do	1875	1	March	Windsor.....	Niagara	do	1875	5 00
Oustrout, George.....	1	1863	1	13	Nov	do	do	Nov	Portage-du-Fort.....	Transit	S. Risley	April 1876	1 00
O'Neill, James.....	3	1876	1	1	Dec	do	do	Dec	Newboro.....	Prince Arthur	By the Board	January 1876	5 00
O'Reilly, James.....	2	1867	1	9	do	do	do	do	Port Hope.....	America	do	do	1 00
O'Reilly, Thos.....	1	1865	2	10	do	do	do	do	do	Norseman	do	do	1 00
Odette, Henry.....	1	1870	1	5	do	1870	1	do	Pt. Edward.....	Rochester	do	do	1 00
Powers, Jeffrey.....	3	1866	1	9	do	do	do	do	Grenville.....	Sea Gull	do	1875	1 00
Parent, Pierre.....	2	1860	1	15	do	do	do	do	Beauharnois.....	Deux Rivières	do	January	1 00
Paquette, Modet.....	3	1865	1	10	do	do	do	do	Montreal.....	H. H. Bronson	do	do	1 00
Phipps, A. B.....	1	1873	1	2	do	do	do	do	St. John, N.B.....	City of Ottawa	do	do	1 00
Pelletier, Edward.....	1	1869	2	4	do	do	do	do	Sorel.....	St. John	do	do	1 00
Port, Andrew.....	2	1870	1	5	June	do	do	do	Collingwood.....	Foundry	do	do	5 00
Piebie, Prosper.....	3	1868	1	7	do	do	do	do	St. Hyacinthe.....	Rescue	do	do	1 00
Price, Alfred E.....	L	1874	1	1	do	do	do	do	Straw Mill.....	Straw Mill	do	do	1 00
Pepper, Wm. Henry.....	L	1874	1	1	do	1874	2	do	St. Catharines.....	C. Wadsworth	W. J. Menielley	do	19 5 00
Pritchard, Warrington.....	2	1874	1	1	July	1875	1	do	Toronto.....	Flora L. Baines	S. Risley	July	5 00
					Aug	1874	1	Aug	Thunder Bay, L. S.	Watchman	By the Board	January	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Patric, Berthelmie.	1	1872	3	2	1872	1	1875	Levis.	Saw Mill.	By the Board	1876	\$ cts.
Pari, Joseph	2	1876	1	.....	.....	.....	Nov.	do	St. Joseph.	do	January	5 00
Pilot, Philias	3	1873	1	.....	.....	.....	do	do	Contest	do	do	5 00
Pierce, Abraham	2	1869	1	6	.....	.....	do	Lotbiniere.	Ferry	do	do	1 00
Pierce, William	3	1869	1	6	.....	.....	do	Halifax, N.S.	Nic. Nac.	do	do	1 00
Porter, Robert.	2	1868	1	7	.....	.....	do	do	D. Weston	do	do	1 00
Perkins, Edward	1	1871	1	4	.....	.....	do	St. John, N.B.	Telegraph	do	do	1 00
Phippe, A. J.	3	1873	1	2	.....	.....	do	do	G. A. Good	do	do	5 00
Piche, Napoleon	1	1872	3	2	.....	.....	do	G. Point	W. D. Robinson	do	do	1 00
Perrault, Gideon	2	1874	4	2	.....	.....	do	Montreal	Bridges	do	do	5 00
Paquette, Modest	3	1865	1	11	.....	.....	do	do	Athenian	do	do	5 00
Piche, Ferdinand	1	1870	3	4	.....	.....	do	do	City of Ottawa	do	do	1 00
Painter, John	3	1868	1	7	.....	.....	do	Kingston	Engineer	do	do	1 00
Pendergast, J.	2	1871	2	3	1871	2	Dec	Cornwall	Lady Franklin	do	do	1 00
Power, Patrick	1	1870	1	5	.....	.....	do	do	Norseman	do	do	1 00
Prieure, Olivier	2	1868	1	7	.....	.....	do	Kingston	Elevator	do	do	1 00
Pettigrew, George	2	1874	2	.....	.....	.....	do	Garden Island	William	do	do	1 00
Park, Joseph	2	1865	1	11	1874	1	do	Sarnia	Ontario	do	do	5 00
Polson, Wm	2	1876	1	.....	.....	.....	do	Windsor	Transit	do	do	1 00
Potts, Fred	1	1873	4	.....	.....	.....	do	Cobourg	Isaac Butts	do	do	5 00
Price, Alfred E.	3	1874	1	1	.....	.....	do	St. Catharines	Scotia	do	do	1 00
Poor, George	1	1871	3	2	1874	2	do	Welland	C. F. Wadsworth	do	do	1 00
Parsall, Thomas	1	1865	1	11	.....	.....	do	Wexford, P. O.	J. H. Doyle	do	do	5 00
Pettigrew, Thos.	3	1869	3	4	.....	.....	do	Collingwood	Quebec	do	do	1 00
Patterson, Joseph	3	1874	3	.....	.....	.....	do	Toronto	W. T. Robb	do	do	1 00
Quinn, George	3	1873	1	1	1873	1	do	Kingston	Jessie Hall	do	do	1 00
Query, Onisme	1	1860	1	16	.....	.....	Nov	Sorel	Union	do	do	1 00
Quig, Samuel	2	1862	1	14	.....	.....	do	Beauharnois	Beauharnois	do	do	1 00
Quig, James	2	1860	1	16	.....	.....	do	do	Port Neuf	do	do	1 00
Quig, John	3	1874	1	1	.....	.....	do	do	St. Francis	do	do	1 00
Quigly, James	1	1869	1	6	.....	.....	Dec	Kingston	Portsmouth	do	do	1 00
Quann, Michel	2	1860	1	16	.....	.....	do	Montreal	Wren	do	do	1 00

Qualif. George Quinn, George	2 3	1873 1873	2 1	1 2	1873 1873	1 1	do do	Orillia Toronto	Lewis Thompson W. T. Robb	do do	do do	1 1	5 1	00 00
Russell, Wm.	3	1873	1	1	1873	1	do	Sarnia	Saginaw	do	do	1	5	00
Rosch, Thomas	2	1868	1	1	1873	1	March	Fredricton, N.B.	Enterprise	do	do	1	1	00
Robb, Thomas	3	1864	1	6	1873	1	do	Montreal	Aid.	do	do	1	1	00
Reardon, Samuel	2	1872	1	11	1873	1	April	Halifax, N.S.	Geo. Shattuck	do	do	1	2	00
Riddle, John	L	1871	1	3	1872	2	June	Pt. Edward	Shop	do	do	1	1	00
Russell, Wash.	L	1871	1	2	1875	1	do	Morrisburg	Arctic	do	do	31	5	00
Roy, François	3	1870	1	4	1875	1	do	Cap. A. L. Magde- laine	do	do	do	20	5	00
Racicot, Antoine	3	1863	1	12	1875	1	July	Ottawa	Beauharnois	do	do	22	5	00
Ritchie, G. Alex.	1	1873	1	1	1875	1	August	Halifax	Acadia	do	do	1	1	00
Reeve, Elgie	3	1873	1	1	1875	1	Sept.	Chatham	Nellie Mill.	do	do	7	5	00
Ritchie, Geo. A.	1	1876	1	1	1875	1	Nov.	Halifax	Acadia	do	do	1	5	00
Roger, Joseph	3	1876	1	1	1875	1	do	St. Antoine	Hero	do	do	1	5	00
Rousseau, Elize	3	1860	1	16	1875	1	do	Levis	Ranger	do	do	1	1	00
Roy, Alfred	1	1869	3	4	1873	3	do	do	Conqueror, No. 1	do	do	1	1	00
Rouleau, Madric	1	1867	3	3	1873	3	do	do	Maudie	do	do	1	5	00
Ralph, Joseph	1	1867	3	7	1873	3	do	Quebec	Napoleon No. 2	do	do	1	9	00
Rondeau, Louis	3	1864	1	12	1873	1	do	Sorel	Alice	do	do	1	1	00
Robert, Placide	3	1867	1	9	1871	1	do	do	Charlemagne	do	do	1	1	00
Robitaille, Charles	2	1871	1	5	1871	1	do	do	Nil	do	do	1	1	00
Raymond, Onisme	3	1876	1	1	1873	1	do	do	Victoria	do	do	1	5	00
Raymond, Ritter	1	1873	3	3	1873	3	do	do	Monitor	do	do	1	5	00
Ray Thomas	3	1875	1	1	1875	1	do	St. Stephens	Wm. & troud	do	do	1	1	00
Riddle, G. W.	1	1871	1	4	1873	1	do	Yarmouth	G. W. Johnson	do	do	1	1	00
Robson, William	1	1868	1	7	1873	1	do	St. John, N.B.	Neptune	do	do	1	1	00
Russel, Mathew	1	1875	1	1	1873	1	do	Newcastle	Dufferin	do	do	1	1	00
Reed, John	6	1873	1	1	1873	1	do	Pictou, N.S.	Nil	do	do	1	5	00
Ross, G. A.	3	1876	1	1	1876	1	do	Halifax	do	do	do	1	5	00
Ritchie, William	1	1871	1	4	1873	1	do	do	do	do	do	1	5	00
Rowe, Wm. C.	1	1871	1	4	1873	1	do	Yarmouth	Dominion	do	do	1	5	00
Retallic, John	1	1871	1	4	1873	1	do	St. John, N.B.	W. Extension	do	do	1	5	00
Reardon, Samuel	2	1872	1	2	1870	1	do	Halifax	Nil	do	do	1	5	00
Roberts, Louis	3	1876	1	4	1873	1	do	Montreal	Calumet	do	do	1	5	00
Robertson, Henry	2	1866	1	10	1873	1	Dec.	Kingston	Queen	do	do	1	1	00
Robinson, Wm. F.	3	1868	1	7	1873	1	do	Belleville	Prince Edward	do	do	1	1	00
Rockfort, A.	1	1868	1	7	1873	1	do	Kingston	Grenville	do	do	1	1	00
Roy, Francis	3	1869	3	4	1872	1	do	Prescott	St. Jean Baptiste	do	do	1	5	00
Roberts, D. H.	L	1872	3	4	1872	1	do	Wallaceburg	Coral	do	do	1	5	00
Reeve, Elgie	1	1872	1	2	1872	1	do	Chatham	D. H. Van Allen	do	do	1	1	00
Ross, John	3	1876	1	1	1876	1	do	do	do	do	do	1	5	00
Reynolds, Thos.	3	1872	1	3	1872	1	do	do	Mill	do	do	1	5	00
Robert, Joseph	2	1869	2	5	1869	2	do	do	D. R. Van Allen	do	do	1	1	00
Reiley, Robert	2	1862	1	13	1862	1	do	Port Edward	International	do	do	1	1	00
Riddle, John	L	1875	1	1	1872	3	do	do	A. Jones	do	do	1	5	00
Russell, Wm.	3	1873	1	2	1871	1	do	Windsor	Michigan	do	do	1	5	00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Rogers, Benjamin.	3	3	1874	1	1	1875	1	Dec.	Robaygeon	Mill	By the Board	1876 January	\$ 1 00
Ransley, Alex.	3	1	1868	1	7	do	1	do	St. Catharines	Lincoln	do	do	1 00
Ross, John	3	1	1869	1	6	do	1	do	Port Robinson	M. R. Mitchell	do	do	1 00
Ross, George	3	1	1872	1	3	do	1	do	do	do	do	do	1 00
Ross, William	3	1	1869	1	6	do	1	do	do	do	do	do	1 00
Ross, Robert	3	2	1873	2	1	do	1	do	do	do	do	do	1 00
Reynolds, James	3	2	1869	2	4	1869	2	do	Dundas	do	do	do	1 50
Reynolds, Samuel	3	2	1872	2	4	do	2	do	Port Hope	Argyle	do	do	1 00
Rennie, Robert	3	3	1874	1	1	do	1	do	Collingwood	Dredge	do	do	1 00
Somerville, Francis	2	1	1871	1	4	do	1	do	Morrisburg	Silver Spray	do	do	1 00
Sullivan, Wm.	2	1	1868	1	7	do	1	do	Kingston	Chieftain	do	do	1 00
Scott, Walter	2	1	1860	1	16	do	1	do	Hamilton	Nile	do	do	1 00
Sutherland, David	2	2	1876	1	16	do	1	do	Chatham	Celtic	do	do	1 00
Stroner, David	2	3	1874	2	1	do	1	do	Kingcardine	Doyle	do	do	1 00
St. Pierre, Alfred	2	2	1874	2	5	do	2	do	Three Rivers	La Lique	do	do	1 50
St. Pierre, Antoine	2	1	1868	3	5	do	1	do	do	Saw Mill	do	do	1 00
Smith, Fred E.	2	1	1874	2	1	1873	1	do	Lindsay	Mary Ellen	do	do	1 50
Smith, William	2	3	1874	2	1	do	1	do	Dunnville	Jas. Morris	do	do	1 00
Stevens, John	2	L	1863	2	9	1873	1	do	St. Catharines	Clinton	do	do	1 50
Swanson, John	L	1	1869	1	6	do	1	do	Dunville	W. J. Aikens	do	do	1 00
Smith, John H.	2	1	1871	3	1	do	1	do	Port Colborne	Hector	do	do	1 50
St. John, Oliver P.	2	2	1868	3	5	do	1	do	St. Catharines	Ontario	do	do	1 50
Swift, John	2	3	1873	1	1	1873	1	do	Kingston	City of St. Cath'rns	do	do	1 00
Smith, James G.	2	2	1874	1	1	1871	1	do	Toronto	Irwin & Marshall	do	do	1 00
Sherwin, James B.	3	1	1870	3	2	do	2	Feb.	Collingwood	Chicora	do	1875 January	1 00
Sherwin, Joseph B.	2	1	1869	2	3	do	1	do	do	Lily Kerr	do	do	1 00
Summerville, Alex.	2	1	1870	1	2	1872	1	Mar.	Kingston	Algerian	do	do	1 00
Stavely, Thomas	L	1	1871	2	2	do	2	April	Quebec	Druid	do	do	1 00
Stringer, H. A.	L	1	1873	1	1	1874	2	May	Chatham	Alexander	S. Risley	May	20 5 00
Simmons, Thomas	L	1	1873	1	1	do	2	do	South Crobie	Rose	J. Taylor	do	20 5 00
Short, Alex. I.	L	2	1873	2	1	do	2	April	Montreal	Swan	J. Burgess	April	25 5 00
Smith, John O.	L	1	1873	1	1	1875	1	do	Dundas	Black Maria	W. J. Menelley	May	13 5 00

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence.	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee.
Turner, Angus.....	2	L 1	1865	1	1	1875	1	June 1875	Napanea.....	Kincardine.....	J. Taylor.....	June 1875	5 00
Tedman, Eli E.....	L 1	7	1872	1	2	1872	2	do	Newmarket.....	Perry.....	S. Risley.....	do 14	5 00
Turnbull, James.....	2	L 1	1875	1	1	1875	1	do	Prescott.....	Garden City.....	J. Taylor.....	do 28	14 00
Tetreau, François.....	3	2	1869	1	5	1875	1	July	Montreal.....	Plover.....	By the Board.....	January 1	4 00
Turner, William.....	2	2	1871	1	3	1872	3	June	Toronto.....	Shop.....	do	May 1	3 00
Trick, James.....	2	2	1872	1	3	1872	3	Sept.	do	Sarah Morrelle.....	S. Risley.....	Sept. 27	5 00
Tardie, Napoleon.....	1	2	1874	2	16	1875	16	Nov.	Levis.....	Reindeer.....	By the Board.....	January 1876	5 00
Thircolt, Jean B.....	3	1	1860	1	16	1875	16	do	do	Saguenay.....	do	do 1	1 00
Thonguay, X.....	3	1	1860	1	16	1875	16	do	do	St. Andrew.....	do	do 1	1 00
Thompson, Thos.....	2	2	1869	1	5	1875	5	do	Quebec.....	Shop.....	do	do 1	1 00
Thonguay, Joseph.....	2	2	1860	1	16	1875	16	do	St. Gervais.....	Champion.....	do	do 1	1 00
Tempe, Pierre.....	3	3	1864	1	12	1875	12	do	Sorel.....	Champion.....	do	do 1	1 00
Terrien, Labe.....	3	3	1860	1	16	1875	16	do	do	Maskinonge.....	do	do 1	1 00
Thebedeau, Alexis.....	3	3	1869	3	4	1875	4	do	do	Milford.....	do	do 1	5 00
Turner, James.....	1	1	1868	1	7	1875	7	do	Charlottetown.....	St. Lawrence.....	do	do 1	1 00
Trail, William.....	1	1	1863	1	7	1875	7	do	do	do	do	do 1	1 00
Thorn, J. F.....	1	1	1870	2	4	1875	4	do	St. John, N.B.....	Norman.....	do	do 1	1 00
Tobin, S. K.....	3	3	1874	2	1	1875	1	do	do	Enterprise.....	do	do 1	1 00
Todrin, David.....	3	3	1872	2	3	1875	3	do	Charlottetown.....	H. Bell.....	do	do 1	1 00
Thomas, Etienne.....	3	3	1876	1	1	1875	1	do	Boucherville.....	Rover.....	do	do 1	5 00
Toupin, Thelise.....	3	3	1871	1	4	1875	4	Dec.	Montreal.....	Dredge.....	do	do 1	4 00
Thomson, Andrew.....	3	3	1872	3	1	1875	1	do	do	St. Francis.....	do	do 1	1 00
Tetreau, François.....	3	3	1869	1	5	1875	5	do	do	Plover.....	do	do 1	1 00
Therault, François.....	2	2	1866	1	10	1875	10	do	Beauharnois.....	John A. Macdonald	do	do 1	1 00
Thurston, Henry.....	2	2	1869	5	2	1869	3	do	Kingston.....	Cuba.....	do	do 1	5 00
Trickey, Alex.....	2	2	1864	1	1	1875	1	do	Corwall.....	Wren.....	do	do 1	1 00
Turner, Angus.....	2	2	1863	2	10	1875	10	do	Toronto.....	Kincardine.....	do	do 1	5 00
Trotter, Samuel.....	1	1	1872	3	1	1873	1	do	Chatham.....	City of Montreal	do	do 1	5 00
Taylor, Andrew.....	3	3	1872	2	1	1873	1	do	Windsor.....	Mill.....	do	do 1	1 00
Taylor, George.....	3	3	1872	2	1	1873	1	do	do	Michigan.....	do	do 1	1 00
Taylor, William.....	3	3	1872	2	1	1873	1	do	do	do	do	do 1	1 00

[illegible]

STEAMBOAT ENGINEERS' Examinations and Renewals for the Year ended 31st December, 1875—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	No. of Renewals.	Date of first Local Examination.	Number of Local Examination.	Date of Issue.	Place of Residence	Name of Steamer last Employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Wells, Joseph.....	3	2	1874	2	3	1870	1	1875 Dec	Dresden	Jacques Cartier	By the Board	1876 January	5 00
Wilson, James H.....		L	1869	3	3			do	Bell Ewart	City of Dresden	do	do	5 00
Webster, R. A.....		2	1875	2				do	Florence, P.O.	Rainy Lake	do	do	5 00
Walker, David.....		1	1870	3	2			do	Peterboro	Col. Strickland	do	do	1 00
Wilcox, David.....		1	1867	3	7			do	Port Colborne	A. Carter	do	do	1 00
Wright, Emerson.....	2	L	1868	3	5			do	St. Catharines	City of St. Cath'ns	do	do	5 00
Wright, Robert.....		2	1872	1	3			do	Allenburg	T. R. Seacord	do	do	1 00
Wilcox, George.....		3	1876	1				do	Port Robinson	Ada Carter	do	do	5 00
Walsh, Wm.....	2		1863	1	11			do	St. Catharines	Persa	do	do	1 00
Wilder, Wm. J.....		3	1876	1	1	1874	1	do	Bobcaygeon	Ontario	do	do	1 00
Wilson, Saml. Taylor.....	2		1870	3	3			do	Toronto	Rothsay Castle	do	do	1 00
Wardell, Wm.....		1	1872	2	2	1871	1	do	Belle Ewart	Stouffville	do	do	1 00
Young, Francis.....		2	1873	1	2	1872	1		Owen Sound	Francis Smith	do	1875 January	1 00
Young, James.....		3	1876	1				Nov	Montreal	Miramichi	do	1876 January	5 00
Young, Francis.....		2	1873	1	2	1872	1	Dec	Owen Sound	Francis Smith	do	do	1 00

REPORT OF THE STEAMBOAT INSPECTOR FOR BRITISH COLUMBIA
TO 31st DECEMBER, 1875.

VICTORIA, B. C., 31st December, 1875.

Sir,—I have the honour to submit to you my report up to the end of December, 1875, for the information of the Department of the Marine and Fisheries.

I commenced the duties of inspection of steamboats in British Columbia on the 17th June last. I am glad to state that there have been no accidents or loss of life during the year on board any of the steamers, or from any defects in their boilers and machinery.

There have been four steamers on the Stikeen River, and I think that a stronger pressure of steam than 100 pounds might be allowed them while on that river, say 125 pounds on the square inch. There is more danger from the steamers being dashed on the rocks than from high steam in the boilers.

There are five steamers on Barrard Inlet, two at New Westminster, eleven at Victoria and three in the upper country. The three steamers in the upper country I had not time to inspect this year. One is at Soda Creek and the other two at Kamloops Lake. If sufficient money is voted for travelling expenses, and I can come to terms with the Department as to salary, I will make the trip next year, and get the boats into conformity with the steamboat law. The steamer *Hope* was broken up in the Stikeen River in August last, and the *Onward* will be broken up next year. Three new boats, however, will be finished by next season, making twenty-four steamers altogether in British Columbia.

I am, Sir, Your obedient servant,

THOMAS WESTGARTH,
S. I. for British Columbia.

Samuel Risley, Esq.,
Chairman, Board S. B. I., Toronto,

STATEMENT of the total Gross Tonnage, Registered Tonnage and total amount of Fees of all the Steamers in British Columbia, whether inspected or not, during the year ended 31st December, 1875.

District.	Total Gross Tonnage.	Total Registered Tonnage.	Total Amount of Fees.
British Columbia	4,136·62	3,080·22	\$ cts. 383 24

THOS. WESTGARTH,
Steamboat Inspector for British Columbia.

31st December, 1875.

STATEMENT of the total number of Steamers in British Columbia, together with their total amount of Gross and Registered Tonnage, or whether Paddle, Serew, Passenger, Freight or Tug, during the year ended 31st December, 1875.

District.	No. of Steamers.	Gross Tonnage.	Registered Tonnage.	Paddle.	Screw.	Passenger and Freight.	Tug.
British Columbia.....	23	4,136·62	3,080·22	16	7	14	9

THOS. WESTGARTH,
Steamboat Inspector for British Columbia.

31st December, 1875.

STATEMENT of the number of Steam Vessels added to the number in the Dominion during the year ended 31st December, 1875; their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Royal City...	87.00	Stern wheel.	Wood ...	438.74	322.16	Victoria, B.C..	To carry passengers and freight from New Westminster to Yale.
Gertrude.....	56.00	do ...	do ...	301.69	178.23	do ...	To carry passengers and freight on Stikeen River.

STATEMENT of the number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the year ended the 31st December, 1875, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how lost.

Name of Vessel.	Horse Power.	Class	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Lost.
Hope.....	34.2	Stern wheel.	Wood ...	166.70	131.20	Victoria, B.C..	Laid up as unfit for use in August last in the Stikeen River; the machinery taken out, and the hull broken up.

STEAM VESSELS Inspected for the year ended 31st December, 1875.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Grappler	Victoria, B.C.....	Wymond Hamley	March 18	185	128	13 02	8	March 31	21 02	A freight and tug boat.
Royal City	do	do	April 15	438	322	31 73	8	April 15	39 73	Passengers and freight, from New Westminster to Yale.
Gertrude	do	do	do 23	301	178	21 14	8	do 25	29 14	Passengers and freight, on Stikkeen River.
Glenora	do	do	May 4	193	149	13 58	8	May 4	21 58	do
Isabel	do	do	do 14	407	300	28 52	8	do 14	36 52	A freight and tug boat.
Hope	Stikkeen River.....	Alex. Hunter	do 20	166	131	11 69	8	do 26	19 69	The Hope was broken up last Aug., in the Stikkeen River, and the machinery taken out.
Otter	Victoria, B.C.....	Wymond Hamley	July 2	289	219	20 23	8	July 5	28 23	Passengers and freight, between Victoria and Fort Wrangle.
Maude	do	do	do 5	213	156	14 98	8	do 5	22 98	Passengers and freight, between Victoria and Nanaimo.
Emma	do	do	do 13	35	25	2 45	5	do 15	7 45	This tug steamer is at present laid up in order to get a new boiler and the engine repaired.
Gem	do	do	Sept. 1	60	27	4 25	5	Sept. 3	9 25	Passengers and freight, on Stikkeen River.
Enterprise	do	do	do 6	542	442	38 00	8	do 6	46 00	Passengers and freight, between Victoria and New Westminster.
Lily	Burrard Inlet.....	Geo. Clarkson.....	do 9	13	9	91	5	do 6	5 91	Used as a ferry boat on Burrard Inlet.
Chinaman	do	do	do 9	15	11	1 05	5	do 6	6 05	Tug boat for logs.
Maggie	do	do	do 13	30	24	2 00	5	do 6	7 00	do
Etta White	do	do	do 14	97	78	6 68	5	do 6	11 68	A tug boat, at present laid up for repairs of hull and machinery.
Leviathan	Victoria, B.C.....	Wymond Hamley	Oct. 19	28	19	1 95	5	Oct. 21	6 96	A tug boat.
Beaver	do	do	do 21	159	109	11 13	8	do 23	19 13	do
Union	Burrard Inlet	Geo. Clarkson	Nov. 8	30	22	2 10	5	Nov. 12	7 10	do
Ada	New Westminster..	W. H. Lowe	Dec. 17	71	56	4 99	5	Dec. 18	9 99	Passengers and freight, between New Westminster and Nanaimo.

Onward	do	do	do	do	17	283	220	19 83	8	27	27 83	Passenger and freight, between New Westminster and Yale. Owning to the bad state of the Onward's hull, a certificate was given to make only one trip; it is the intention of the owner to break up the boat next year.
Victoria*	Quesnelle	do	do	do	do	3561	2630	250 24	133	do	383 24	
Martyn*	Kamloops Lake.	do	do	do	do	575	450	.....	.....	.....	.....
Kamloops*	do	do	do	do	do	4136	3080	.....	.....	.....	.....

* These three steamers have not been inspected, or their tonnage measured; they will average nearly, for the three boats, 575 tons gross, and 450 tons register.

(Signed,) THOS. WESTGARTH,
Steamboat Inspector for British Columbia.

31st December, 1875.

APPENDIX No. 2.

REPORT OF THE CHAIRMAN OF THE BOARD OF EXAMINERS OF
MASTERS AND MATES FOR THE CALENDAR YEAR ENDED 31ST
DECEMBER 1875.

HALIFAX,

3rd January, 1876.

SIR,—I herewith submit for your information the annual report of the Board of Examiners of Masters and Mates for the year 1875.

Captain David Hunter having by an Order in Council dated 22nd December 1874 been appointed an Examiner of Masters and Mates for the Port of Halifax, was in pursuance of the Act, examined by Captain Mackenzie and myself on the 5th January, and being found duly qualified was admitted as a member of the Board. Captain Hunter passed his examination for the grade of Master at Glasgow on the 25th January 1856 and holds Board of Trade Certificate of Competency as Master No. 15,800.

The Board sat at the Port of Halifax, N. S., St. John, N. B., and Quebec as follows.

At Halifax N. S., on 7th and 8th January:—

Masters who obtained certificates.....	2
Mate do	1
One candidate for the grade of Master having failed in navigation.	

At St. John, N. B., on the 14th and 15th January:—

Masters who obtained Certificates.....	2
Mate.....	Nil
One candidate for the grade of Master and two for that of Mate having failed in navigation.	

At Halifax, N. S., on 20th and 21st January:—

Masters who obtained certificates.....	2
Mate	Nil
Two candidates for the grade of Master having failed in navigation.	

At Halifax, N. S., on the 2nd and 3rd February:—

Masters who obtained certificates.....	2
Mates	Nil
Two candidates for the grade of Master having failed in navigation.	

At St. John, N. B., on 9th and 10th February:—

Masters who obtained certificates	5
Mate do	1
One candidate for the grade of Master having failed in navigation.	

At Halifax, N. S., on 18th and 19th February:—

Masters who obtained certificates	2
Mate	Nil
Four candidates for the grade of Master and one for that of Mate having failed in navigation.	

At Halifax, N. S., on 2nd and 3rd of March—	
Masters who obtained certificates.....	3
Mate do	1
On candidate for the grade of Master having failed in navigation.	
At Saint John, N. B., on 5th and 6th March—	
Masters who obtained certificates	3
Mate do	1
Eight candidates for the grade of Master and two for that of Mate having failed in navigation.	
At Saint John, N. B., on 25th and 27th March—	
Masters who obtained certificates.....	8
Mates do	2
Five candidates for the grade of Master and one for that of Mate having failed in navigation.	
At Halifax, N. S., on 31st March and 1st April—	
Masters who obtained certificates.....	3
Mate do	1
Three candidates for the grade of Master having failed in navigation.	
At Quebec, on 7th April—	
Masters who obtained certificates	Nil
Mate do	1
Four for the grade of Master and one for that of Mate having failed in navigation.	
At Saint John, N. B., on 10th and 12th April—	
Masters who obtained certificates.....	7
Mate do	1
Two candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 20th and 21st April—	
Master who obtained certificate.....	1
Mate do	Nil
Six candidates for the grade of Master having failed in navigation.	
At Quebec, on 28th April—	
Masters who obtained certificates.....	4
Mate do	1
At St. John, N. B., on 1st and 3rd May—	
Masters who obtained certificates.....	5
Mate do	1
At Halifax, N. S., on 6th and 7th May—	
Masters who obtained certificates.....	5
Mate	Nil
One candidate for the grade of Mate having failed in navigation.	
At Saint John, N. B., on 18th and 19th May—	
Masters who obtained certificates.....	3
Mate	Nil
Three candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 25th and 26th May—	
Masters who obtained certificates.....	6
Mates do	2
One candidate for the grade of Master having failed in navigation.	

At Saint John, N. B., on 8th and 9th June—	
Masters who obtained certificates.....	3
Mates do	2
Two candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 16th and 17th June—	
Master who obtained certificate.....	1
Mate	1
Two candidates for the grade of Master having failed in navigation.	
At St. John N. B., on 29th and 30th June—	
Masters who obtained certificates.....	3
Mate	Nil
Four candidates for the grade of Master and one for that of Mate having failed in navigation.	
At Halifax, N. S., on 7th and 8th July—	
Masters who obtained certificates.....	4
Mate do	1
One candidate for the grade of Master having failed in navigation and one for that of Mate having failed in Seaman-ship.	
At St. John, N. B., on 21st and 22nd July—	
Masters who obtained certificates.....	7
Mate do	1
Two candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 28th and 29th July—	
Masters who obtained certificates.....	3
Mate.....	Nil
Two candidates for the grade of Master and one for that of Mate having failed in navigation.	
At St. John, N. B., on 12th and 13th August—	
Masters who obtained certificates.....	3
Mate do	1
Five candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on the 25th and 26th August—	
Masters who obtained certificates.....	2
Mates do	2
Four candidates for the grade of Master and one for that of Mate having failed in navigation.	
At St. John, N. B., on 2nd and 3rd September—	
Masters who obtained certificates.....	4
Mate do	1
Eight candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 9th and 10th September—	
Masters who obtained certificates.....	4
Mate do	1
At Quebec on 23rd and 24th September—	
Masters who obtained certificates.....	3
At Saint John, N. B., on 27th and 28th September—	
Masters who obtained certificates.....	5
Mate.....	Nil
Four candidates for the grade of Master and two for that of Mate having failed in navigation.	

At Halifax, N. S., on 5th and 6th October—	
Masters who obtained certificates.....	5
Mate do	1
One candidate for the grade of Master having failed in navigation.	
At Saint John, N. B., on 21st October—	
Masters who obtained certificates.....	4
Mates do	2
Two candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 27th and 29th October—	
Masters who obtained certificates.....	3
Mate	Nil
Two candidates for the grade of Master and one for that of Mate having failed in navigation.	
At Saint John, N. B., on 16th November—	
Masters who obtained certificates.....	2
Mate do	1
Two candidates for the grade of Master having failed in navigation.	
At Halifax, N. S., on 18th and 19th November—	
Masters who obtained certificates.....	3
Mates do	2
One candidate for the grade of Master and one for that of Mate having failed in navigation	
At Saint John, N. B., on 9th and 10th December—	
Masters who obtained certificates.....	4
Mate do	1
Two candidates for the grade of Master and one for that of Mate having failed in Navigation.	
At Halifax, N. S., on 15th & 16th December.	
Masters who obtained certificates.....	2
Mate.....	Nil.
One candidate for the grade of Master and one for that of Mate having failed in navigation.	
At St. John, N. B., on 29th December.	
Masters who obtained certificate.....	Nil.
Mate do	1
One candidate for the grade of Master and one for that of Mate having failed in navigation.	

At Saint John, N. B., the number of Masters who succeeded in passing was 68 while there were 52 failures and the number of Mates who passed was 16 with ten failures. At the Port of Halifax 53 were successful as Masters and there were 34 failures, and as Mates 13 passed while 8 were rejected. At the Port of Quebec seven passed for the grade of Master and two for that of Mate, four for the former grade and one for the latter having failed at previous examinations.

It will be seen that Quebec offers but few candidates and those that availed themselves of the examination day were not residents of the Port.

We still find great difficulty in getting candidates to produce properly authenticated testimonials from a want of proper Registration. The Discharge tickets now in use may eventually remedy this evil. I have notified candidates at the outports that they should get the Collector of Customs or Shipping Master to verify their testimonials, and I am pleased to say that this is now more generally done.

Eighty-three certificates of Service for the grade of Master and forty for that of Mate were issued during the year. With regard to this kind of certificate, I have every reason to suppose that many who seek it are very incompetent. Whenever an appli-

cation is made we make every enquiry as to the candidate's fitness and refuse the certificate if he is found grossly incompetent, but as the law now stands we have very little discretion in the matter.

It has been suggested that it would be an advantage to those "Second Mates" who are trading to England if they were permitted to pass a voluntary examination in order that they might clear in that grade at a British Port which you are aware they are now unable to do, since we have no grade of Second Mate they are under the necessity of clearing in a British Port as "Boatswain," taking their proper position after the vessel has gone to sea. Such an examination would place those who passed it upon the same footing as their brethren in England and enable them to present themselves for the grade of Master after one year's service as Mate instead of two as at present required.

It is much to be regretted that the Bill respecting certificates to Masters and Mates of Coasting and Inland ships presented to the House of Commons last session did not become law, since we know that many would take advantage of it and pass the examination, thereby proving themselves worthy of the confidence placed in them by their employers. Here again it has frequently been suggested that an opportunity might be afforded to those who wished to obtain a Lake or Coasting certificate of competency of presenting themselves for a voluntary examination, and if found competent the proper certificate might be granted to them. If the original Bill could not be represented to Parliament I would respectfully submit that some other might be substituted with good reason requiring all Masters of ships or vessels propelled by steam or otherwise *and carrying passengers* either upon the Lakes or Coasts of the Dominion, to possess Certificates of Competency for Lake or Coast navigation, as the case might be, or a certificate of a superior grade.

I have the honor to be, Sir,

Your most obedient Servant,
(Signed.)

P. A. SCOTT,
Chairman.

List of Certificates of Competency and Service granted to Masters and Mates by the Department of Marine and Fisheries of the Dominion of Canada, for the year ended the 31st December, 1875.

COMPETENCY.

No of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1875.					\$ cts.
645	Jan.	Joseph Benjamin Tooker	Master	St. John, N.B.	St. John	10 00
646	do	John Clark Minniss	do	do	do	10 00
647	do	James Cochran	do	Mount Denison, N.S.	Halifax	10 00
648	do	Alexander McLeod	do	Point Prim, P.E.I.	do	10 00
649	do	William McLean	Mate	De Gross Marsh, P.E.I.	do	5 00
650	do	Thomas Charles Bissett	Master	St. John, N.B.	St. John	10 00
651	do	Benjamin Lewis	do	Yarmouth, N.S.	do	10 00
652	do	William Russell Potter	do	Canning, N.S.	Halifax	10 0
653	do	Robert Corbett	do	Five Islands, N.S.	do	10 00
654	Feb.	Charles Willis Clare	do	Hantsport, N.S.	do	10 00
655	do	John Mockler	do	Pugwash, N.S.	do	10 00
656	do	Charles Sears Bannister	Mate	St. John, N.B.	St. John	5 00
657	do	Francis Homer Powell	Master	do	do	10 00
658	do	James William Gerow	do	do	do	10 00
659	do	George Gilbert Odell	do	do	do	10 00
660	do	Mathias Mathiason	do	do	do	10 00
661	do	Adam Orniston Brown	do	do	do	10 00
662	do	Alfred Potter	do	Canning, N.S.	Halifax	10 00
663	do	Clement Merriam	do	Parishboro, N.S.	do	10 00
664	Mar.	Henry Hutton McLean	do	Pictou, N.S.	do	10 00
665	do	Albert Lawrence	Mate	Hantsport, N.S.	do	5 00
666	do	John Tupper Jean	Master	Aricbat, N.S.	do	10 00
667	do	Charles Robert Foster	do	Pictou, N.S.	do	10 00
668	do	Thomas Porter McDonnell	do	Yarmouth, N.S.	St. John	10 00
669	do	William Lipsett	do	St. John, N.B.	do	10 00
670	do	Augustus Cann	Mate	Yarmouth, N.B.	do	5 00
671	do	John Stewart Maloney	Master	St. Andrews, N.B.	do	10 00
672	April	Richard Whiteside Baratt	do	St. John, N.B.	do	10 00
673	do	Parker Bishop	do	Dorchester, N.B.	do	10 00
674	do	Stephen Isiah Berryman	do	St. John, N.B.	do	10 00

List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1875					\$ cts.
675	April	David Thomas Lewis	Master	St. John, N.B.	St. John	10 00
676	do	Thomas Orliphant Bell	do	do	do	10 00
677	do	William McDonald	do	do	do	10 00
678	do	Albert Sylvester Thomas	Mate	Brighton, N.S.	do	5 00
679	do	Robert William McCormack	do	Yarmouth, N.S.	do	5 00
680	do	John Wright	Master	Hillsboro, N.B.	do	10 00
681	do	William E. Atkinson	do	St. John, N.B.	do	10 00
682	do	John Graham Cox	do	Matland, N.S.	Halifax	10 00
683	do	Daniel McKinnon	do	Summerside, P.E.I.	do	10 00
684	do	Francis Nicholas Lecain	do	Canning, N.S.	do	10 00
685	do	James Hunter O'Brien	Mate	Noel, N.S.	do	5 00
686	do	Michel Gagnon	do	St. Jean, Port Joli, Quebec	Quebec	5 00
687	do	George Kyfin	Master	Portland, N.B.	St. John	10 00
688	do	George Benson Bulmer	do	St. John, N.B.	do	10 00
689	do	James Edward Brown	do	do	do	10 00
690	do	William Shrewsbury	Mate	do	do	5 00
691	do	Robert Robertson	Master	do	do	10 00
692	do	James Burton Downey	do	do	do	10 00
693	do	Thomas Quigley	do	do	do	10 00
694	do	William Thomas Frost	do	do	do	10 00
695	do	Alexander Currie	do	Pictou, N.S.	Halifax	10 00
696	May	Cleophas Boulanger	do	St. Thomas, Quebec	Quebec	10 00
697	do	Arthur Morin	do	L'Islet, Quebec	do	10 00
698	do	Andrew Avelin Santerre	do	Quebec	do	10 00
699	do	Tesphore Rousseau	Mate	St. Michel, Quebec	do	5 00
700	do	Fernand Ouellet	do	River Ouelle, Co. Kamouraska	do	10 00
701	do	Henry Augustus Bennett	Master	Portland, St. John, N.B.	do	10 00
702	do	James Francis Dunham	do	St. John, N.B.	St. John	10 00
703	do	Otto J. A. Hottendorf	do	do	do	10 00
704	do	James Quinn	do	do	do	10 00
705	do	Charles Glynn	Mate	do	do	5 00
706	do	Alfred Newton Kimball	Master	do	do	10 00
707	do	James Innes	do	Pictou, N.S.	Halifax	10 00
708	do	Archibald McNeill	do	Wood Island, P.E.I.	do	10 00
709	do	John Lucas	do	Liverpool, N.S.	do	10 00

710	do	15 John Robertson.....	do	Charlotte town, P. E. I.	do	10 00
711	do	15 Hugh Forbes.....	do	Pictou, N.S.	do	10 00
712	June	1 Humphrey Jones.....	do	St. John, N.S.	St. John	10 00
713	do	1 Humphrey Jones.....	do	do	do	10 00
714	do	3 William Joseph Robinson.....	do	do	do	10 00
715	do	3 William Joseph Robinson.....	do	do	do	5 00
716	do	3 William Joseph Robinson.....	do	do	do	10 00
717	do	3 William Joseph Robinson.....	do	do	do	10 00
718	do	3 William Joseph Robinson.....	do	do	do	10 00
719	do	3 William Joseph Robinson.....	do	do	do	10 00
720	do	3 William Joseph Robinson.....	do	do	do	10 00
721	do	3 William Joseph Robinson.....	do	do	do	10 00
722	do	3 William Joseph Robinson.....	do	do	do	10 00
723	do	3 William Joseph Robinson.....	do	do	do	10 00
724	do	3 William Joseph Robinson.....	do	do	do	10 00
725	do	3 William Joseph Robinson.....	do	do	do	10 00
726	do	3 William Joseph Robinson.....	do	do	do	10 00
727	do	3 William Joseph Robinson.....	do	do	do	10 00
728	do	3 William Joseph Robinson.....	do	do	do	10 00
729	do	3 William Joseph Robinson.....	do	do	do	10 00
730	July	8 William Joseph Robinson.....	do	do	do	10 00
731	do	8 William Joseph Robinson.....	do	do	do	10 00
732	do	8 William Joseph Robinson.....	do	do	do	10 00
733	do	8 William Joseph Robinson.....	do	do	do	10 00
734	do	8 William Joseph Robinson.....	do	do	do	10 00
735	do	8 William Joseph Robinson.....	do	do	do	10 00
736	do	8 William Joseph Robinson.....	do	do	do	10 00
737	do	8 William Joseph Robinson.....	do	do	do	10 00
738	do	8 William Joseph Robinson.....	do	do	do	10 00
739	do	8 William Joseph Robinson.....	do	do	do	10 00
740	do	8 William Joseph Robinson.....	do	do	do	10 00
741	do	8 William Joseph Robinson.....	do	do	do	10 00
742	do	8 William Joseph Robinson.....	do	do	do	10 00
743	do	8 William Joseph Robinson.....	do	do	do	10 00
744	do	8 William Joseph Robinson.....	do	do	do	10 00
745	do	8 William Joseph Robinson.....	do	do	do	10 00
746	do	8 William Joseph Robinson.....	do	do	do	10 00
747	do	8 William Joseph Robinson.....	do	do	do	10 00
748	do	8 William Joseph Robinson.....	do	do	do	10 00
749	do	8 William Joseph Robinson.....	do	do	do	10 00
750	do	8 William Joseph Robinson.....	do	do	do	10 00
751	do	8 William Joseph Robinson.....	do	do	do	10 00
752	do	8 William Joseph Robinson.....	do	do	do	10 00
753	do	8 William Joseph Robinson.....	do	do	do	10 00
754	do	8 William Joseph Robinson.....	do	do	do	10 00
755	do	8 William Joseph Robinson.....	do	do	do	10 00
756	do	8 William Joseph Robinson.....	do	do	do	10 00
757	do	8 William Joseph Robinson.....	do	do	do	10 00
758	do	8 William Joseph Robinson.....	do	do	do	10 00

List of Certificates of Competency granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1875					\$ cts.
759	Sept.	Samuel Thompson	Master	St. John, N.B.	St. John	10 00
760	do	Alvin Wm. Robbins	do	do	do	10 00
761	do	Oscar Horatio Ackles	Mate	do	do	5 00
762	do	Ambrose Jas. Clarke	do	Canning, N.S.	Halifax	5 00
763	do	James Alexander Gavin	Master	Halifax, N.S.	do	10 00
764	do	Alexander Russel O'Brien	do	Wallace, Cumberland County, N.S.	do	10 00
765	do	Hector Murchison	do	Point Prim, P.E.I.	do	10 00
766	do	Chas. Townley Tooker	do	Canning, N.S.	do	10 00
767	Oct.	Ludger Bodduc	do	Berthier, Quebec	Quebec	10 00
768	do	John Phillips	do	Liverpool, England	do	10 00
769	do	Thomas Robson	do	Gaspé, Quebec	do	10 00
770	do	John K. Kirkham	do	St. John, N.B.	St. John	10 00
771	do	James Bruce Pearson	do	do	do	10 00
772	do	Alonzo Hindon	do	do	do	10 00
773	do	Archibald D. McLeod	do	do	do	10 00
774	do	Lemuel Cook Crosby	do	do	do	10 00
775	do	John McDonald	do	Catalone, Cape Breton	Halifax	10 00
776	do	Albon Stewart Main	do	Noel, Hants County, N.S.	do	10 00
777	do	Charles Edward Fulcon	do	Londonderry, N.S.	do	10 00
778	do	Henry Dolton Kerrison	do	Halifax, N.S.	do	10 00
779	do	Charles Archibald Cox	do	Matland, N.S.	do	10 00
780	do	Joseph Howe	Mate	do	do	5 00
781	do	Archibald McLean	Master	St. John, N.B.	St. John	10 00
782	do	Arthur Wesley Burns	do	do	do	10 00
783	do	Andrew Hugh McDonald	do	do	do	10 00
784	do	Nelson Howard Crowell	Mate	do	do	5 00
785	do	Stephen Alpine Steele	do	do	do	5 00
786	do	Andrew Jackson, Jr.	Master	do	do	10 00
787	Nov.	Martin Leslie Forbes	do	Barrington, N.S.	Halifax	10 00
788	do	John Maloney Muggah	do	South Sydney, C.B.	do	10 00
789	do	Beriat Bent Cogswell	do	Aylesford, N.S.	do	10 00
790	do	William Watson Leary	do	St. John, N.B.	St. John	10 00
791	do	Hugh McPherson	Mate	do	do	5 00
792	do	Nella Andrew Oleser	Master	do	do	10 00
793	do	Thomas McClure	Mate	Murray Harbour, P.E.I.	Halifax	5 00

794	do	Charles Hayward Bridge	Master	North Sydney, C.B.	do	10 00
795	do	Samuel McLean	do	Charlottetown, P.E.I.	do	10 00
796	do	Benjamin Robert Smith	do	Barrington, N.S.	do	10 00
797	do	Lewis Fulton	Mate	Londonderry, N.S.	do	5 00
798	Dec.	Sabert Andrew Anderson	Master	St. John, N.B.	St. John	10 00
799	do	Alfred Oliver Copp	do	do	do	10 00
800	do	George Lyon	do	do	do	10 00
801	do	William White Orfeur	do	do	do	10 00
802	do	Stephen Henry Holley	do	do	do	5 00
803	do	Thomas Ryan	Master	Sydney, C.B.	Halifax	10 00
804	do	Robert Murray	do	Pictou, N.S.	do	10 00
Fees received from Candidates who failed to obtain their Certificates						1,450 00
						265 00
						\$1,715 00
THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY:—						
609	do	J. M. Rudolf	Master	Lunenburg, N.S.	do	5 00
498	do	Thomas Davies	do	Pictou, N.S.	do	5 00
5251	do	Wm. Honore Bernier	do	Cape St. Ignace, Quebec	do	5 00
265	do	Wm. McElhenney Urquhart	do	Folly Village, N.S.	do	5 00
166	do	Robert Patterson	do	Halifax, N.S.	do	5 00
282	do	Richard N. Wadman	do	Five Islands, N.S.	do	5 00
Total fees received in connection with Certificates of Competency for the year ended 31st Dec., 1875....						\$1,745 00

LIST of Certificates of Service granted to Masters and Mates.

SERVICE.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee. \$ cts.
873	1874 Dec.	Alexander Wentworth Macdonald	Master	Antigonish, N.S.	Halifax	5 00
874	do	Jeremiah Beausejour	do	Arichat, N.S.	do	5 00
875	do	Eugene N. Hultman	do	St. John, N.B.	St. John	5 00
876	do	George Lowery	Mate	do	do	3 00
877	do	Joseph Durkee Payson	Master	Westport, N.S.	do	5 00
878	do	John Ambrose Piper	do	Beaver River, N.S.	Halifax	5 00
879	1875 Jan.	George James Leach	do	S. S. Polino	do	5 00
880	do	George Edward Stevens	Mate	St. John, N.B.	St. John	3 00
881	do	John Galihar	do	Guyssboro', N.S.	Halifax	3 00
882	do	Murdoch Bondrot	Master	Arichat, N.S.	do	5 00
883	do	William McDonald	Mate	Main-a-Dieu, N.S.	do	3 00
884	do	Hugh Maloney	Master	St. John, N.B.	St. John	5 00
885	do	William Medecott	Mate	Liverpool, N.S.	Halifax	3 00
886	do	Benjamin Leblanc	Master	Arichat, N.B.	do	5 00
887	do	Jacob DeLong	do	St. John, N.B.	St. John	5 00
888	do	Henry Stinson	do	St. Andrew, N.B.	do	5 00
889	do	John Munro	do	North Sydney, C.B.	Halifax	5 00
890	do	Robert Roberts	do	Baltimore, U.S.	do	5 00
891	do	Charles West	do	St. John, N.B.	St. John	5 00
892	Feb.	John E. McDonald	do	Hantsport, N.S.	Halifax	5 00
893	do	Jeffrey Clory	Mate	Port Royal, N.S.	do	3 00
894	Mar.	George Marsters	do	Summerville, N.S.	do	5 00
895	do	John Haley	Master	Sandpoint, N.B.	St. John	3 00
896	April	Charles Daley	Mate	Portland, N.B.	do	3 00
897	do	Simon Bouche	Master	Arichat, N.S.	Halifax	5 00
898	do	John Nicholson	do	Charlottetown, P.E.I.	do	5 00
899	do	Harvey Kinney Hersey	do	Aracadia, N.S.	do	5 00
900	do	Joseph David	do	Arichat, N.S.	do	5 00
901	do	Leander Hatfield	do	Parrsboro', N.S.	do	5 00
902	do	William Church Card	do	Burlington, N.S.	do	5 00
903	do	Ebenezer Cole Palmer	do	Dorchester, N.B.	St. John	5 00
904	do	Thomas Day, sen	do	Liverpool, N.S.	Halifax	5 00
905	do	Peter McKay	do	Bridgetown, N.S.	do	5 00

908	do	23	Thomas Kyfin	do	Portland, N.B.	St. John	6 00
907	May	3	Charles Jones	Mate	Liverpool, N.S.	Halifax	3 00
908	do	3	Timothy Boudreau	Master	Weymouth, N.S.	do	5 00
909	do	7	Alexander Boutin	do	West Arichat, N.S.	do	5 00
910	do	11	Joseph Dillon	Mate	Diligent River, N.S.	do	3 00
911	do	11	James Henry Hayes	do	Halifax, N.S.	do	3 00
912	do	15	Simon Venon	Master	Arichat, N.S.	do	5 00
913	do	15	Wm. Robert Covert	do	Belleisle, N.S.	do	5 00
914	do	19	Samuel Cadwell Le Cain	Mate	Annapolis, N.S.	do	3 00
915	do	25	William Gould	Master	Canada Creek, N.S.	do	5 00
916	June	1	Charles Hatfield	do	Parrsboro', N.S.	do	5 00
917	do	3	Robert James Holder	do	Portland, N.B.	St. John	5 00
918	do	4	William Parker	do	Granville, N.S.	Halifax	5 00
919	do	8	James Currie	do	Wallace, N.S.	do	5 00
920	do	10	John S. Dutton	do	do	do	5 00
921	do	21	John Olston	Mate	Tiverton, N.S.	do	3 00
922	do	21	Henri Yakes Portma	do	St. John, N.B.	St. John	3 00
923	do	21	John Galliher	Master	Grypsboro, N.S.	Halifax	5 00
924	July	8	George Buck	do	Dorchester, N.B.	St. John	5 00
925	do	8	Alexander McAtulay	Mate	Port Prim	Halifax	3 00
926	do	8	Edward Gould	Master	Canada Creek, N.S.	do	5 00
927	do	8	Samuel Leaman	do	Port Medway, N.S.	do	5 00
928	do	8	Rufus Acker	do	Shelburne, N.S.	do	5 00
929	June	28	Edward Richard	do	Port Dalhousie, N.S.	do	5 00
930	July	13	David Fraser	do	Dartmouth, N.S.	do	5 00
931	do	17	William Henry Pye	do	Liscomb Harbor, N.S.	do	5 00
932	do	28	Robert Harlow	Mate	Liverpool, N.S.	do	3 00
933	do	28	Jason Gardner	Master	Brooklyn, N.S.	do	5 00
934	do	28	George Booth	Mate	Liverpool, N.S.	do	3 00
935	do	28	Jacob Brockhous	do	Summerside, P.E.I.	do	5 00
936	do	30	Angus McInnis	Master	Annapolis, N.S.	do	5 00
937	August	4	Lendall Atwood	do	Port Royal, N.S.	do	5 00
938	do	4	Alexander Boudrot	Mate	Masstown, N.S.	do	3 00
939	do	5	Alfred McNutt	do	Pictou, N.S.	Quebec	3 00
940	do	5	Christopher John McLean	do	St. John, N.B.	St. John	5 00
941	do	5	Maurice S. Bailey	Master	Bear River, N.S.	Halifax	3 00
942	do	11	Wm. Smithson Quigley	Mate	Liverpool, N.S.	do	5 00
943	do	16	William Thompson	do	Salmon River, Halifax Co., N.S.	do	3 00
944	do	16	Francis Glawson	Master	Sackville, N.B.	St. John	5 00
945	do	18	Charles Thomas Esterbrooks	do	St. John, N.B.	do	5 00
946	do	30	Sabert Andrew Anderson	do	Indian Harbor, N.S.	Halifax	5 00
947	do	30	Peter McConnell	do	Brier Island, N.S.	do	3 00
948	do	30	Henry Ewbank Harris	Mate	Gaspé, Quebec	Quebec	5 00
949	do	30	Charles Robson	Master	Corwallis, N.S.	Halifax	5 00
950	do	30	Joatham Ward Gould	do	St. John, N.B.	St. John	5 00
951	do	30	William Clark	do	West Quoddy, N.S.	Halifax	5 00
952	Sept.	3	John Francis O'Leary	do	Halifax, N.S.	do	5 00
953	do	4	John Henry Conway	Mate	do	do	3 00

* Fore and aft rigged vessels.

List of Certificates of Service granted to Masters and Mates—Continued.

No. of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1875					\$ cts.
954	Sept. 15	Samuel Purdy Copeland	Mate.	Bear River, N.S.	Halifax.	3 00
955	do 15	Charles Archibald Martell	Master	Main-a-Dieu, C.B.	do	5 00
956	do 15	William Penn Green	do	Summerside, P.E.I.	St. John.	5 00
957	do 16	George Whelpley	Mate.	St. John, N.B.	do	3 00
958	October 2	James Parks	Master	Port George	Halifax.	3 00
959	do 2	Thomas Day, Jun.	Mate.	Liverpool, N.S.	do	3 00
960	do 2	Henry Bennett	Master	Charlottetown, P.E.I.	do	5 00
961	do 2	John McMahon	do	do	do	5 00
962	do 2	Stephen McLellan	do	Indian River, P.E.I.	do	5 00
963	do 2	Edmund Farrel Balcan	do	Salmon River, N.S.	do	5 00
964	do 2	Dougald McArthur	do	Summerside, P.E.I.	St. John.	5 00
965	do 5	Oliver James Perry	do	North East Harbour, N.S.	Halifax.	5 00
966	do 5	John Coffin	do	Hantsport, N.S.	do	5 00
967	do 11	Edward Gerhardt	do	Lunenburg, N.S.	do	5 00
968	do 13	Daniel Landry	Mate	Arichat, N.S.	do	3 00
969	do 13	David Pinkney	Master	Yarmouth, N.S.	do	5 00
970	do 13	Timothy Deroche	Mate	Arichat, N.S.	do	3 00
971	do 16	Hiram Nickerson	Master	Barrington, N.S.	do	5 00
972	do 16	Richard Walsh	do	St. Peters, P.E.I.	do	5 00
973	do 22	Charles F. Peters	do	Summerside, P.E.I.	do	5 00
974	do 25	Charles Fisher Williams	do*	Yarmouth, N.S.	do	5 00
975	do 26	Roderick Grant	Mate	Pictou, N.S.	Quebec	3 00
976	do 26	Peter Ganion	do	Arichat, N.S.	Halifax.	3 00
977	do 30	Charles Lavache	Master	do	do	5 00
978	Nov. 2	Thomas Howard Holder	Mate	Portland, N.B.	St. John.	3 00
979	do 3	John William Bill	Master	St. John, N.B.	do	5 00
980	do 3	Joseph Willard Smith	Mate.	Clements, N.S.	Halifax.	3 00
981	do 3	Angus McDohald	Master	Hamilton, Bermuda	do	5 00
982	do 3	James Keay	do	Bayfield N.S.	do	5 00
983	do 9	Edmund R. Wyman	do	Yarmouth, N.S.	do	5 00
984	do 9	John Martell	do	Main-a-Dieu, C.B., N.S.	do	5 00
985	do 20	George L. Morris	Mate	St. John, N.B.	St. John.	3 00
986	do 20	Alexander Hood Perry	Master	North-east Harbour, N.S.	Halifax.	5 00
987	do 20	Charles Corbett	Mate	Parraboro, N.S.	do	3 00
988	do 20	Charles M. Ford	Master	Liverpool, N.S.	do	5 00

No.	Name	Rank	Station	Pay	Remarks
26	James Keating	do	Halifax, N.S.	3 00	
29	Alexander Neil Steele	do	Georgetown, P.E.I.	5 00	
30	William McConnell	do	Indian Harbour, N.S.	5 00	
31	Michael Barrett	do	Barrington, N.S.	5 00	
32	Joseph Edward Priest	do	Shulie, N.S.	5 00	
33	John King Swaine	do	North-east Harbour, N.S.	3 00	
34	Nelson Clark	do	St. John, N.B.	5 00	
35	John Edgett	do	St. John	3 00	
36	Maximan Joyce	do	D'Escause, N.S.	3 00	
37	Charles Wellington Dickson	do	Hopewell Cape, N.B.	5 00	
38	David McDonald	do	St. John	3 00	
39	Edwin Walter Jones	do	Cheshire, England	3 00	
40	John Henry Pellet	do	Dartmouth, N.S.	5 00	
41	Joseph Johnson, jun.	do	Lower Granville, N.S.	5 00	
42	Patrick Brett	do	St. Andrews, N.B.	5 00	
THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF SERVICE.					
502	R. Wagner	Master	St. John, N.B.	2 50	
432	Peter King	do	West Arichat, N.S.	2 50	
643	Oakley J Purdee	do	Sackville, N.B.	2 50	
530	Banford Spragg	do	Springfield, N.B.	2 50	
528	Thomas Bale	do	Halifax, N.S.	2 50	
Total fees received in connection with certificates of service for the year ended 31st December, 1875.				\$535 50	

SUMMARY,

Total fees received for certificates of competency
do do do service.....

Total amount of fees received for year ended 31st December, 1875..

* Fore and aft rigged vessels.

APPENDIX No. 3.

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, from 1st January, 1875, to 31st December, 1875.

Date of Casualty.	Name of Vessel.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Cas- ualty happened.	Nature of Casualty.	Caus of Casualty.	Lives lost.	Total or Partial loss.	Amount.
1875. Jan. 7	Agnes Raymond	4 Digby, N.S.	Inagua, W.I., to Halifax.	Brigantine...	195	White Island, East-Dover, near Prospect, N.S.	Stranded...	Snow storm...	8	Total ...	\$ 7,800
Feb. 11	A. M. Owen	2 Lunenburg, N.S.	St. Martins, W.I., to Lunenburg, N.S.	do	159	Eastward of St. Andrews Head, N.S.	do	Mistook the light.	.....	do	12,200
Feb. 11	Azalia	14 do	Boston, U.S., to Lunenburg, N.S.	do	140	Rose Head, Co. of Lunenburg, N.S.	do	Gale and snow storm.	.....	Partial..	6,000
Jan. 2	Annie Maud	1 Sackville, N.B.	Liverpool, to St. John, N.B.	Barque.....	448	At Sea	Staunches &c. demolished.	Stress of weather.	.....	do	800
May 2	Alhambra	10 Boston, U.S.	Boston to Halifax.	Steamer.....	764	Cape Sable, N.S.	Stranded	Fog.....	.....	Total ...	70,000
June 6	Anna Lindsay	7 St. John, N.B.	New York to St. John, N.B.	Brigantine...	217	Handkerchief, Shoal Vineyard S.	do	Thick weather.	.....	Partial..	800
Jan. 4	Alex William	9 Yarmouth, N.S.	Surinam, Dutch Guiana to Boston, U.S.	do	166	Lat. 10° 46' N., Lon. 56° 58' W.	Loss of spars &c.	Stress of weather.	.....	do	6,000 cargo
May 27	Ajax	16 Shelburne, N.S.	Caledonia, N.S., to Halifax, N.S.	Schooner.....	53	Cape Canso, N.S.	Stranded.....	Compasses affected by iron steam boiler on deck.	.....	Total ...	2,000 cargo 190
March 12	Amelia	3 St. John, N.B.	Matanzas to New York.	do	147	Hog Island Inlet, Long Island.	do	Shift of wind and forecastle splitting.	.....	do	cargo 8,000 Part 15,000
Sept. 16	Alida	4 do	Yarmouth, N.S. to Shelburne, N.S.	Steamer	64	Half Moons, Shelburne County, N.S.	do	Stress of weather.	.....	Partial..	600
Sept. 30	Agamemnon	30 Glasgow.....	Quebec to Greenock.	Barque.....	1047	Harbour of Quebec, off St. Joseph's Lewis.	Collision.....	Unknown.	.....	do	1,000
May 23	Alina	new Prince Edward Island.	Charlottetown, P.E.I. to Queenstown, G.B.	Brigantine...	199	Cape Jack, Ledges, Nova Scotia.	Stranded.....	Thick weather and squalls.	.....	Total ...	9,250

Aug. 13	Alice.....	Norwegian.....	Quebec to London.	Ship	Sault au Monton, St. Lawrence, Canada.	do ..	Unknown.....	Partial..	2,140
Sept. 18	Amelia.....	11	Shelburne, N.S. Brunswick, Georgia to Rio de Janeiro.	Brigantine....	256	Lat. 32° 18' N. Lon. 79° 25' W.	Strung a leak.	Total ...	5,120
Aug. 1	Aurelie.....	6	Quebec..... Barbadoes to Monte- video.	Barque	548	At Sea	Abandoned at sea.	do ...	16,440
Oct. 23	A. R. Dall.....	3	Shelburne, N.S. Halifax, N.S., to Cow Bay, N.S.	Schooner	63	North side .Canso N.S.	Dragged an- chor, struck rock.	do ...	3,500
Nov. 17	Adeline.....	16	Windsor..... Point du Chene to Newcastle, N.B.	Schooner.....	63	Tail of Bar, Mira- michi Bay.	Stranded....	4 or 5 Total....	600 Cargo, 600
Nov. 21	Annie E.	7	St. John, N.B. Dorchester, N.B., to Boston, U.S.	Schooner.....	149	Deadman's Nar- rows, three miles from Beaver har- bor, Charlotte Co. N.B.	do	do	5,000 Cargo, 1,000
Oct. 1	Argo.....	.....	Christiana.. London to Quebec....	Barque	760	Bersimis, River St. Lawrence.	do	Partial..	12,000
Nov. 28	Acadia.....	10	St. John, N.B. Lying at anchor in St. John harbor.	Schooner.....	73	St. John Harbor ...	Collided.....	do ..	15,000
Nov. 12	Arctic.....	6	Amherst, M.I. Halifax to Magdalen Island.	do	50	Margaree Beach, Cape Breton.	Stranded....	do ..	500
Nov. 12	Albion	7	New London, P.E.I., to Shediac, N.B.	do	28	About two miles north of the en- trance to Buc- touche Harbor.	do	No dam- age.	.....
Dec. 2	Argo.....	6	Digby, N.S..... Boston, U.S., to Dig- by, N.S.	do	150	Hen and Chickens, Yarmouth Sound	do	Partial..	200
Sept. 8	Athelete.....	10	Digby, N.S..... Digby to Demerara.	do	174	Lat. 34° 25' N., Long. 57° 50' W.	Abandoned..	Total....	5,000 Cargo, 1,700
Dec.	Amelia	9	Pugwash, N.S. Not known.....	do	29	Gull Rock, Pictou County, N.S.	Stranded....	do	350
Jan. 29	Bessie	4	Halifax, N.S.... Halifax to Boston	do	62	Marshfield, Boston Bay.	do	do	2,480
Feb. 15	Birkmyre	new	Miramichi..... Gonaives Hayti to Boston, U.S.	do	101	Georges Shoals, off Cape Cod.	Loss of spars and sails.	Partial..	10,000 Cargo 14,000
Mar. 24	Birkmyre	new	Miramichi..... Shelburne, N. S., to Boston.	do	101	Gull or Duck Rock Isle of Shoals, New Hampshire.	Stranded....	2 Total....	6,000 Cargo 15,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from.— Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial Loss.	Amount.
1875.												
Aug. 11	Bonnie Jean....	4	Charlottetown P.E.I.	New London to Rustico, P.E.I.	Schooner.....		Rustico Bar, North Side, P.E.I.	Stranded....	Error of judgment.	.....	Total.....	\$ 1,600
July 17	Barbara.....	17	Arichat, C.B.	Sydney, N.S., to Halifax, N.S.	do	109	Portuguese Cove, Halifax Harbor.	do	Thick fog.....	.....	do	Cargo 900 175
July 11	Bloomingdale.	24	American.....	Port Mulgrave, N.S. to Grand Banks.	do	59	St. Esprit, South side of Cape Breton Island.	do	Stress of weather.	.....	do	600
29 Oct.	Bessie Young..	14	Liverpool.....	Maryport to Quebec.	Barque.....	322	Point St. Lawrence Orleans Island.	do	Stress of weather.	.....	No damage.	.....
Oct. 29	Blanche.....	10	Sunderland.....	Portland, Oregon, to Falmouth.	do	499	Fifty miles due West from Columbia River Bar.	Thrown on her beam ends.	Shifted cargo.....	.....	Partial..	Not known.
Nov. 12	Blanche.....	12	Liverpool, N.S.	St. Thomas, W I., to Liverpool.	to Brigantine....	220	Pubnico Beach, Nova Scotia.	Stranded	Stress of weather and chains parted.	.....	do ..	4,000
Sept. 28	Boston.....	8	Montreal.....	Montreal tug.....	Steamer.....	30	St. Lamberts, opposite Montreal.	do	Strong current.	.....	do ..	300
Jan. 1	Comet.....	14	Port Hawkesbury, N.S.	Port Hawkesbury to Halifax, N.S.	Schooner....	62	Head of Ship Harbor, Port Hawkesbury.	Stranded.....	Parted chains.....	.....	Partial..	400 cargo, 400
do 8	Carl. D. La-throp.	1	Lubec, Me.....	St. John, N.B., to Cardenas, Cuba.	do	292	Grindstone Island, Bay of Fundy.	do	Ice and loss of sails.	.....	do ..	500 cargo, 168
do 16	Chas. E. Scam-mell.	3	St. John, N.B.	Bahia to Baltimore...	do	254	False Cape, near Cape Henry.	do	Westerly currents.	.....	do ..	cargo 9,000 total 13,000

July	30	City of St. John.	5	do	Bathurst to Dulhou-	Steamer.....	518	On Seal Bar, half-way down Bathurst Harbor.	Grounded.....	Low water.....	Total.....	40,000
May	13	Chesapeake.....	3	London.....	Hull to Quebec and Montreal.	Brig rigged steamer.	1074	Off Matane, Lawrence.	Bowmashed in.	Ice.....	Partial..	20,000
Apr.	23	Chester.....	13	Sydney, C.B.....	Fortune Bay to Halifax, N.S.	Schooner.....	87	Off Scattered.	Foundered.....	Struck ice.....	Total....	850
Sep.	9	Chilianwallah.....	11	Liverpool.....	London to Quebec	Ship.....	1216	Chicotte, 25 miles east of South-West Point, Anticosti.	Stranded.....	Stress of weather.	do	24,000
Aug.	15	Cherokee.....	6	Ayr, Scotland.....	London to Montreal.	Barque.....	540	East Point of Magdalen Island.	do	Stress of weather.	do	20,000
do	12	Capella.....	.....	Christiana.....	Quebec to Belfast.....	.....	.....	Meira, St. Lawrence Canada.	do .....	.....	Partial..	cargo 45,000 7,834
Nov.	8	Calcutta.....	1	Quebec.....	Quebec to Liverpool.	Ship.....	1428	North side of land, one of the Grindstone Is-lands.	do	Thick weather and strong south - west current.	23 Total	50,000 cargo 20,000
Oct.	14	Comet.....	14	Port Hawkesbury, N.S.....	Port Hawkesbury to Halifax, N.S.	Schooner.....	62	Ledge east of Goose Island, N.S.	do	Error of judgment.	Partial	200
Nov.	22	Clara.....	6m.	Prince Edward Island.....	Liverpool to Charlottetown, P.E.I.	Brigantine.....	298	Ref N.E. of Cranberry Light, N.S.	do	Thick weather	Total	15,000 cargo 2,000
Feb.	13	Cha. A. Bovey.....	3	St. John, N.B.....	Newport, Wales, to Havannah.	Schooner.....	172	Atlantic Ocean.....	Disasted.....	Stress of weather.	Partial..	6,000
May.	21	Chas. E. Sears.....	.....	Lunenburg, U.S.....	Shulee, N.S., to New York, U.S.	do .....	.....	One mile above Cape Enrage, Bay of Fundy.	Stranded.....	Thick fog.....	do	6,000
Sep.	12	Chilton.....	11	Lunenburg, N.S.....	Kingston, Jamaica, to Inagua, W.I.	Brigantine.....	133	Off west end of the Island of St. Domingo.	Disasted.....	Hurricane	do	1,500
Oct.	1	Dagmar.....	9	Liverpool.....	Quebec to Plymouth	Barque.....	1177	West end of Island of Orleans.	Stranded.....	Negligence of Pilot.	No loss .....	.....
do	5	Danl. W. Clark.....	1	do	Quebec to Montreal.	Steamship.....	3176	Port of Quebec.	Collision.....	Want of care of Pilot.	Loss not known.	.....
Nov.	7	Daniel Rankin.....	17	North Shields.....	Vineyard Haven to St. John, N.B.	Schooner.....	116	Five miles W. of Highland Light, Cape Cod.	Stranded.....	Heavy weather and loss of sails.	Total....	2,500
Oct.	18	Dunbrody.....	30	Quebec.....	Quebec to Glasgow.	Ship.....	934	About seven miles above Matane, Gulf St. Lawrence.	do	South current and neglect of using lead	do	14,944
Nov.	2	Duke of Newcastle.....	14	St. John, N.B.....	Frederickton, N.B., to Providence, R.I.	Schooner.....	86	On the S. ledge of Bras d'Or, coast of Labrador.	do	Deviation of compass and N. current.	do	10,000 cargo 12,500
Nov.	2	Duke of Newcastle.....	14	St. John, N.B.....	Frederickton, N.B., to Providence, R.I.	Schooner.....	86	Marsh Bank Bar, Harwich Harbor, Cape Cod, U.S.	do	Stress of weather and bar not shown on chart.	Partial..	223 cargo 100

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial loss.	Amount.
1875.												\$
Nov 11	D. W. Hennessey.	5	Port Hawkesbury, C.B.	Port Hawkesbury to Miramichi.	Brigantine...	150	Fox Island Gully, Miramichi Bay.	Stranded	Dragged Anchors.	.....	None	.....
Jan. 14	Emma	2	St. John's, Nfld., Quebec	St. John's, Nfld., to Pernambuco.	Schooner	237	Lat. 33° N.; Long. 37° W.	Foundered	Stress of weather.	.....	Total	11,800
Feb. 6	Edward Albro	2	Shelburne, N.S.	Ponce, Porto Rico, to Boston, U.S.	d	96	Kuddyhunk, Mass.	Stranded	Unknown.	.....	Partial.	3,200 cargo
June 29	E. L. Perkins	25	Gloucester, U.S.	Gloucester, U.S., on fishing voyage.	do	42	Tusket Island, N.S.	do	Error of judgment.	.....	do	150
do	Elbe	4	Lunenburg, N.S.	Boston to Halifax, N.S.	Brigantine	149	Little Hope Island, N.S.	do	Thick weather	.....	do	3,400
Jan. 13	Eliza S. Milligan.	4	St. John, N.B.	St. John, N.B., to Liverpool, G.B.	Barque	885	In the Harbor of St. John, N.B.	Collision	Machinery in tug didn't work.	.....	do	93
July 17	Ellida	7	Norway	Richibucto, N.B., to Greenock.	Brig	258	On North side of channel, near red buoy.	Stranded	Stress of weather.	.....	do	6,000
May 16	Earl of Elgin	23	Port Glasgow.	Port Glasgow to Quebec.	Barque	979	1 mile east of Cape Chatte.	do	Not heaving the lead.	.....	Total	30,000
do	Earnesh	8	St. John, N.B.	St. John, N.B., to River Herbert, N.S.	Brigantine	79	Enrage Beach, Albert Co., N.B.	do	Storm, and supposed error in compass.	.....	Partial	200
Sept. 24	Emma E. Potter.	5	Digby	Sydney, C.B., to Yarmouth, N.S.	Schooner	146	Soleas Rocks, Yarmouth Harbor.	do	Buoy on rocks not seen.	.....	do	600
do	Emmanuel	9	Halifax, N.S.	Pictou, N.S., to Charlottetown, P.E.I.	do	27	St. Peter's Island entrance to Charlottetown Harbor.	do	Thick weather and low tide.	.....	Total	400
Aug. 22	Ecuador	1	Saint John, N.B.	Sydney to St. John, N.B.	Barque	1059	Brier Island, Bay of Fundy.	do	Thick fog and error in judgment.	.....	Partial	12,000
Oct. 10	Emmeline	14	British	Boston to Port au Prince.	Schooner	116	N.L., 35.10; W.L., 65.30.	Abandoned at sea.	Hurricane	.....	Total	3,000

do	16	Eliaide.....	11	London.....	Three Rivers to Glasgow.	Brig.....	247	Harbour of Quebec.....	Collided.....	Strong current.....	.....	Partial..	250
do	31	E. P. Taché.....	13	Quebec.....	Pilot Schooner.....	Schooner....	58	Off Bic.....	Collision.....	Unknown.....	.....	do	260
Sept.	10	Elizabeth.....	6	Halifax, N. S....	Halifax to Port au Prince.	Brigantine...	142	Philips Reef, East Caicos, W.I.	Stranded.....	Chronometer twelve miles out.	.....	Total ...	8,000 cargo 7,500
Aug.		Evangeline.....	6	Yarmouth, N. S.	Mont a Video to Queenstown.	to Barque.....	325	Almtrau, Bar River, Uruguay.	Burnt.....	Combustion of cargo.	.....	do	25,000 cargo 3,250
Nov.	10	Elisabeth.....	15	Arichat, C. B....	Arichat to Charlottetown, P.E.I.	Schooner.....	115	Governor's Island, Charlottetown Harbor.	Stranded.....	Snow storm.....	.....	do	1,800 cargo 1,000
Nov.	20	Ellen	9	St. John, Newfoundland.	Charlottetown, P.E.I. to Pictou, N.S.	Schooner.....	49	Entrance of Caribou Harbor, N.S.	do	Misto's house light for Pictou light.	.....	Partial..	450
do	27	Exchange.....	36	Liverpool, N.S.	Crapaud, P. E. I., to Halifax, N.S.	do	86	Straits of Northumberland.	do	Strong gale .....	.....	do	400
Mar.	9	Eliza McLaughlin.	14	Yarmouth, N. S.	Dobay, Jamaica, to West Hartlepool.	to Barque.....	684	West Hartlepool Dock.	Struck pier..	Would not answer helm.	.....	do	Cargo 400 19,400
Nov.	28	E. B. Ketchum	7	Saint John, N.B.	Matland, N. S., to St. John, N. B.	Schooner.....	41	Near the breakwater, St. Martin's Harbor, N.B.	Stranded	Unknown.....	.....	do	Cargo 5,000 50
April	21	Enchantress...	5	Saint John, N.E.	Lobos Island to Queenstown	to Barque.....	597	Northeast end of Lobos Island.	do	Current.....	.....	do	300
June	27	Edwin & Eva..	10	Halifax, N. S.	Yarmouth, N. S., to Pictou, N. S.	Schooner.....	91	Makenzie head, near Pictou Light.	do	Thick weather	To l....	.....	800
Nov.	28	Edwin	1	Windsor, N. S.	Not known.....	Barque.....	636	13 miles north of Cape Hatteras.	do	Stres of weather.	.....	Partial..	8,600
Oct.	10	Ellen.....	19	Halifax, N. S.	Pictou, N.S., to Halifax, N.S.	Schooner.....	50	Head of Ship Harbor, Port Hawkesbury.	do	Two vessels drifting down upon her, slipped chains and drove ashore.	.....	Total...	400 Cargo 50
May	20	Francis.....	14	Yarmouth, N. S.	Bridgewater, N. S., to Pubnico, N. S.	do	34	Johns Island, Tusket, N.S.	do	Error of judgment.	.....	do	800 Cargo 700
July	26	Forest Queen..	13	Belfast	Dublin to Chatham, N.B.	Barque.....	548	N. Cape Light, P. E. I., bearing west, magnetic distance $\frac{3}{4}$ to 1 mile.	do	Not heaving the lead.	.....	Trifling.....	.....
June	22	Farto	23	Lisbon	Lisbon to Halifax, N.S.	Brigantine...	152	Sable Island.....	do	Fog.....	.....	3 Total ...	4,500

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty	Name of Vessel.	Age	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial loss.	Amount.
1875.												
May 21	Finland		Drammen	Drammen to Quebec	Barque		Cape Bon Deau, St. Lawrence.	Stranded	Unknown	.....	Partial.	\$ 1,934
Nov. 6	Fawn	8	St. John, N.B.	Point Wolf to Harvey Bank.	Schooner	61	Point Wolf River, N.B.	do	Low water.	.....	Total	200
June 20	Favourite	17	Liverpool, G.B.	St. John, N.B. to Miramichi.	Barque	423	Off Cape Breton, N.S.	Abandoned	Got into ice.	.....	do	7,000
Nov. 9	Francis Bourneuf	10	Yarmouth, N.S.	Chatham, N.B. to Liverpool, G.B.	do	570	Latitude 47° N., Lon. 41° W.	do	Stress of weather.	.....	do	12,000
Jan. 14	Georgia	11	Quebec	Hatifax to Portland.	Steamer	648	Northern triangle, Penobscot, Me.	Stranded	Unknown currents and deviation of compass.	.....	Total	75,000 cargo 5,000
July 8	G. F. Baird	3	St. John, N.B.	Providence, R.I. to St. John, N.B.	Schooner	94	3 miles W. of Tarpentine Cove, Vineyard Sound.	Collided	Want of attention of pilot of St. Tallpessa.	.....	Partial	793
May 2	G. W. Moore	3	Sydney, C.B.	Barbadoes to Sydney, C.B.	do	89	Near Canso, N.S.	Loss of mainmast, springstays broke.	Stress of weather.	.....	do	300
do 19	Goldfinder	23	New Castle	London to Quebec	Barque	1217	Beaumont Reef St. Lawrence.	Parted chain and stranded.	Ran ashore	.....	do	4,500
do 13	Giants Causeway	16	Dublin	Dublin to Quebec	Ship	1214	Cormorant Point near E. Point Anticosti.	Stranded	Fog and current.	.....	Total	24,280
July 15	General Wolsely	1	St. John, N.B.	Liverpool, G.B. to St. John.	Barque	720	Gull Rock Ledge, Brier Island, N.S.	Stranded, thick fog.	Thick fog and heavy sea.	.....	do	32,000
Oct. 28	Gold Hunter	4	do	St. John to Grand Lake, N.B.	Schooner	42	West Head in the Falls of River St. John.	Stranded	Heavy freshet and in shelter of rocks could not work off.	.....	Partial	35
do 1	Glynwood	7	Charlottetown, P.E.I.	Savannah to Prince Edward Island.	do	92	Port Jollie Head, N.S.	Collided	Thick fog and darkness.	.....	Total	4,000
July 12	Glenora	3	Liverpool, N.S.	Mayaguez to Mon-treal.	Brigantine	263	Sunken Reef near Canso, N.S.	Sprang leak.	Stress of weather.	.....	Partial	100

Nov. 26 General Can- robert.		20	Arischat, N. S. / Glace Bay, C.B., to Halifax, N.S.	do	134 Cape Auger, Hu- reans Cove, U.B.	Stranded.....	Snow storm.....	Total	\$ 3,000		
May	Golden Rule...	20	Boston, U.S....	In St. John Harbor ..	Ship.....	1195	Robertson's Wharf, Harbour of St. John, N.B.	Collision.....	Unknown.....	Partial..	120
Nov. 9	George V. Richards.	4	St. John, N.B.	Maracaibo to New York, U.S.	Schooner ...	136	Lat. 30° N., Long. 81° W.	Abandoned.	Stress of wea- ther.	Total ...	6,000 cargo 100,000
April 29	Go Ask Her ...	18	do	At St. John, N.B.....	do	87	In the Falls of the River St. John.	Stranded.....	Not sufficiently manned.	Partial..	300
Jan. 7	Helen	7	Halifax, N.S....	Halifax to Demerara	Brigantine ..	136	Holystone Rock, Sandwich Point, Halifax Harbor.	Stranded ...	Snow storm ...	Total ...	8,000
do	Hyack	10	St. John, N.B.	St. John, N.B., to Queenstown.	Barque.....	430	Kent Island Ledge, Bay of Fundy.	do	do	do	12,000 cargo 4,100
Feb. 18	Hattie Ellen...	5	Calais, Me.....	Calais to New York.	Schooner ...	155	Cegoggin Point, Yarmouth Co., N.S.	do	Stress of wea- ther.	do	8,000
March	Henrietta .....	.....	Saco, Me, U.S.	Not known	do	190	Not known	Abandoned.	do	do	7,600
do	Harmony	4	St. John, N.B.	Liverpool to St. John N.B.	Barque	624	Lat. 43° 3' N.; lon. 42° 0' W.	Partially dis- tasted.	do	Partial..	5,000
June 21	Henry	11	Sunderland.....	Montreal to Cork....	Brig	285	South West Reef, Green Island.	Stranded ...	Neglect of lead	Total ...	5,700
do	Hesse Darm- stadt.	12	Whitby	Antwerp to Montreal	Barque	333	On south side, be- low Bejeau Bank, Gulf St. Lawrence	do	Error of pilot.....	Partial .....	.....
Sept. 8	H. M. Norris...	2	Guyboro', N.S.	Malone Bay to Bos- ton, U.S.	Brigantine...	154	Carlisle Bay, Bar- bados.	do	Driven from	Total ...	8,000 cargo 7,000
do	H. Fenwick.....	7	Halifax, N.S....	Halifax to Tor Bay, N.S.	Schooner ...	43	About 400 yards east of light.	do	Mis-stayed.....	Partial .....	.....
Oct. 3	H. P. Kitchen.	10	Liverpool, N.S.	London to Sydney, C.B.	Barque	524	St. Pierre Miquelon	Stranded ...	Stress of wea- ther.	Total ...	30,000
Nov. 11	Heroine	9	Percé, Quebec.	Quebec, on a fishing voyage.	Brigantine ..	98	Cape Cove, Gulf of St. Lawrence.	Stranded	Strong gale & snow storm.	Partial..	1,000 cargo 2,700
Mar. 25	Henrietta	4	St. John, N.B.	Baltimore, U.S., to Hamburg.	Barque	562	Helligoland	do	Error of judg- ment & fog.	do	3,260
Nov. 30	Henrietta	5	do	Pilot boat	Schooner ...	18	Croix's Cove, Annapolis Co., N.S.	do	Stress of wea- ther.	Total ...	1,000
May 17	Irene	24	Liverpool	Carnarvon to Que- bec.	Ship.....	823	Eastward of Cape Chatte, Gulf St. Lawrence.	do	Stress of wea- ther and un- known cur- rents.	Partial ..	6,000

June 16-James R. Lithgow	3	Hallifax, N.S.	Boston to Arichat, C.B.	Schooner	110	Green Island, N.S.	to Bay, N.S.	Fog and current.	Total	5,000
May 24-J. K. Howard	5	St. John, N.B.	St. John, N.B., to Philadelphia	do	99	At Sea, Atlantic Ocean.	Loss of sail and rigging	Stress of weather.	Partial.	1,100
Mar. 1 John Stewart	20	Quebec	St. Peters to Halifax, N.S.	do	65	Sheet Harbour, N.S.	Burnt.	Cargo took fire	Total	2,200
Nov. 4 John W. Dodge	27	United States	Argyle, N.S., to Gloucester, Mass.	do	83	On Old Man Rock, N.S.	do	Fog.	do	2,800
Aug. Julia Fisher	1	St. John, N.B.	Liverpool, G.B., to Sydney, C.B.	Brigantine	386	At Sea.	Collided.	Other vessel showed no light.	Partial.	cargo 4,000 185
Dec. 22 J. K. Howard	5	do	Yarmouth, N.S., to St. John, N.B.	Schooner	99	Sunday Point, Yarmouth Sound.	Stranded.	Stress of weather.	Total	4,000
Feb. 10 Kittie Stevens	9	Boston, U.S.	Cienfuegos to St. John, N.B.	Schooner	134	Lat. 35° 40' N., lon. 74° 13' W.	Loss of sails.	Stress of weather.	Partial	2,000
do 10 Kewadin	9	Charlottetown, P.E.I.	Havana to Baltimore	Brigantine	268	Cape Henry, Virginia, U.S.	Stranded.	do	do	3,200
May 21 Kate Troop	10	St. John, N.B.	Hauling into St. John Harbour.	Barque	748	Hauling into Har- bour in charge of Pilot.	Collision.	Strong freshet.	do	1,000
Jan. 8 L. H. Deveber	4	do	Troon to Demerara	do	615	Off West coast of Ireland.	Loss of spars and rigging.	Stress of weather.	do	4,000
do 8 Leila	2	Quebec	Not known	do	732	Angier	Stranded.	Not known	Total	29,000
Feb. 18 Louisa D.	7	St. John, N.B.	St. John, N.B.	Schooner	158	Lat. 40° 11' N. lon. 60° 45' W.	Abandoned.	Stress of weather.	do	8,000
do 13 Lothair	5	do	Galveston to Liverpool, G.B.	Barque	861	15 miles east from Tuskar.	Collision	Thick weather	Partial	1,000
June 13 Liberty	31	Newcastle	Quebec to Dundee	do	575	Lat. 49° 50' N. lon. 59° 11' W.	Struck an iceberg.	Fog.	Total	10,000
Aug. 6 Lady Elgin	15	Quebec	Quebec to Labrador.	Schooner	84	Commissioners' Wharf, Quehar.	Stranded	Dark night & falling tide.	do	2,000
July 6 Lochiavar	64	Shelburne, N.S.	New York to Pernambuco.	Per-Brigantine	255	S.E. part of Roccas reef, S. Atlantic.	do	Error of judgment.	do	8,000
Aug. 20 La Canadienne	20	Quebec	Sydney, C.B., to St. Pauls, Gulf St. Lawrence.	Schooner	101	Trinity Cove, St. Paul's Island, Gulf St. Lawrence	do	Strong wind & seas would not work off.	do	cargo 50,000 2,000
Oct. 2 Lancaster	9	St. John, N.B.	Louisbourg, C.B., to St. John, N.B.	do	132	50 miles N.W. of Sambro' Island, N.S.	Strung a leak.	Stress of weather.	do	4,000
July 26 Lake St. Clair	11	Montreal	Liverpool to Montreal.	Ship	1061	Cape Rosier, bearing N.W. ½ W., 12 miles distant.	Collision.	Run into by ship 'Underwriter,' of S. Shields.	Partial	10,000
Sept. 9 Louise	.....	Sandeford	Quebec	do	.....	N. side of White Island.	Stranded	Not known.	do	cargo 1,000
Nov. 3 L. W. Eaton	12	Yarmouth, N.S.	St. Martins to Yarmouth, N.S.	Brigantine	140	Lat. 34° 0' N. lon. 65° 0' W.	do	Stress of weather.	do	500 200 cargo

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial loss.	Amount.
Nov. 8	Lizzie Dakers..	4	St. John, N.B.	Quebec to Halifax, N.S.	Schooner.....	121	S.E. ledge of country Harbor, Nova Scotia.	Stranded.....	Unknown.....	.....	Partial..	\$ 1,500 cargo 2,000
Oct. 21	Little Fury.....	9	do	Sydney, C.B., to Cardenas, Cuba.	Brigantine....	350	Lat. 36° N., lon. 47° W.	Abandoned..	Not known....	.....	Total ...	10,000 cargo 2,000
May 7	Lad Westmoreland	21	Quebec	New York to Antwerp.	Barque	853	Near Antwerp.....	Stranded.....	Tug broke down.	.....	Partial..	15,560
Nov. 17	L'Espérance....	12	Amherst, Magdalen Islands	Halifax to Magdalen Islands.	Schooner.....	52	Chimney Corner, Inverness, Co'y. N.S.	do	Stress of weather.	5	Total ...	1,200
Nov. 29	Loiz.....	19	St. John, N.B.	Boston, U.S., to Charlottetown, P.E.I.	do	66	Publico Beach, N.S.	do	Running into harbour for safety; let go anchor; chain parted.	.....	Partial..	400 cargo 200
Dec. 1	Los Angeles....	8	American.....	San Francisco to Victoria, B.C.	Steamer Schooner.	493	100 miles S. of Colorado River, Oregon.	Broke shaft.	Not known....	1	None.....	.....
Feb. 1	M. P. Harrington.	new	Liverpool, N.S.	Liverpool, N.S., to Barbadoes.	Brigantine....	314	Lat. 41° 4' N, Lon. 63° 53' W.	Damaged at sea.	Stress of weather.	.....	Partial..	9,000
Jan. 3	Maria.....	12	Halifax, N.S.	Halifax, N.S., to Humacou.	Schooner	101	Lat. 41° 50' N, Lon. 63° 10' W. to Lat. 33° 50' N, Lon. 63° 20' W.	do	do	.....	Total ...	3,000
May 10	Montana.....	.....	United States.	Gloucester, U.S., to coast of Nova Scotia.	do	63	Trinity Ledge, Cape Scotia.	Stranded.....	Thick weather	.....	do	4,000
July 30	Marie Beatrice	10	Quebec.....	Cape La Baleine to Quebec.	do	118	Off Point, Des Monts, about six miles.	Foundered....	Stress of weather.	.....	do	2,000 cargo 600
June 12	Mand	16	Newcastle	Greenock to Quebec.	Barque	1172	On the Banks of Newfoundland.	Damaged by ice.	Struck an iceberg.	.....	Partial..	2,000
May 9	Maggie M.....	5	St. John, N.B.	Philadelphia to Cork, Ireland.	do	430	300 miles E. of Newfoundland.	Loss of sails and rigging.	Stress of weather.	.....	do	7,000

June 21/ Monadnock	3	Gloucester, U.S.	Gloucester to Banks/Schooner.... of Newfoundland.	14 S. W. side of Am- herst, Mag. I.	Stranded	Neglect of duty	do	10,000 cargo 2,000
Sept. 19/ Martha A	3	St. Andrews....	Pictou, N.S., to St. John, N.B.	179	Jail Rock, L'Etang Harbour, N.B.	do	Thick fog.	do
do 4/ Moravian	new	Charlottetown P.E.I.	Shediac, N.B. to Liver- pool, G.B.	249	Lat. 47° N., Lon. 49° W.	Slight dam- age.	Stress of weather.	do
do 30/ Marion	27	Greenock	Quebec to Greenock.	703	Harbour of Quebec, off St. Joseph, Levis.	Collision	Unknown.	do
do 27/ Mary Kate	10	Charlottetown P.E.I.	St. Peters, C.B., to Charlottetown, P.E.I.	42	Governor's Island, P.E.I.	Stranded	Stress of weather.	Total ...
do 28/ Martha T. Kike	6	Newbury Port, U.S.	Canso, N.S., to Gulf St. Lawrence.	80	N.W. Point Sandy Hook Shoal, Pleasant Bay, Mag. Islands.	do	Stress of weather and loss of sails.	Partial..
June 10/ Martha McNiel	8	American	St. John, N.B., to Liverpool, G.B.	1010	N.W. Ledge of Brier Island, Bay of Fundy.	do	Error of judg- ment.	do
Oct. 16/ Marie Delvina	Montreal	Quebec to Berthier....	Scow	109	Harbour of Quebec.	Collision	Steam tug not powerful enough.	do
Oct. 30/ Mary Covell....	7	Halifax, N.S....	Vernon River, P.E.I., to Yarmouth, N.S.	47	Tom Cod Rock, Country Har- bour N.S.	Stranded	Want of know- ledge of mas- ter.	Total ...
Sept. 26/ Mary	new	Quebec	Cape Charles to Que- bec.	36	Off Berstims Point, Gulf St. Lawrence	Collision	Want of lights	do
Oct. 23/ Mary Pickard..	1	St. John, N.B.	Portland, Me, to St. John, N.B.	89	Off the Wolves, Bay of Fundy.	Collision	Error of judg- ment on the part of other vessels	Partial..
Oct. 24/ Mary Hart	16	Arichat, C.B....	Cheticamp, C.B., to Halifax, N.S.	26	Caribou Island Shoal, Pictou Harbour.	Stranded	Stress of wea- ther.	Total ...
Nov. 23/ Modoc	4	Miramichi	La Have, N.S., to Boston.	99	of a mile from Cross Island Light, N.S.	do	Snow storm....	do
Nov. 6/ Minnie Cronan	3	Halifax, N.S....	Sheet Harbour to Tracadie, N.S.	86	Mouth of Rig Tra- cadie Harbour, N.S.	do	Stress of wea- ther.	Partial..
July 5/ M. A. Starr	6	do	Halifax, N.S., to Pic- ton, N.S.	166	Jeddore Head, south 7 miles.	do	Neglect of en- gineers.	do

STATEMENT OF Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial loss.	Amount.
Aug. 19	M. Wood.....	9	St. John, N.B.	Sydney, C. B., to Charlestown, U.S.	Barque.....	560	Pumpkin Hill Shoals, Charlestown Harbour.	Stranded.....	Inefficiency of pilot.	.....	Partial	Not known.
Aug. 19	M.L.St. Pierre	4	do	Port Caledonia, C.B. to St. John, N.B.	Schooner....	98	Off Cape Sable, Bay of Fundy.	Loss of spars	Stress of weather.	.....	Partial	750.
March 9	Nereus	5	do	New York to St. John, N.B.	Brigantine ..	210	86 miles E.S.E. of Cape Ann.	Foundered...	do	.....	Total	10,000 cargo 1,500
July 19	Nova Scotian..	17	Montreal	Monville to Quebec and Montreal.	Steamer.....	2082	Off Grane Island, River St. Law.	Collided.....	Run into by SS. Quebec.	.....	Partial	5,000
Sept. 10	North Star.....	20	Gaspé.....	Gaspé Basin to Anticosti.	Schooner....	27	S. W. Point Bay, Anticosti.	Stranded.....	Stress of weather.	.....	Total	600
Aug. 21	Nyanza.....	new	Port Medway, N.S.	Port Medway to Liverpool, G.B.	Barque.....	984	Point Brene, N.F.L.	do	Current and fog.	.....	do	40,000
April 24	N. Mosher	10	Quebec.....	Buenos Ayres to Calcutta.	Ship.....	798	Off Cape Horn, Lat. 57° 10' S, Lon. 63° 40' W.	Damaged	Stress of weather.	.....	Partial	25,000
Nov. 6	Normanton.....	3	Hull.....	Pictou, N.S., to Montreal.	Steamer	544	About nine miles above Metis Lt. Churchhill.	Collision with N. Churchhill.	Unknown.	.....	Total	75,000 cargo 4,500
Nov. 6	N. Churchill...	7	Liverpool.....	Montreal to London.	Barque.....	598	About S.S.E. from Point Metis, Lt. 12 miles.	Collision with Nor- manton.	do	.....	Partial	Not known.
Aug. 17	Northern Home.	3	Windsor, N.S.	Pernambuco to New York.	Schooner....	162	At sea between Bermuda and Cape Hatteras.	Dismasted....	Heavy weather	.....	do	3,000
Oct. 29	Nation's Hope.	21	Sydney, N.S.W.	Japan to British Columbia.	Ship	741	Royal Roads of Esquimaux Harbour, near Fish- gard Lighthouse	Stranded.....	do	.....	do	Not known.
June 6	Nasarene.....	10	Halifax, N.S.	Halifax to Barbadoes	Brig.....	151	At sea about a week after leaving Port Medway, N.S.	Strung a leak.	Stress of weather.	.....	N.k.w.	do

Sept.	1/ New Wabeno.	5/ Miramichi, N.B. Lobos Island Queenstown.	10/ Ship	873 East point of Noire Island, westerly entrance to the Straits of Magellan.	Foundered...	Stress of weather.	Total	\$40,000 cargo
Jan. 29	Nellie Moody.	2 Yarmouth, N.S. Liverpool to Boston, U.S.	Barque	746 Molefried, Wales...	Stranded	Mis-stayed	Partial.	15,000
.....	Ocean Lily	3 Halifax, N.S. Halifax to W. Indies.	Schooner	114 On voyage to W.I.	Loss of sails.	Stress of weather.	do	Unknown.
Sept. 1	Ocean	Memel	Barque	353 Caribou I., G.St.L.	Stranded	Fog	Total.	3,500
Nov. 9	Odin	17 Kragero	do	414 St. Anne Shoal, R. St. Lawrence	do	Imprudence on part of pilot.	Partial.	5,000
Nov. 6	Orpheus	19 American	Ship	1067 S.W. point of Frazar too, on Copper Island, B.C.	Cylindred with Pacific, & afterwards strand don	Carelessness	Total.	Unknown.
Dec. 27	Oysterbed Lass	1 1/2 St. John, N.B. Sydney, C.B., to St. John, N.B.	Brigantine	155 Between Jones Harbour and Port Herbert, Sh'brne County, N.S.	Stranded.	Thick fog, defective compass.	do	11,000 cargo
May 28	Prince of Wales	15 do	Steamer	68 At wharf, Carlton, St. John, N.B.	Burned	Sparks from a burning mill.	do	4,500
May 17	Polino	5 Sunderland	do	524 East end of Basque Island Reef, R.St.L.	Stranded	Not heaving lead.	Partial.	9,500
July 7	Pampero	5 St. John, N.B. St. John to Caledonia, N.S.	Schooner	130 Mace's Bay ledges, Bay of Fundy.	do	Thick fog	do	350 cargo
Aug. 27	Prairie Bird	8 Windsor, N.S. Horton Landing, N.S. to Wolfville, N.S.	do	128 Wolfville Creek, N.S.	do	Unknown	do	160 cargo
Sept. 28	Pierre Nolasque	10 Quebec	Brig	166 N.W. side of Grindstone Island, one of Mag Islands.	do	Stress of weather.	Total.	5,000
Sept. 29	President	new Windsor, N.S. New York to Hamburg	Barque	874 South Haaks, North Sea.	do	Strong current heavy sea.	do	47,500 cargo
.....	President	20 Amherst, M.I. Halifax, N.S., to Magdalen Islands	Schooner	40 Not known. Rigging and five bodies found at Grande Anse, Cape North.	Supposed to have foundered.	Stress of weather.	do	400 partial
Nov. 4	Pacific	25 American	Steamer	876 About thirty miles S.W. from Cape Flattery.	Collision.	Carelessness	do	Unknown.
Jan. 23	Quaco	4 St. John, N.B. St. John, N.B., to Matanzas, Cuba.	Brigantine	186 At the new Pier, St. John, N.B.	Fire	Galley stove	Partial.	50
Aug. 19	Queen of England.	17 North Shields. Quebec to Grimsby	Ship	1195 1/4 miles west of Matane, River St. Lawrence.	Stranded	Strength of current and neglect of lead.	do	5,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 24	Queen of Hearts.	7½	Miramichi, N.B.	Liverpool, G.B., to Chatham, N.B.	Barque	856	44° W. long, on the banks of Newfoundland.	Lost masts, spars, &c.	Stress of weather.	.....	Partial.	\$10,000 cargo 500
Jan. 1	Rossignol	3	Yarmouth, N.S.	Cardiff to Callao	Ship	1509	Docks, Cardiff, Wales.	Burnt	Unknown.	.....	do	50
Feb. 7	Reaper	1	St. John, N.B.	Nassau, N.P., to Cardenas, Cuba.	Brigantine	350	Gulf Stream	Loss of sails and spars.	Stress of weather.	.....	do	4,000
March 8	Rietta	6	Londonderry, N.S.	Baltimore to Queens-town.	do	370	Church Bay, Ireland.	Stranded	Thick weather	.....	Total	15,000
May 3	Record	21	Liverpool	Liverpool to Quebec	Ship	1039	Lat., 44° 26' N.; Long., 46° 3' W.	Damaged by the ice.	Ice	.....	Partial	4,000
do 16	Rising Sun	17	Newcastle, Tyne.	Swansea to Quebec	Barque	827	3 miles below Cape Chatte.	Stranded	Stress of weather.	.....	do	12,000
do 25	Reindeer	.....	.....	.....	Schooner	.....	Point aux Trembles, R. St. Lawrence.	do	Heavy gale.	.....	do	40
Nov. 26	Roma	10	Montreal	Pictou, N.S., to Montreal.	Steamer	508	Goose Island Reef, St. Lawrence.	do	Driven ashore by ice.	.....	Total	cargo 1,000 40,000
Oct. 31	Rubina	3	St. John, N.B.	Pictou, N.S., to Port-land, U.S.	Schooner	138	Near White Head, Maine.	do	Loss of sails.	.....	Partial	2,500
Jan. 30	Storm King	2	Liverpool, N.S.	Cienfuegos to Port-land, U.S.	Brigantine	229	Off Cape Antonio, Colorado Reefs, Cuba.	do	Stress of weather.	.....	Total	12,450 cargo 12,000
March 8	Sea Lion	2	do	Havana to Port-land, U.S.	Schooner	99	Rockport Beach, Boston Bay.	do	do	.....	do	4,000
Feb. 10	Sarah B. Cann.	5	Yarmouth, N.S.	North Shields to New York.	Barque	757	Lat. 42° 49' N., lon. 35° W.	Sprung a leak.	do	.....	Partial	cargo 2,000 3,000
Jan. 19	Sabra	new	Windsor, N.S.	Harbo'ville, N.S., to Baltimore, U.S.	Brig	551	Cunetuck Beach, North Carolina.	Stranded	do	.....	do	13,000
do 30	Silas Alward	4	St. John, N.B.	Pernambuco to New York.	Brigantine	220	Atlantic Ocean	Loss of sails and spars.	do	.....	do	2,000
May 1	Stronza	4	Halifax, N.S.	Halifax to Main-land, C.B.	Schooner	106	Young's Island, Cape Breton.	Stranded	Struck ice.	.....	Total	4,000
do 17	Sarah	25	Pictou, N.S.	Pictou to Halifax	do	49	Ketch Harbor Head, N.S.	do	Stress of weather.	.....	do	500

June 19/Strathay	4 Dundee, G.B., Montreal to London.	Steamer	798/N.W. Reef, off Bic. R. St. Lawrence	Stranded	Error of judgment.	Total	75,000
..... Saranac	United States.	Ship of War	do	do	Not waiting for high water.	do	do
..... Shediak	23	Shediak, N. B., to Liverpool.	798 North of Cape Tormentine, N. B.	do	Improper position of light-house on chart	Partial.	15,000
Aug. 26 Sabra Moses ...	8 Yarmouth, N.S.	Gloucester, G.B., to New York.	695 Half Moons, near Cape Negro, Shelburne Co., N.S.	do	Thick weather	do	18,000
Sept. 27 Seth Stockbridge.	2 Gloucester, U.S.	Gloucester to Gulf of St. Lawrence.	80 Entrance of Amherst Harbour, Magdalen Islands	do	Stress of weather.	do	1,000
do 29 Six Frères	12 St. Johns, Newfoundland.	St. Johns, Newfoundland, to St. Johns, Porto Rico.	119 North end of Anagada Reef, W.I.	do	Error of judgment.	Total	1,190
Oct. 1 Standard	new West Hartlepool.	Middlebrook to Quebec	1014 Fox Bay, N. side of Island Anticosti.	do	Local attraction.	.....	No loss.
May 21 Sophia .....	..... Christiana	Quebec to London.	..... St. Flavie, St. Lawrence	do .....	.....	Partial.	6,273
Oct. 26 Sinope	6 St. John, N.B.	Halifax to St. John, N.B.	117 Beacon Bar, Harbour of St. John.	do	Error of judgment.	Total	4,000
do 2 Sanspareil	24 Liverpool, G.B.	London to Quebec.	1180 Duck Island, Newfoundland.	do	Thick weather.	do	do
Sept. 18 Siam .....	..... Christiana	Matane to Waterford	765 About six miles above Matane, Gulf of St. Lawrence.	do	Stress of weather.	do	20,000
Nov. 11 St. Michel	5 Irvine	Port Hawkesbury, N.S., to Dalhousie, N.B.	460 2 miles west of Esquimaux Light, Miramichi Bay.	do	Thick weather.	do	14,000
do 11 Sophia Bowen .....	..... Arichat, C.B.	Arichat to Cow Bay, C.B.	132 About 50 yds. east of wharf, Cow Bay, C.B.	do	Stress of weather.	.....	No damage.
Sept. 19 Senator	10 Windsor, N.S.	Philadelphia to Panama.	1020 90 miles south of Straits Magellan	Burnt	Combustion of coal.	2 Total	52,000
..... Stella Maris ...	2 Amherst, M.I.	Halifax, N.S., to Magdalen Islands.	47 Broad Cove, Cape Breton.	Supposed to have stranded.	Stress of weather.	6 do	cargo 7,500 1,700
Nov. 15 Sophia	15 Yarmouth, N.S.	Porto Rico to Yarmouth, N.S.	96 Lat. 40° N.; lon. 66° W.	Damaged	do	Partial.	300
do 30 Swiftsure	1 Charlottetown, P.E.I.	Crapaud, P.E.I., to Queenstown.	197 2nd Pond, east side of Strait of Canso, N. entrance.	Stranded	do	Total	12,000
Dec. 28 Scud	6 do	Bone Bay, N.F.L., to Charlottetown, P.E.I.	91 Pleasant Bay, Cape Breton.	do	Incapacity of Master.	do	cargo 8,000 1,500 cargo 2,500
April 17 Thalia	4 Halifax, N.S.	Halifax to Kingston, Jamaica	149 South side of St. Domingo.	do	Stress of weather.	2 do	8,000 cargo 6,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. — Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial loss.	Amount.
Sept. 16	Tigress	4	St. John, Newfoundland.	Cow Bay, C. B., to Montreal.	Steamer	213	S.E. side of Entry Island — one of the Magdalen Islands.	Stranded ...	Sprung a leak.	.....	Total ...	\$ 40,000
Dec. 14	Tropic	5	Yarmouth, N.S.	St. John, N.B., to Barbadoes.	Brigantine...	145	Round Reef, in St. John Harbor.	do	Current set her on reef, while raising anchor. Insufficient depth of water.	.....	Partial...	No damage.
Nov. 28	Tormentor	22	St. John, N.B.	Pilot boat, cruising.	Schooner....	24	Inside the Breakwater, Dipper Harbor, N. B.	do	Loss of rudder.	.....	do ...	150
Jan. 2	Union	27	Arichat, C.B.	Arichat to Halifax, N.S.	do	34	Tiffin's Island near Marie Joseph, N.S.	do	Thick fog.	.....	Total ...	1,000
July 25	Union	14	Arichat, C.B.	Cow Bay, C. B., to New York.	Barque.	310	One quarter of a mile S. W. of Liverpool light on Coffin I., N.S.	do	Strong current and swell anchors would not hold.	.....	do ...	3,500
Sept. 5	Unexpected	10	St. John, N.B.	Pictou, N.S., to Pembroke, Me.	Schooner....	124	Seal Rock, West Quoddy, Bay of Fundy.	do	Stress of weather.	.....	do ...	3,000
Oct. 27	Uialume	1	St. John, N.B.	St. John, N. B., to Philadelphia.	do	95	20 miles S.S.W. off Cape Cod.	Lost part of deck load.	Stress of weather.	.....	Partial...	No loss on ship. Cargo \$15, 4,800
Jan. 10	Volant	10	St. John's, Nfld	Not known.....	Brigantine...	242	One mile inside of Low Point light-house, Cape Breton.	Stranded....	Stress of weather.	.....	Total ...	4,800
June 12	Virgo	10	Halifax, N.S.	Sydney, C.B., to St. John, Newfoundland.	Steamer	1141	S. W. point of St. Pierre Is'd, N.F.L.	do	Current.	.....	do ...	70,000
Jan. 8	Wm. Nash	10	Windsor, N.S.	Apple River, N.S. to Havana.	Brigantine ..	124	Lobster Cove, E. of Dipper H'r br., N.S.	do	Snow storm	.....	Total ...	3,500
Feb. 23	W. Jenkins	24	Luxenburg N.S.	Demerara to Boston U.S.	Schooner ...	117	Blanche Point, Shelburne Co., N.S.	do	Error of judgment.	.....	do ...	4,800
												cargo 5,000

Feb.	29	Wm. H. Thurs- ton.	Gloucester, U.S.	Fishing Voyage	Schooner	54	Gull Rock, near Liverpool, N.S.	Stranded	Thick fog	Total	2,700
May	9	Wimbern	11	Pictou, N.S. ... Glasgow to Pictou, N.S.	Barque	489	45° N. L., 46° W. L.	Struck ice...	Stress of wea- ther.	Partial.	500
May	31	William	5	Quebec to Montreal.	Steamer	130	Commissioners Wharf, Montreal	Fire	Sparks from a passing tug.	do	3,000
Sept.	8	Water Lily	3	Port Medway, N.S. to St. Vincent, W.I.	Schooner	125	Kingston Bay, St. Vincent.	Stranded	Hurricane	Total	3,750
Oct.	31	Walrus	3	Labrador to Quebec.	do	68	Off Bic, St. Law- rence.	Collision .....	.....	Partial.	250
Nov.	11	White Starr	4	St. John, N.B. ... Lingan, C.B. to Ports- mouth, N. H.	do	133	York Ledge, off York, State of Main, U.S.	Stranded	Error of judge- ment.	do	2,300 cargo 15,700
Nov.	28	Wm. Wallace	2	Parrsboro' N.S. Hillsboro', N.B. to St. John, N.B.	do	61	Ballast Wharf, St. John Harbour.	do	Snow storm	do	70
Sept.	17	Wilhelmine .....	.....	Skein, Norway Cowes to Quebec	Barque	640	St. Nicholas, Har- bour of Quebec.	do	Stress of wea- ther.	Total	14,000
Oct.	28	W. J. Hatfield	10	Yarmouth, N.S. Antwerp to Philadel- phia.	Ship	891	Not known	Collided with an un- known vessel	Not known	Partial.	120
July	30	Zetland	3	Liverpool, N.S. New York to Glou- cester, England.	Brigantine	288	About 10 miles S.E. of Little Hope Island, Coast of N.S.	Stranded	Pump well choked with grain.	No damage.	.....

APPENDIX No. 4.

STATEMENT of Wrecks and Casualties reported as having occurred to Inland Vessels, from 1st January, 1875, to 31st December, 1875.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Port sailed from. — Port bound to.	Rig.	Registered Tonnage.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives lost.	Total or Partial Loss.	Amount.
.....	Arabian.....	1½	Buffalo.....	Milwaukee to Buffalo	Steamer.....	1395	Detroit River above Malvern, Ont., abreast the C. Southern R. dock	Stranded.....	Not known.....	.....	Partial.	\$ 800 cargo 200
.....	Algerian.....	20	Montreal.....	Cornwall to Montreal.	do.....	575	Split Rock opposite Yaudreuil, P. Q.	do.....	Strong winds caused her to deviate.	.....	do	200
108 Oct. 8	Bristol.....	13	Brockville.....	Laid up for winter...	do.....	277	Dominion Wharf, Port of Hamilton	Fire.....	Unknown.....	.....	Total.....	12,500
April 29	Clara Bell.....	.....	Put in Bay, Ohio U.S.	Leamington to Point Pelee Island for shelter.	Schooner.....	14	On the beach, near Leamington.	Stranded.....	Stress of weather.	1	do	200
Nov. 1	Corsican.....	4	Montreal.....	South Bay to Hamilton.	Steamer.....	244	South Bay Point.....	do.....	Trying to avoid collision.	.....	Partial.	6,000 cargo 1,300
July 23	Dominion.....	8	Wallaceburg, Ont.	Detroit to Chatham, Ont.	do.....	117	River Thames, five miles below Chatham, Ont.	Burnt.....	Unknown.....	.....	Total.....	10,000
Nov. 14	Fearless.....	15	Hamilton.....	Oswego to Toronto.	Schooner.....	190	About three miles E. of lighthouse, Toronto.	Stranded.....	Anchor chain parted.	1	do	11,000
Oct. 31	Gibson.....	5	Buffalo, U.S....	Toledo to Buffalo.....	do.....	257	About 500 ft. S.E. of piers, P. T. Burwell	do.....	Stress of weather.	.....	do	12,000 c'rgo 16,750
Oct. 8	Grace Sherman	9	Cleveland, Ohio.	Buffalo to Detroit.....	do.....	73	About ½ mile east of Port Burwell Harbour.	do.....	Leak.....	.....	do	4,000 cargo 7,000
May 12	Jane C. Woodruff.	9	St. Catharines, Ont.	St. Catharines to River Wye, Simcoe Co.	Barque.....	338	Twelve miles N. W. from Nattawasaga Island.	Collision.....	Stress of weather.	.....	Partial.	4,000
Nov. 14	Mary Foster ...	6	Belleville.....	Wolf Island to Oswego, U.S.	Schooner.....	45	South Bay Point.....	Foundered...	Sprung a leak.	.....	do	Not known.

April 29 Minnie Mitchell	11	Sarnia	Point Pelee Island to Schooner.....	35	Lot 12, concession C. Mersea.	Stress of weather.	..... Total.....	1,000
May 12 Mary Battle....	3	St. Catharines, Ont.	Leamington, Ont.	373	Twelve miles N. W. from Natawaga Island.	Stress of weather.	..... Partial..	Cargo 50
Aug. 26 Manitoba.....	4	do	River Wye, Simcoe County, Ont.	338	Six miles from Whitefish Point.	Prop. Comet trying to cross her bow.	do ..	1,000
Sept 16 Norway	4	Kingston, Ont.	Toledo to Garden Island.	.....	Middle ground bearing N. E. from the light-house.	Error in judgment.	do ..	Unknown.
Nov. 14 Olive Branch ..	11	Oswego, U.S.	Oswego to Toronto...	160	Two miles below lighthouse at Toronto.	Loss of main mast.	Total.....	Not known..
Sept. 2 Perry	8	Montreal	Goderich to Midland	364	Cape Hurd, fifteen miles from Cove Island light.	Variation of compass.	do	3,500
Nov. 17 Penokie.....	.....	American.....	Chicago to Milwaukee.	.....	Two miles north of Point Clark, Lake Huron.	Stress of weather.	.....	Not known.
Nov. 12 Pandora.....	7	Port Colborne, Ont.	Chicago to Prescott, Ont.	303	A breast of small lighthouse at entrance of harbor.	Struck a rock..	Partial..	1,200
Aug. 15 Rothesay Castle.	13	Halifax, N. S.	Niagara to Toronto ..	269	East entrance to Toronto Harbor.	Struck on sun-ken boiler on E. side of Toronto harbor.	do ..	Cargo 1,000
Oct. 8 Stanley.....	13	Chatham, Ont.	Laid up for the winter.	275	Dominion wharf, Port of Hamilton.	Unknown	Total.....	15,000
May 2 Three Friends.	11	Port Dover, Ont.	Oswego to Toronto...	115	Weller's Bay, Lake Ontario.	Stress of weather.	.....	35,000
Sept. 8 Wabarnie.....	13	.....	Victoria Harbor to Dresden.	75	Cape Crocker.....	Loss of sails by heavy weather.	Partial..	1,100
Jan. 21 Young Lion....	11	St. Catharines, Ont.	Port Dalhousie to Toronto.	70	Ten miles off Point Credit, north shore, Lake Ontario.	Spark from boiler.	Total....	7,000

APPENDIX No. 5.

LIST of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, from 31st December, 1874, to 31st December, 1875, for gallant and humane services rendered in saving life from shipwrecked Canadian vessels.

Names and Designations of Persons.	Nature of Services rendered.	Dates of Services rendered.	Description of Rewards granted.
The three orphan children of the deceased Captain Downey, of the brigantine "Iris," of St. John, N.B.	The noble efforts made by Capt. Downey in risking his own life, and losing it while attempting to rescue the lives of some of his fellow men when placed in imminent danger by the wreck of the brigantine "J.G. Troop," of St. John, N.B.	Dec., 1874.....	\$750 in money.
Capt. Jas. Hugham, of the ship "Birdston."	The schooner "Emma," of Quebec, while on a voyage from Harbour Grace, Newfoundland, to Pernambuco, having been disabled, the crew, after remaining on the vessel for six days, were rescued by the "Birdston," which approached so near that the crew were enabled to jump on board.	8th Jan., 1875...	Thanks of the Government.
Messrs. John Hayes, J.P.; Thos. Hayes, Joseph Higgins, Charles Thomas and Fred. Reyno, of Herring Cove, Halifax County, Nova Scotia.	The brigantine "Helen," of Halifax, N.S., was wrecked on the Holystone Rock, and the cries of the crew having been heard by the residents of Herring Cove, a boat was manned and set out to render assistance, and after rowing a mile to the rock through a rough sea, a heavy gale blowing at the time, the night dark and snow falling thickly, found, on arriving at the wreck, that the crew had left and landed in safety.	Jan., 1875.....	\$10 to each of those who manned the boat.
The masters of the American barque "Lepanto," the Norwegian barque "Beile," and the Norwegian steamer "Hakon Adelston."	The barque "Hesperus," of St. Andrew's, N.B., while on a voyage from the port of St. Mary's, United States, to Monte Video, having become disabled, the master and nine of the crew were taken off the wreck by the master of the American barque "Lepanto," who treated them with great kindness, and tried to alleviate their sufferings in every possible manner; that four of the crew were transferred to the Norwegian barque "Beile," and the remainder of the crew, including the master, embarked on board the Norwegian steamer "Hakon Adelston," the master of which steamer refused to accept the amount usually allowed for subsistence of shipwrecked seamen on board a vessel.	March, 1875.....	Thanks of the Government.
The Collector of Customs at Portland, Maine, U.S., and Lieut. Chase, of the United States Revenue Cutter "Dallas."	For sending the Revenue Cutter "Dallas" to Tennant's Harbour, for the passengers and crew of the wrecked steamer "Georgia," and conveying them to Portland.	14th Jan., 1875.	Thanks of the Government.

List of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—*Continued.*

Names and Designations of Persons.	Nature of Services rendered.	Dates of Services rendered.	Description of Rewards granted.
Capt. Willam Vigneault, formerly of Natashquan, Saguenay, P.Q.	For rescuing the crews of two seal hunting schooners, the "Angedia" and "Wide-awake," wrecked by being crushed in the ice, and conveying the crews—sixteen men in all—to Pointe aux Esquimaux, their place of residence. By performing this humane action, Capt. Vigneault generously abandoned the opportunity of capturing upwards of five hundred seals. Having insufficient food on board to supply the wants of his own crew and the two wrecked crews, there were only two courses open for Capt. Vigneault, i.e., either to leave the two wrecked crews to their fate and capture the seals, or to abandon the seals, and proceed in all haste to land with the rescued men.	14th May, 1875.	Thanks of the Government and \$200 in money.
Capt. James, of the steamship "Nederland," of Antwerp, Belgium. Mr. Joseph Stokes, 2nd officer. Mr. Joseph Dekinder, passenger. Mr. Ernest Wisenberg, fourth officer. Mr. Martin E. Hendricks, second boatswain. Mr. Wm. Bremer, quartermaster. Mr. Wm. Liebegott, quartermaster. Mr. Martin Coleman, seaman. Mr. Auguste Collatz, seaman. Mr. Francis Samuels, seaman.	The schooner "Louisa D," of St. John, N.B., while on a voyage from that port to Havana, having become water-logged during severe storms, lay in a helpless condition for five days, with the provisions destroyed, was sighted by the steamer "Nederland," which vessel bore down on her and attempted to launch a boat, but this being found impossible, owing to the violence of the gale, the "Nederland" lay to during the night waiting an opportunity to effect a rescue; that after searching for the vessel on the following day, she was discovered in a sinking condition; that a life-boat was launched, manned by a crew of eight officers and men of the steamer, together with one of the passengers, and after indefatigable exertions, the wrecked crew, with the exception of the first mate, who was washed overboard the day previously, were taken from the rigging to which they had clung through the night. The life-boat was lost in the rescue, the men having been lifted aboard the steamer in a boatswain's chair with a whip from the main yard arm.	March, 1874.....	Gold watch; value, \$100, to Captain. Gold watch; value, \$80, to second officer. Gold watch; value, \$40 to passenger. Silver watch; value, \$30 to 4th officer. Silver watch; value, \$30 to second boatswain. Silver watch; value, \$30 to Bremer. Silver watch; value, \$30 to Liebegott. Silver watch; value, \$30 to Coleman. Silver watch; value, \$30 to Collatz. Silver watch; value, \$30 to Samuels.

APPENDIX No. 6.

LIST OF PERSONS, subjects of the Dominion of Canada, to whom Rewards have been granted by the British and Foreign Governments, from 31st December, 1874, to 31st December, 1875, for gallant and humane services rendered in saving life from shipwrecked British and Foreign Vessels.

Names and Designations of Persons.	Nature of Services rendered.	Dates of Services rendered.	Description of Rewards granted.	Governments granting.
Captain Lee, of the barque "Osseo," of Charlottetown, Prince Edward Island.	The "Osseo" was lying-to under a main-topsail in a heavy gale of wind at the time of the abandonment of the "Cortes." Seeing her signal of distress, she filled her main-topsail and ran down to her, but so high was the sea, that it was only by skilfully manœuvring his vessel that Capt. Lee succeeded in saving two of the "Cortes" boats, containing a few of her crew, not without some damage to his own ship. Seeing another boat capsized, in which the greater part of the crew perished, the "Osseo" remained near the spot till daylight, in the hope that some persons might still be picked up.	Dec. 16, 1874.	Gold Watch.	British Government.
Mr. Edward Pope, Lighthouse-keeper, South-west Point, Anticosti Island. Mr. William Nadeau, assistant to Mr. Pope.	For gallant conduct on the occasion of the wreck of the barque "Russia, of Sligo, Ireland.	Dec. 7, 1871.	Gold Watch.	British Government.
Capt. Coalteet, of the barque "Smile," of Windsor, Nova Scotia.	For humanity in rescuing crew of wrecked barque "Smile," of Swansea, England, and subsequent kindness shown to them whilst on board his vessel.	Sept. 12, 1875.	Silver Watch. Telescope.	British Government. British Government. British Government.

APPENDIX No. 7.

REPORT OF AN INVESTIGATION INTO THE CAUSE OF THE WRECK
OF THE S.S. "DELTA."DEPARTMENT OF MARINE AND FISHERIES,
QUEBEC AGENCY, 3rd February, 1875.

SIR,—I have the honour to transmit the evidence taken in the Preliminary Enquiry into the cause of the wreck of S.S. "Delta," on Cape Chatte Point, River St. Lawrence, on the 5th day of November, 1874. The only evidence taken was that of Capt. Craven, he being the only person present connected with the sailing of that vessel. There were present at this enquiry, Capt. Anselm Marmen, and Capt. Antoine Després, who, with myself, are of opinion that the loss of the S.S. "Delta" was due to the following causes:—

1st. It appears that the course was correctly given, and had it not been interfered with, the steamer should have been well clear of the point she struck on; We are therefore of opinion that the compasses were deranged by local attraction or other causes, and the action of the currents not estimated.

2nd. That, as the steamer was running near land and in thick weather, when considered prudent to move at half-speed, it was advisable to make a free use of the lead, as appears by the evidence was done until reaching St. Paul's, the weather being very foggy. It is very questionable whether the light-house could possibly have been distinguished at any point.

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

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

WM SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

Preliminary enquiry into the cause of the wreck of S.S. "Delta," on Cape Chatte Point, River St. Lawrence, on the 5th day of November, 1874, in accordance with the Act 32-33 Vic., Cap. 38, held before J.U. Gregory, Esq., Receiver of Wreck, at the Port of Quebec, on 27th January, 1875.

Wm. Smith Craven being duly sworn, deposeth as follows:—

I was Master of S.S. "Delta" on her last trip from London, *via* Plymouth, bound to Quebec.

Official number of the ship, 58,245; register tonnage, 1,599; draught of water at the time of the accident, 18 feet, 2 in. aft, and about 14 feet forward. Loaded with 1,600 to 1,700 tons general merchandise, and 19 passengers, with 40 of a crew, including myself.

Nothing to note bearing upon the accident after leaving Lizard Point, England. In making Cape Race, Newfoundland, encountered thick foggy weather, and continued so up to the time that we made St. Paul's Island. Frequent soundings of the lead were made. Weather cleared up after sighting St. Paul. Weather was hazy, with fresh winds, and gloomy until sighted Cape Rosier at 6 a.m. on the 4th November. Bearing west-south-west 10 to 12 miles off the light. Weather thickened until 2 p.m., when it became more clear at 2.20 p.m. Cape Magdalen light-house bearing south-west by south 5 or 6 miles. At 10.15 p.m., weather still very thick, (patent log when off Cape Magdalen showed 2,505) sighted what I supposed was

Cape Chatte Light, bearing south-west about six miles; light obscured immediately afterwards. At 10.40 p.m., same light bore south-south-west $4\frac{1}{2}$ miles, took in the patent log, which showed 2,565. Midnight, ship still going slow, thick and foggy, with light wind varying from west to north-west, and log showing 2,572. I was on the bridge (up and down) for past three days. It was the first officer's watch at the time. When I first observed Cape Chatte at 10.15, was steering west by north $\frac{1}{2}$ north, and continued until midnight, when I kept her a quarter more to the north until 12.25 a.m. on the 5th, vessel going slow, weather densely thick, felt her strike. Engines were immediately stopped and reversed. Sounded the pumps, and found ship not making any water. Light-house not visible. Soundings were taken immediately after the ship struck, a boat being put out for the purpose. It being high water at the time, it was considered impossible to move her, about 16 feet of water amidship. Got out an anchor, placed it in four fathoms of water at the stern. At day-light was boarded by Louis Ray, Esq., J.P., and Jno. Perry, Esq., J.P., of Cape Chatte, who informed me that the vessel was ashore on Point Cape Chatte. While I expected the ship to have been some miles to the westward of Cape Chatte Point, calculating by my log from the light I had seen, I went on shore to procure assistance, brought some eighteen to twenty men to assist the crew in lightening the ship, and also to trim her. At noon, fresh westerly wind, the tide being nearly high, set all sail aback; engines moved full speed astern, and hove on the anchor to assist in backing her off, but all to no effect. Up to this time, labourers and crew had been engaged in trimming the cargo. Went on shore to engage vessels to lighten the ship. Engaged the only schooner of any capacity at the place, but could not get her alongside owing to her not being rigged, and insufficient water in the river to float her.

Commenced heaving coals overboard as soon as it was found that the ship would not back off. At midnight, upon rising tide, prepared to make another trial to get her off at high water, but all means were ineffectual, notwithstanding the quantity of coal thrown overboard, and a fresh westerly wind, all sails set aback, and heavy stream, anchor astern and full steam, with engines reversed. Continued heaving coals all night and trimming cargo. At daylight on the 6th, began to discharge cargo into fishing barges as well as continuing to throw over coals. At noon tide made another attempt to get her off. Wind at this time light from the east, reversing the engines at full speed and heaving on the anchor astern, but all to no avail. About two p.m., in consequence of there being so much surf, could not land cargo from small boats on the shore, but hove it overboard from the boats as near shore as possible, to be picked up at low water. At the same time, commenced to heave heavy cargo overboard from the ship. At about 7 p.m., wind and sea increasing and soon after 8 p.m. ship began to surge heavily. About 10 p.m., stoke hold plates were washed up. Ceased throwing coal and cargo overboard for fear of further damage to the ship's bottom. Immediately afterwards heard a loud report and found it was the iron bulkhead forced up, and soon it rose several feet in all holds, putting out all the fires. Winches and cranes set running to reduce the steam. Ship all the time labouring and thumping on the rocks. Got the boats ready in case of emergency. At daylight on the 7th, landed passengers and commenced to dismantle ship, having sent special messenger to Matane with a telegraphic message of the condition of the ship; previous message having been sent on the 5th announcing the accident, with the probability of getting her off next tide. A survey was held after I had noted protest. Surveyors condemned the vessel and recommended no more cargo to be landed, as vessels were coming down from Quebec and small craft obtainable there were insufficient. Continued with labourers and crew to dismantle the ship. On Sunday, the 8th, at about 10 a.m., boarded the Allan ss. "Corinthian" on her way to Quebec, and asked the Captain to send my telegram (containing the result of the survey) from Father Point to the agents in Quebec.

On the morning of the 9th, the schooner "Marie Aglaë" engaged some days before, was able to get out of the River Ste. Anne and came alongside when we commenced discharging cargo into her. On Tuesday, schooners "Maria Leda" and

"Maria Louise," engaged at Father Point and Rimouski by the agents at Quebec came along side—immediately commenced to load them. On Wednesday, the 11th, steamer "Conqueror" with brigantine and two schooners from Quebec came along side of the ship—at once commenced to load them. The "Conqueror" towing the two schooners loaded the day previous out in the river, when they set sail for Quebec. A subsequent survey was held by Mr. Coker, Lloyds Surveyor at the port of Quebec, and Mr. Louis Roy, of Cape Chatte, condemning the ship and recommending her to be sold for whomsoever concerned. Continued to save all the property I could.

In answer to the question whether I had any reason to doubt the correctness of my compasses, I must state that I had no previous reason to doubt them, but considering the course I was steering, which was a proper course to clear the land, I have reason to fear that some local attractions acting upon my compass and the current put me out of my course, and I was prevented by thick weather from observing the distance I was from the land.

I consider it my duty in the interest of navigation to state that the Cape Chatte Light-house is not visible from where the "Delta" now lies wrecked; but had it been properly placed it would have been seen from that point, and I am of opinion that I should have seen the light and saved my vessel.

Having heard the above read I hereby testify to the truth of this evidence as written.

WILLIAM SMITH CRAVEN.

There were present at this examination Captain Anselm Marmen, Commander of the Government steamer "Druid" and Branch Pilot for the River St. Lawrence, below Quebec; Captain Auguste Després, Commander of the Government steamer "Napoleon III." and Branch Pilot for the River St. Lawrence, below Quebec; Louis Roy, Esq., J.P., from Cape Chatte; and James Gibb, Esq., Agent, steamship "Delta."

APPENDIX No. 8.

REPORT OF AN INVESTIGATION INTO THE CAUSE OF THE WRECK
OF THE S.S. "STRATHTAY," AND THE CONDUCT OF THE
PILOT IN CONNECTION THEREWITH.

TRINITY HOUSE, QUEBEC, 14th September, 1875.

SIR,—I have the honour to transmit herewith, by direction of the Trinity House, copy of the record in the case of the Harbour Master vs. Laurent Tremblay, Pilot of the S.S. "Strathtay," and remain,

Your obedient servant,

A. LINDSAY,
Assistant Secretary-Treasurer.

WM. SMITH, Esq.,
Deputy Minister of Marine, &c..
Ottawa.

PROVINCE OF QUEBEC, }
DISTRICT OF QUEBEC. }
To Wit:

IN THE TRINITY HOUSE OF QUEBEC,

24th August, 1875.

THE HARBOUR MASTER,
vs.

LAURENT TREMBLAY.

James Welch being duly sworn on the Holy Evangelists, deposeth and saith as follows, to wit:—

I was the Master of the S.S. "Strathtay," now wrecked off the north-west reef off Bic, in the River St. Lawrence.

On the twentieth June last I left Quebec with my vessel, bound for London, England. She was in charge of Laurent Tremblay, the defendant, as branch pilot. She was 798 tons, and had a cargo of grain and flour.

Every thing went all right up to the twentieth, and until about half-past three on the morning of the twenty-first. The morning was smoky, hazy toward shore and quite clear overhead, and very deceiving in judging distances, with a good breeze from the north-west. We were going full speed, eight knots. When the pilot schooner was first seen I was not on deck. The defendant with the second officer, Charles Foster, under him, were, at the time, on deck in charge. I was warned about the pilot schooner being in view, and I went on to the bridge and asked the defendant how far down we were. He answered that we were below Bic or abreast of it. The boat from the pilot schooner was then on her way from the schooner to the steamer, coming for the defendant to take him to the schooner, as he said that his distance was up, and that he was off Bic. I asked him to hail the people of the schooner to ask them how Bic bore. The defendant hailed the schooner three times and was answered each time, but in French, which I do not understand. The last time the defendant turned to me and said that we were to the eastward of Bic. The small boat had got alongside and, after answering me as above, he said good day, and got into the boat and went off to the pilot schooner.

This is all the conversation that took place between us.

At the time I got on the bridge, and during the aforesaid conversation, land was not visible for some time, and it was after the pilot left us that I first saw land: No light was then burning, nor did I hear any gun.

I asked the defendant for no instructions, and he told me nothing but that we were in mid-channel in a fair way.

About a quarter of an hour after the pilot left us, I commenced to see the top of the high land bearing on our starboard beam and appearing very far off. I subsequently ascertained it was about seven miles off, immediately after seeing high land, I made out what appeared a fog bank bearing right ahead. I called the attention of the second mate to it, and told him to take the glasses and go forward and see what he could make of it, but by the time he got forward, I had made it out myself from the bridge to be land, and I supposed it to be Bic.

I starboarded the helm then at once to come out to the northward, and she struck on a sunken rock, three or four minutes after she had come round about three or four points.

From the time the pilot left us until I starboarded the helm, I had steered a course east by north, and had run from four to five miles during a space of about twenty minutes, and having the ebb tide with us.

When I first made out the fog bank to be land, as I have stated, that land was about one and a-half mile from us.

The crew were on deck, men at their duty and a proper look-out, but at the time the man on the look-out was helping to take down the light, and was not actually on the look-out when I saw the land. From the bridge where the second mate and I were when I first saw the land, we had a splendid look out and could see all round, and were engaged in looking out and doing nothing else.

The steamer struck the rock very heavily and passed over it and struck on a second rock, where she remained fast and filled with water. We sounded the pumps and found she had seven and a-half feet of water in her, and all the other holes filling alike, and in about an hour and a-half she quite filled with water, and the water in her being on a level with the water outside.

I got a boat out and went ashore to telegraph for assistance. The weather was so bad that I could not return to my vessel until the following morning, when I found her in the same position.

The vessel remained all the time in the same position, and on the evening of the 22nd the steamer *Ranger* came to my assistance with two schooners, to take the cargo. We worked night and day at this, and in five days had the cargo discharged.

I then made arrangements to obtain steamers and assistance to float my vessel, and on the 3rd of August the two steamers, "St. Andrew" and "Conqueror No. 2," endeavoured to tow the "Strathtay" off the rocks under a contract to that effect with Mr. Dinning, but as my vessel was being towed off, through some mismanagement on the part of the tugs, the tow post of the "St. Andrew" broke, and a strong ebb tide took my vessel again on the rocks, on which she was driven high and dry, and where she now lies with a list of thirteen feet, and has since been condemned by Lloyd's agent and the Port Warden.

Part of the cargo was sent to Quebec, and the other part damaged was sold at Rimouski.

If the "Strathtay" had been off the east end of Bic when the defendant left her, as he told me she was, the proper course for her to steer then would have been east by north.

If I had known when defendant left me that my vessel was to the westward of Bic, I would have steered north-east by east, by which I would have avoided the shoal off Bic and got into the channel, and then taken the usual course east by north.

When the defendant left my steamer, I gave him the usual certificate that he had piloted my vessel to my satisfaction, but I did this because I thought my vessel to be to the eastward of Bic as he told me; it was thick fog, and I would not have con-

sented to the defendant leaving my vessel above Bic if I had known it; if it had been a fine clear day, I might have consented to his going there.

I attribute the cause of my steamer running ashore to the fact of the defendant telling me that we were below Bic, whilst in truth we were above it.

The last lights seen before the defendant left were Green and Red island lights, after which we saw no land or lights until after the defendant left.

When the pilot left us the steamer was stopped dead slow, but her course was not deviated from.

The paper marked A shown me is the complaint signed and made by me, and sent to the harbour-master by post. I called on the harbour-master on the 28th June last, made a verbal complaint to him afterwards, putting it in writing as in said paper A.

Cross-examined.—To disembark the pilot, the engine was stopped and started full speed astern until she was entirely stopped.

When I asked the pilot whereabouts we were on sighting the pilot schooner, he said that he thought the vessel was abreast or below Bic, that was the opinion he gave me on the position of the vessel.

When we neared the schooner I asked the pilot to ask her where she thought she was, and the pilot gave me as their answer eastward of Bic. I believed the answer given to us by the schooner to be right and I acted accordingly. It was 20 minutes after the pilot left my vessel that she struck.

After the pilot left I started her ahead full speed—the tide was running down—and from the time the pilot left us until the vessel struck she had run about five miles over the ground.

I never dropped the lead after the pilot left me; I did not ascertain in what depth of water we were; I did not think of it nor had I time.

A quarter of an hour after the pilot left me I saw a high land which I thought to be an extension of the high land to the eastward of Bic. I never ordered the lead to be cast then—it was then foggy and smoky—there was no time to order the lead to be hove.

Q. Why? State what you did after the pilot left you.

A. I walked aft to correct the steering compass by the pole compass; I went back to the bridge, and it was then I saw the top of the land and immediately after a thicker bank of fog ahead. I immediately discovered that that fog bank was land and I gave the order to starboard the helm; that fog bank bore nearly ahead—it was just about ahead, no more to port than to starboard—it was right ahead. I gave no order to stop or slacken speed; I kept the vessel full speed ahead.

The order I gave about the helm was starboard and no more.

I thought this land ahead which I saw was about four miles off, but it proved to be only one mile and-a-half.

It would not have taken long to have stopped my vessel; when I saw this land ahead I could have stopped her in about seven ship's lengths.

After the pilot left me I steered east by north—I am quite certain of that—and that brought me on the N.W. reef off Bic, at the spot I have just marked on the chart.

My vessel paid off to port four or five points after I starboarded my helm.

The pilot never told me on leaving to steer E. by N.

My vessel is 232 feet.

My vessel was going eight knots when she struck, which is her full speed. She had the tide with her which did give her one knot more at least.

Re-Examined.—It was on the first day I arrived at Quebec after my vessel ran ashore that I called on the Harbour Master and wrote to him as aforesaid.

.(Signed,)

JAMES WELCH.

Charles Foster being duly sworn on the Holy Evangelists, deposeth and saith as follows, to wit:—

I was second mate of the steamer "Strathday." I was on watch on deck on the

morning of the 21st June last when the defendant left the vessel to go on board the pilot schooner.

It had been my watch from midnight previous. I saw Green and Red Island lights when we passed them. I cannot say exactly how we were then steering.

For about a quarter of an hour before we saw the pilot schooner, and afterwards, we had been steering N.E. by E.

The defendant afterwards altered this course a point or two by porting his helm to sight a vessel ahead of us on our starboard bow to make certain where we were, as he did not know where we were.

Whilst we were going down to this vessel we sighted a pilot schooner about half a mile off. I cannot say if the defendant altered the steamer's course after we sighted the schooner.

When I saw the schooner I informed the master, who came up at once, and I went below to get the pilot's clothes.

When I came up the master asked the defendant the position of the steamer and the pilot hailed the pilot schooner. I do not know what answer defendant gave the master. I left the bridge immediately, and did not understand any conversation between the pilot and the master.

About half an hour before we saw the pilot schooner the defendant told me to keep a good look out as he thought we ought to see Bic light, or ought to be the length of Bic, or something to that effect, and I kept a good look out accordingly with a glass and I saw a vessel ahead of us about five or six points on the starboard bow, and we bore down on her to ascertain our position as I have already stated.

I cannot say how the vessel steered after defendant left her.

The vessel struck about twenty minutes after the pilot left.

The master first saw the land or like a fog bank ahead and sent me forward on the forecastle to see if I could make any thing of it; this land was close to where we struck, the master I think made out this land before I returned to the bridge. The master went down immediately to look at the chart and was coming out of the chart room when the vessel struck. At the most it could not have been more than five minutes from the time I went forward to make out the fog or land until we struck.

The lead was not hove from the time we passed Green and Red Island Lights until we struck, it was not cast from the time I took the watch.

The vessel struck as I have stated and has since been condemned.

Cross examined :—The vessel was stopped to put pilot on board the boat, the captain gave the order to put her underway after the pilot left. I do not know how the vessel steered after this, I was the officer in charge but paid no attention to the course of the vessel as I was otherwise engaged trimming the yards and setting again the foresail.

Q. How was your vessel steering or bearing to the best of your knowledge when she struck?

A. I cannot say, but after she struck I looked at the compass and she was bearing E. by N. $\frac{1}{2}$ N.

After the vessel struck she swung to the eastward but I cannot say how much.

Shortly after the pilot left us we could see the loom of the land, it was smoky, the captain sent me forward to see what was the bank of fog ahead, before I returned he told me he had made it out to be land bearing to the best of my belief on our starboard bow, our vessel was kept going and we never hove the lead after the pilot left us. Previous to seeing the land ahead of us the captain told me that he had seen land on our starboard side.

When I went forward at the captain's request I saw a man at the forecastle, he reported nothing, this man was the lookout and never reported anything.

The barque I saw previous to meeting the pilot schooner was to southward of us about a mile and a half, she was bound down the river sailing before the wind.

Our vessel was stopped about five minutes after we sighted the pilot schooner, this barque was still to the southward of us about half a mile.

Re-examined :—When I was about my duty as I have stated, the master was on

the bridge attending to the course of the vessel and from the bridge where he then was and where I had been there is a much better view than from the fore-castle.

Re-cross examined.—It would take about two or three minutes to stop our vessel when she is going full speed by reversing the engines full speed astern.

(Signed),

CHARLES FOSTER.

24th August, 1875.

William Lawrence, being duly sworn on the Holy Evangelists, deposeth and saith as follows, *to wit*:—

I was able seaman on board the "Strathtay" when she was wrecked off Bic. I was on deck on the morning of the 21st June last, when the pilot schooner came towards my vessel.

I cannot say if she was then hailed by any one. The first thing I observed in connection with her was that her small-boat was alongside of our steamer. I am not aware that Captain Welch said anything to the defendant; I was moving about different parts of the ship attending to my duty.

Before the defendant got into the schooner's boat he asked the coxswain of the boat, or the man in charge, how Bic bore. The answer he gave the defendant was—south-west; I heard nothing more to my knowledge.

I do not remember hearing the pilot say anything to the captain at any time that morning.

About twenty-five minutes after the pilot left the vessel struck. I do not know how she steered after that; I was attending to my duty: nor did I observe the land before she struck; I had other duties to attend to.

I understand French, in which language the pilot and man in the boat spoke.

Cross-examined.—That morning I was supposed to be the look-out.

I had something to do with the putting out of the regulation lamps; my duty led me that way.

I removed the mast-head light; I took it down and put it in its place in the lamp room under the fore-castle deck.

I was on the rail on the starboard side of the ship, between the forerigging and the forepart of the bridge when the pilot spoke to the man in the schooner's boat. Previous to that I had been on the look-out on the fore-castle head. It was after the pilot left that I took down the mast-head light.

(Signed),

WILLIAM LAWRENCE.

7th September, 1875.

Pierre Ruelland, pilot, being duly sworn on the Holy Evangelists, deposeth and saith as follows, *to wit*:

I was master in charge of the pilot schooner, which disembarked the defendant from the S.S. "Strathtay" on the morning of the 21st June last.

When I disembarked the defendant, we were about three or four miles above the north-west reef of Bic. I ascertained that fact afterwards by making the land.

I paid attention to the course pursued by the "Strathtay" after she discharged her pilot. The said steamer steered E. S. E., which was not the proper course for her to steer by.

Had the steamer been three or four miles above the north-west reef, she should have steered N. E. by E. or E. by N. half N.

The course E. S. E., which she proceeded on, was a wrong course in the event of her being even abreast or below Bic.

This course would have brought her ashore somewhere about the lower end of Barnaby or Father Point.

I believe we were about a mile or a mile and a quarter off the north-west reef when the pilot was taken on board the schooner.

At that time there was a barque to the southward of the "Strathtay." She steered N.E. by E.

The wind that morning was W. S. W., and the "Strathtay" had her port brace hauled in and was sailing with the wind free, which had the effect of bringing her sooner ashore.

It was impossible for us to warn her of the danger when I discovered that she was taking this wrong course.

When I swear that she made the course E. S. E., I say so because I at the moment ascertained the fact on my own compass.

I am very sure that the wind was not N. W. If it had been N. W. she could not have carried her sails as she did; they would have been braced on the starboard side.

The weather was thick, and we could not see land at any distance when the pilot was discharged, and previously.

Q. Would you consider it prudent for a steamer to be sailing and steaming full speed about that part of the river without seeing land, light-house. or hearing gun, the weather as it was that morning, and without using the lead.

A. Certainly not. I think the "Strathtay" went ashore three or four miles below the place where she discharged her pilot.

Cross examined.—We did not hear the gun that night. We sometimes could see to a distance of half a mile and sometimes a quarter of a mile; sometimes not at all on account of the weather.

We were about two cables length from the steamer when we took defendant off.

We had a pretty good idea of where we were,—a little above Bic or abreast of it.

If I had been in defendant's place, in leaving the steamer I would have thought it my duty to see that she was in a good position when I left her, and she was in a good position.

I think that it would have been my duty, being in charge of the steamer and leaving her under the circumstances under which defendant did, to direct her Master the course to steer by.

Q. Do you swear positively that the course of the steamer, after the defendant left her, was E.S.E?

A. I do, according to my compass, which I believe to be correct, as it is often verified.

Immediately on leaving us the steamer steered E.S.E., and I continued to see her about a mile or half a mile on that course, and on seeing her start on that course I told my men she would soon go ashore if she kept on that course.

If the defendant was on the schooner's deck after leaving the steamer he was not there long, for on reaching the schooner he almost at once went below.

Q. If the "Strathtay" had been to the eastward of Bic, would it then have been prudent for her to proceed as he was doing before running aground?

A. Yes; but she would have to change her course after going a few miles.

Q. Do you swear positively that after the defendant left the steamer up to the time she went ashore, she steered the course E.S.E?

A. No, because I did not see her.

Q. Do you swear positively that the steamer was not, in fact, steering a course E. by N. immediately after the defendant left her?

A. I swear that upon my compass she steered E.S.E. I do not know how it was according to her compass.

I had been on the schooner's deck all that night and all next day.

Re-examined.—Q. Do the rules of navigation require that in thick weather, as it was that morning, a steamer should not go full speed for fear of running aground or in collision with other vessels?

A. Yes, a vessel should not run full speed.

(Signed,)

PIERRE RUELLAND.

7th September, 1875.

Victor Demers, being duly sworn on the Holy Evangelists, deposeth and saith as follows, to wit:

I was on deck of the schooner five minutes after the pilot, Tremblay, came on board; I saw the "Strathtay"; the Captain of our schooner, Ruelland, the witness just heard, made me remark that she was steering rather to the southward. I suppose she was steering about E.S.E.

This course would be a wrong course to run on for a steamer being abreast or below Bic; she could not, I don't expect, clear Father Point on that course.

We took off a pilot from a barque which was a little to southward of the steamer which steered, after discharging her pilot, N.E. by E.

It was blowing a very fresh breeze; could not see the land, it was very smoky.

After we left the "Strathtay" we hove the lead and found thirty fathoms, no bottom.

I find that she was in a good position by steering the proper course.

The wind was W.S.W.; the "Strathtay" had her port braces in sailing the wind, free.

I am quite certain the wind was not N.W.

Q. Would you consider it prudent for a steamer to be sailing or steaming full speed about that part of the river without seeing land, lighthouse, or hearing gun, the weather as it was that morning, and without using the lead?

A. No, I would not.

The pilot was disembarked about three miles to the westward of Bic Island.

Q. Do the rules of navigation require that in thick weather, as it was that morning, a steamer should not go full speed for fear of running aground or in collision with other vessels?

A. The weather was too thick that morning to allow that.

Cross-questioned.—I saw the "Strathtay" at the most for half a mile, and I would have been surprised at her course even had she been to the eastward of Bic.

My attention was drawn to it by the Master, because he looked at the compass.

I did not look at our compass myself; the compasses of our schooners are generally right.

I cannot swear that our compass was right that morning because I did not try it myself.

At the time we took the defendant on board we did not know where we were exactly. It was about twenty-five minutes afterwards, when we made the land to the southward, abreast of the beacons, off the Alcide Rock, that we ascertained our position.

The steamer should have steered, when I saw her, E.N.E. East by north would, perhaps, have cleared her, but I think a little too much to the southward.

It was very difficult to ascertain, that morning, the position of a vessel on account of the fog.

If the Master of the steamer consented to let the pilot off above Bic it was his own doing.

If the Captain knew where he was, that is, about three miles above Bic, it was not prudent of him to discharge his pilot there.

Tremblay was disembarked on a pilot station where pilots are embarked and disembarked in all weather.

Cross examined: I cannot swear that after the defendant left the "Strathtay," on the morning in question and whilst I saw her, that she actually steered a course of E.S.E. It was only on account of a remark made by the captain of the schooner that I thought she steered that course.

(Signed),

VICTOR DEMERS.

7th September, 1875.

Alfred Turgeon, being duly sworn on the Holy Evangelists, deposeth and saith as follows, to wit:

I am a pilot apprentice, and was in the boat which took off Tremblay from the "Strathtay."

The defendant asked me where we thought we were, and I told him we believed ourselves to be about three miles above Bic.

I then noticed that Tremblay was speaking to the master of the steamship.

After Tremblay reached the schooner we hove the lead and found thirty fathoms, no bottom.

The wind was S.S.W. I am certain it was not N.W.

Cross-questioned : I told the defendant we thought we were above Bic.

(Signed), ALFRED TURGEON.

In re, FRANÇOIS GOURDEAU,

vs.

TREMBLAY.

QUEBEC, 7th September, 1875.

The defendant objects to have the present case decided by a jury or court different from the one which first took it up, on 19th August last.

(Signed), LANGLOIS, ANGERS & COLSTON,
For defendant.

THURSDAY, 7th September, 1875.

PRESENT :

V. Têtu, Esq., Master,
H. N. Jones, Esq., Warden,
R. H. Smith, Esq., Warden,

John Roche, Esq., Warden.
J. Smith, Esq., Superintendent of Pilots.
Jos. Hamel, Esq., Warden.

The HARBOUR MASTER

vs.

LAURENT TREMBLAY.

Pierre Ruelland, Victor Demers, Pilots, and Alfred Turgeon, Pilot Apprentice, were severally sworn, and heard on behalf of the Defendant.

Defendant produced a certificate of discharge given him by Captain Welch on his leaving the "Strathtay" on the 21st June last.

Defendant objected to have the case decided by a Jury or Court different from the one which first took it up on the 19th August last.

And the Trinity House of Quebec having heard and examined the evidence and documents of record in this case, and heard the parties by their counsel and upon the whole duly deliberated, considering that the Plaintiff has failed to prove that the Defendant was guilty in the premises, doth dismiss the case with costs.

Certified.

A. LINDSAY,

Assistant Secretary-Treasurer.

APPENDIX No. 9.

REPORT OF THE OPERATIONS OF THE HARBOUR COMMISSIONERS OF
TORONTO FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.*Secretary of Harbour Trust in Account with the Harbour Commissioners for 1875.
General Balance Sheet.*

DR.

1875.		
Dec. 31.	Wharf and lighthouse property.....	\$66,937 15
	Office furniture and fixtures.....	757 23
	Toronto, Grey and Bruce Railway.....	1,672 53
	Life-boat	762 70
	East End Harbour Works.....	22,896 77
	Law expenses.....	405 81
	Cash on hand.....	541 30
		<u>\$93,973 49</u>

CR.

1875.		
Dec. 31.	Suspense Account.....	344 00
	Bank of Toronto, overdrawn.....	13,943 09
	Balance to credit of profit and loss.....	79,686 40
		<u>\$93,973 49</u>

Having examined the books, accounts and vouchers, and compared the balance sheet as above with the books, we certify the same are correct, and represent a true statement of the affairs of the Trust to 31st December, 1875,

E. G. HELLIWELL,
Deputy Harbour Master.

JAMES E. DAY,
SAMUEL SPREULL, } *Auditors.*

JOHN CARR,
Harbour Master.

JAMES G. WORTS, *Chairman,*

GEO. H. WYATT,
RICHARD TINNING, } *Harbour Commissioners.*
JOHN BAXTER.

TORONTO, Jan. 4th, 1876.

STATEMENT IN DETAIL.

1875.

CHARGES ACCOUNT.

Jan.	12.	Auditors' fees for 1874.....	\$ 50 00
	12.	Commissioners' fees for 1874.....	188 00
Mar.	31.	Sundry items per petty cash.....	12 00
Jnue	30.	Quarter's rent of Capt. Kerr's house.....	36 00
Sept.	30.	Sundry items per petty cash.....	1 37
	30.	Quarters' rent of Capt. Kerr's house.....	36 00
Dec.	31.	do do	36 00

359 37

1873.

PROPERTY ACCOUNT.

Jan.	1.	Balance as per Ledger, page 199.....	\$82,565 00
1875.			
Mar.	10.	Purchase of new scow.....	25 00
Dec.	21.	Cost of boat-house transferred.....	559 50
		Cost of storm drum transferred	302 65
			83,452 15

1875.

Credit.

Jan.	14.	20 per cent. reduction for wear and tear in three years.....	\$16,512 00
April	30.	Sale of old scow.....	3 00
			16,515 00

66,937 15

1875.

OFFICE FURNITURE.

Jan.	1.	Balance as per Ledger, page 207.....	\$723 78
July	8.	Sundry amounts, as per petty cash	15 15
Oct.	30.	Stove and pipes for office.....	18 30

757 23

1875.

LIFE BOAT ACCOUNT.

Jan.	1	Balance as per Ledger, page 223.	\$653 70
Dec.	1	Tinning Bros., care of boat for 1875.....	60 00
	21	Thomas Tinning, account for oars, &c.....	49 00

762 70

SALARIES.

Dec.	31.	John Carr, Harbour Master.....	\$1,200 00
		E. G. Helliwell, Deputy Harbour Master.....	700 00
		Captain Kerr do do	600 00

2,500 00

1874.

EAST END WORKS.

Jan.	1.	Balance as per Ledger, page 241.....	\$48,114 11
1875.			
Dec.	2.	Repairs to breakwater.....	19 29
			48,133 40

1875.

Credit.

Jan.	2.	Cost of dredging after completion of breakwater, charged to E. E. H. Works.....	\$25,236 63
------	----	--	-------------

22,896 77

1874.

LAW EXPENSES.

Jan.	7.	C. Gamble, on account.....	\$200 00
		do balance of account.....	205 81

405 81

DREDGING W. CHANNEL.

May.	12.	H. A. Sample, Check Clerk.....	\$19 35
June	5.	Certificate No. 1, for dredging channel.	3,461 80
July	8.	Certificate No. 2, do	2,166 88
Aug.	5.	Certificate No. 3, do	3,684 72
		Sundry Amounts, as per petty cash....	29 50
			<u>9,362 15</u>

Credit

Overcharge in Check 134 to Capt. Kerr...	50
--	----

9,361 65

QUEEN'S WHARF REPAIRS.

Mar.	10.	R. Dennis, Certificate No. 1, for repairs.....	\$510 00
		Kivas Tully, on account plans, &c.....	100 00
April	1.	Advertising for tenders for repairs.....	24 30
	6.	R. Dennis, 2nd certificate for repairs.....	1,350 00
May	5.	do 3rd do and final.....	2,407 14
Dec.	31.	Amounts as per petty cash	3 00

4,394 44

INTEREST ACCOUNT.

Nov.	30.	Amount charged by Bank on overdrawn amount to end of year.....	
------	-----	--	--

805 00

1875.

TORONTO, GREY AND BRUCE RAILWAY.

Jan.	1.	Balance, as per Ledger, 208.....	\$525 00
Mar.	31.	Quarter's rent of wharf due.....	525 00
June	30.	do do	525 00
July	8.	Portion of repairs to planking on wharf.	427 53
Sept.	30.	Quarter's rent of wharf due.....	525 00
Dec.	31.	do do	525 00
			<u>3,052 53</u>

Credit.

Jan.	14.	Quarter's rent of wharf paid to Dec. 31...	\$525 00
April	22.	do do March 31.	525 00
Dec.	31.	Paid on account of indebtedness, per special account.....	330 00
			<u>1,380 00</u>

1,672 53

1875.

INSURANCE.

Jan.	23.	Premium on Queen's wharf storehouses.....	\$52 50
Dec.	31.	do office furniture.....	8 50

61 00

NEWSPAPERS AND ADVERTISING.

Aug.	31.	Sundry amounts, as per petty cash.....	
------	-----	--	--

32 00

PRINTING, STATIONERY AND STAMPS.

Feb.	6.	Hart & Rawlinson's account.....	\$12 93
		Copp, Clark & Co.'s account.....	10 75
July	23.	Rolph, Smith & Co's debentures.....	100 00
		Copp Clark & Co.'s account to 1st July.....	32 25
Dec.	23.	Sundry amounts, as per petty cash.....	18 31

174 24

1875.

COAL, WOOD AND WATER.

Jan.	14.	Quarter's gas rent to December 26th, 1874.....	\$14 25
Feb.	6.	Water rent to 31st March.....	4 00
July	8.	Thomas Tinning, six cords of wood.....	36 00
Dec.	31.	Sundry amounts, as per petty cash.....	123 25

177 50

LIGHTS, BUOYS AND BEACONS.

Feb.	6.	W. H. Sparrow's account.....	\$2 00
		6. Hamilton & Son's account for anchors.....	27 50
April		6. J. B. Smith's account for buoys.....	46 25
	28.	Capt. Kerr, placing buoys in West Channel.....	24 00
June	9.	W. H. Sparrow's account.....	13 05
July	8.	Hire of tug "Perry" for inspection.....	20 00
		J. Clements' account.....	3 75
		Charles Robertson, driving piles in Don.....	27 35
Aug.	5.	Hamilton & Son's account for iron work.....	17 50
		A. M. Browne, painting buoys, &c.....	72 70
Oct.	8.	W. H. Sparrow's account for oil, &c.....	55 98
	18.	Hornshaw & Son's account.....	43 75
Dec.	1.	P. D. Conger, hire of tug "Clark".....	25 13
	6.	Capt. Jackman, taking up buoys at Point.....	50 00
	31.	Sundry amounts, as per petty cash.....	132 30

561 26

PROFIT AND LOSS.

Jan.	2.	Cost of dredging in Don Channel, after completion of Breakwater.....	\$25,236 63
	11.	Law costs <i>re</i> Hood, J. H. Cameron.....	220 00
	14.	20 per cent. deduction for wear and tear on property.....	16,512 00
June	30.	Sundry amounts, as per petty cash.....	17 50
			41,986 13

1875.

Credit.

Jan.	1.	Balance as per Ledger, page 273.....	131,065 52
March	31.	Rent of Queen's wharf by T. G. & B. Ry	525 00
June	30.	do do do	525 00
Sept.	30.	do do do	525 00
Dec.	15.	Toronto, Grey and Bruce Railway, portion of repairs to wharf.....	427 53
	31.	Rent of Queen's wharf by T. G. & B. Ry	525 00
			133,593 05

91,606 92

OFFICE EXPENSES.

Feb.	6.	J. Clements & Son, as per account.....	\$4 05
		W. H. Sparrow do.....	2 25
July	8.	J. Clements & Son do.....	5 36
Nov.	12.	Rent of office for year 1875.....	400 00
Dec.	31.	Sundry amounts, as per petty cash.....	75 72

487 38

SUNDRY DREDGING.

May	5.	Dredging Yonge Street Slip.....	\$684 42
June	5.	do Don Channel, Certificate No. 1.....	576 97
July	8.	do do do 2.....	1,874 15
	23.	do do do 3.....	591 75
June	30.	Sundry amounts, as per petty cash.....	50

3,627 79

\$207,580 74

PROFIT AND LOSS.

DR.

1875.

Jan.	2.	Cost of dredging Don Channel after completion of Breakwater	\$25,236 63
	11.	Law costs <i>re</i> Hood, J. H. Cameron.....	220 00
	14.	20 per cent. deduction for wear and tear on property.....	16,512 00
June	30.	As per petty cash book.....	17 50
Dec.	31.	Charges account.....	359 37
	31.	Salaries	2,500 00
	31.	Dredging Western Channel.....	9,361 65
	31.	Queen's wharf repairs.....	4,394 44
	31.	Interest account.....	805 00
	31.	Insurance account.....	61 00
	31.	Newspapers and advertising.....	32 00
	31.	Printing, stationery and stamps.....	174 24
	31.	Coal, wood, water and gas.....	177 50
	31.	Lights, buoys and beacons.....	561 26
	31.	Office expenses.....	487 38
	31.	Sundry dredging.....	3,627 79
	31.	Balance.....	79,686 40
			<u>\$144,214 16</u>

CR.

1875.

Jan.	1.	Balance, as per Ledger, page 273.....	\$131,065 52
Mar.	31.	Rent of Queen's wharf by T. G. & B. Railway.....	525 00
June	30.	do do	525 00
Sept.	30.	do do	525 00
Dec.	15.	Toronto, Grey and Bruce Railway, portion of repairs to wharf.....	427 53
	31.	Rent of Queen's wharf by Toronto, Grey and Bruce Railway	525 00
	31.	Harbour dues.....	10,621 11
			<u>\$144,214 16</u>

E. G. HELLIWELL,
Deputy Harbour Master.

Audited and found correct.

JOHN CARR,
Harbour Master.

JAMES E. DAY,
SAMUEL SPREULL. } Auditors.

TORONTO, Jan. 4th, 1876.

**COMPARATIVE STATEMENT.—ARRIVAL BY STEAMERS AND VESSELS
FOR 1874 AND 1875.**

Description.	1874.	1875.
Merchandize and all unenumerated articles.....tons	22,013	18,385
Coal.....tons	128,441	150,016
Wood.....cords	9,154	8,807
Stone.....toise	4,881½	3,609½
Lime, plaster, &c.....bbbs	15,428	12,446
Fish, tallow, oil.....bbbs	2,527	1,536
Grain and pulse.....bush	73,611	79,110
Salt.....bags	4,932	4,597
Lumber.....feet	791,000	849,500
Fire brick.....per M	147,500	71,360
Common brick.....per M	451,000	83,000
Potatoes and other vegetables.....bbbs	1,116	1,579
Fruit.....bbbs	7,225	3,410
Fruit.....boxes	16,007	13,203
Fruit.....baskets	23,439	28,111
Horses, carts, &c.....each	271	304
Whiskey.....bbbs	85	63
Moulding sand.....tons	66½	1,127
Unwrought building stone.....tons	4,833	2,624
Porter, cider, &c.....bbbs	422	547
Hay.....tons	974	264½
Pails.....dozen	116	None.
Sheep.....each	5	None.
Flour.....bbbs	None.	68
Salt.....bbbs	None.	186
Laths and hoops.....per M	None.	1,290,000

**COMPARATIVE STATEMENT OF THE DIFFERENT KINDS OF COAL
IMPORTED IN THE YEARS 1873, 1874 AND 1875.**

Description.	1873.	1874.	1875.
Hard coal.....	69,562	58,390	75,204
Soft coal.....	110,530	65,223	73,119
Blossburgh coal.....	8,643	4,828	1,613
	<u>188,735</u>	<u>128,441</u>	<u>150,016</u>

To the Board of Harbour Commissioners, Toronto.

GENTLEMEN,—I would most respectfully present for your information the following annual report of the operations of the Harbour Trust for the past season of 1875. Although it is to be regretted that the shipping interests connected with our harbour continued quite as depressed as in the previous year—which I have reason to believe has been seriously felt by all those interested in the shipping business—still it is pleasing to be in a position to report an increase in the receipts of our harbour over the previous year 1874.

From the opening of navigation on the 12th April, until the closing of the same on the 12th December, the receipts for harbour dues were \$10,621.11, being an increase over 1874 of \$476.96.

Total amount of Receipts for 1875.....	\$11,728.09
do Expenditure	25,671.18

The increase in harbour receipts this year was altogether in the supply of coal. In 1874 the quantity of coal imported was 128,441 tons; this year the total amount was 150,016 tons, being an increase over 1874 of 21,575 tons. There was also a considerable importation of coal by rail, particularly before navigation opened.

There has been quite a falling off in the receipts for merchandise, wood, stone, brick, and fruit.

The following is a statement of vessels frequenting our harbour during the season of 1875:—

Steamboats, loaded.....	575
do light.....	20
Propellers, loaded.....	188
do light.....	88
Sailing Vessels, loaded	1,481
do light.....	93

Total..... 2,439

Showing a falling off from 1874 of 85 vessels. A number of tugs were employed in towing vessels, rafts, &c.; also, four ferry-boats plying to the Island, Humber, &c. The number of vessels wintering in the harbour is 48.

The storm signal drum was hoisted 17 times during the season, by instructions from Prof. Kingston, of the Magnetic Observatory. Complaints are frequently made by masters of vessels that they do not hear the fog bell on the Island in foggy weather until they are rather dangerously close to the shore; the bell is too low and covered over so that the sound is lost. It is to be hoped the proper authorities will have the defect remedied.

The water in the harbour kept unusually low during the whole season, averaging about 15 inches lower than in 1874, which caused considerable additional expenditure to meet the requirements of heavy-laden vessels; the fluctuations of the water in Lake Ontario during the past five years being: in 1870, 47 inches above zero, and in 1872, 16 inches below zero; making a difference of five feet three inches.

The expenditure on dredging operations during the season was as follows. Messrs. Hamilton & Pearce's contract for dredging dock foot of Yonge Street, Don Channel and Queen's Wharf Channel:—

Yonge Street Slip	2,145 yards.....	\$684.42
Don Channel	10,871 do	2,943.37
Queen's Wharf Channel, 14,613 do		9,355.65

Total amount expended in dredging \$12,983.44

The Rolling Mills or Don Channel,

From the low state of the water, would not permit heavy-laden vessels to approach the Grand Trunk and other docks to discharge their cargoes of coal, &c. I have seen as many as seven vessels at one time stuck fast in the mud. It was found necessary at once to put the old dredge to work and clear out the channel, which, when completed, gave every satisfaction.

The Eastern Gap Channel.

No dredging was attempted here this year. The channel was carefully buoyed out in the spring, with a notice published giving the landmarks to be used by masters of vessels entering the harbour by this channel. Red flags were also placed on the two easterly buoys, to make them more conspicuous. The water in this channel continued favourable for the greater part of the season, permitting steamboats and other vessels to use it as a short cut—or a saving of time, if I may so express it—the water averaging from seven feet to eight feet three inches.

The Queen's Wharf Channel.

The dredging done to this channel was principally in removing blue clay and boulders. When the quantity contracted for was finished, there still remained a great deal of work to be done thereon; but from the large expenditure by the Trust on dredging and other works for the past three years in connection with the harbour, causing them to largely overdraw their account with the Bank of Toronto—which they were kindly permitted to do through the influence of the chairman—they did not consider themselves justified in continuing the work.

The following expenditure has been made by the Trust on dredging and other works in this harbour in the past three years, 1873, 1874 and 1875.

In 1873	\$17,847.72
1874	15,012.65
1875	17,958.43

Total expenditure in three years..... \$50,818.80

Receipts from harbour dues in corresponding years:—

In 1873	\$12,692.59
1874	10,144.15
1875	10,621.11

Total receipts in three years..... 33,457.85

Difference of expenditure in excess of receipts. \$17,360.95

The Government surveyors, under Mr. Kingsford, C.E., were again engaged on the survey of the harbour and Island for a considerable time this season. Mr. Kingsford's report on the harbour was published some time ago in the *Globe* newspaper. I am not aware of anything further being done towards the expenditure of the amount granted by Government for the protection of our harbour.

The accidents to vessels trading with this harbour during the season of 1875 were as follows:—On the 16th August the steamer "Rothsay Castle," with an excursion party on board, and while returning, outside the Island, and approaching the Eastern Gap Channel some 200 yards west of the south-west buoy marking out the channel proper, ran upon the sunken boiler belonging to the steamer "Monarch," which was wrecked on the Island near the then Privat's Hotel, some 19 years ago, causing such damage to her bottom that she immediately sank and filled with water. The passengers were all safely landed without accident. After considerable trouble the steamer was raised and taken to Port Dalhousie for repairs, and is again at her dock here. The two schooners, "Olive Branch" and "Fearless," bound for this port laden with coal, during the severe storm on Sunday, November 14th, were driven ashore outside the Island, and are likely to become total wrecks. The crews of both vessels were saved, with the exception of Captain Ferguson of the "Fearless," who, after getting into his own boat, was upset and drowned. Mr. Tinning was present at both wrecks with the harbour life boat. After assisting W. Ward to take some of the hands off the "Olive Branch," he went to the rescue of those on the "Fearless." After remaining all night on the beach, early on the following morning he succeeded in bringing all the crew safely ashore.

Mr. R. Dennis' contract for repairs to the Queen's Wharf, amounting to \$1,394.44, was accepted, and the work commenced on the 11th February and completed on the 31st March. Mr. Tully having certified that the work was properly done, the Board ordered the amount to be paid.

The roadway leading to the Queen's Wharf was repaired by the Corporation in the spring. This proved a great benefit to those using the wharf; Mr. P. Burns alone carried over this road about 29,000 tons of coal this season.

The life-boat in charge of Mr. T. Tinning has been much improved this fall, by having more useful oars provided, and other alterations, making her more easily managed when her services are required.

The buoys marking out the different channels connected with the harbour were placed out as usual on the opening of navigation, and taken up on the closing of the same, under the direction of Captain Kerr.

The lights on the Queen's Wharf were discontinued on December 14th.

Hood vs. Toronto Harbour Commissioners.

The judges in this case having granted a new trial on the appeal of Captain Hood, it was argued before the Court of Error and Appeal on the 15th December, 1874. Since, judgment has been given, dismissing the appeal with costs.

The board had 18 meetings during the year for the dispatch of business connected with the interests of the Trust, a quorum of the Board being present at each meeting. Mr. Tully, Engineer of the Trust, submits his annual report, which is before you for the consideration of the Board.

There are many matters of minor detail in my monthly reports to the Board meetings which it is not necessary to repeat here.

In conclusion, I consider it a pleasing duty in again bringing to the notice of the Board the efficient manner in which my two deputies, Captain Kerr, in charge of the Queen's Wharf premises, storm signal drum, lights, buoys and beacons, and Mr. Helliwell—more immediately connected with the duties of the office and looking after the vessels arriving in the harbour—have performed their respective duties, acting at all times with commendable promptitude in carrying out the interests of the trust.

All of which is respectfully submitted.

JOHN CARR,
Harbour Master.

HARBOUR MASTER'S OFFICE,
Toronto, December 31st, 1875.

TORONTO HARBOUR WORKS,
TORONTO, January 8th, 1876.

SIR,—I have the honour to report on the progress of the several works connected with the improvement of the harbour during the past year.

The front portion of the Queen's Wharf was thoroughly repaired last winter, as recommended in the former report, at a cost of \$3,731.65, not including the expense of the planking, \$427.53, which was agreed by the Toronto, Grey and Bruce Railway should be refunded by them according to the terms of their lease. The wharf is now in good order, and affords all the accommodation and shelter required by the shipping frequenting it.

The roadway leading from the bridge south of Front Street to the railway tracks was macadamised by the Corporation last year, but to make the access to the wharf satisfactory and convenient for traffic the roadway south of the railway tracks to the front portion of the wharf should be thoroughly repaired during the ensuing spring.

The Yonge street slip was dredged last May, the number of cubic yards taken out being 2,145, leaving 10 feet of water.

The cost of dredging these slips is considerable, and it would be advisable to call the attention of the City Council to this annual expense, and the number of applications that have been made for several years past by the owners and lessees of water lots, to dredge the increasing deposits from the sewers, and to request that a general system of drainage may be devised to prevent the contents of the sewers from being emptied into the Bay.

Owing to the low level of the water in the Lake, it was found necessary to dredge the bars in the Don Channel to enable vessels to unload at the Grand Trunk Railway wharf. The quantity dredged was 10,871 cubic yards.

Tenders were received in April for dredging the blue clay and boulders in the Western Channel, south of the Queen's Wharf, and, after a careful comparison, the tender of Messrs. Hamilton and Pierce was found to be the lowest, and was accepted. The dredging was commenced in June and continued until August, the quantity dredged being 14,613 cubic yards.

The cross dredging was not commenced, and it will be necessary to have this work done during the ensuing summer, as the channel cannot be reported complete until the bottom is thoroughly cleared of blue clay and boulders to the rock. It will be advisable also to dredge the sand from the point of the bar, as previously reported, but the quantity to be dredged cannot be determined until soundings are taken, and the channel examined in the spring.

The level of the water in the Lake is now eight inches higher than it was at this period last year. It is now two inches above the datum.

Whilst the dredging operations connected with the Water Works were in progress at the Island, I was informed that some blue clay was dredged, and I accordingly addressed a letter to the contractors, requesting particulars as to depth at which it was found, and received the following reply:—

TORONTO, November 24th, 1875.

Kivas Tully, Esq.

DEAR SIR,—In reply to your enquiry of the 22nd inst., we beg to inform you that our dredge struck hard pan at the connecting crib, Gibraltar Point, and blue clay in the filtering basin; and as our dredging operations were 14 feet below zero, and therefore did not go deep enough to take out much of the above-named material, we are unable to give you the thickness or width of the vein.

We have no hesitation in saying that the whole bottom is blue clay and hard pan.

Respectfully yours,
(Signed,)

GINTY & DICKEY.

The fact that the base of the Island is formed of blue clay and hard pan at a reasonable depth below the surface of the water ensures a firm foundation for works of a permanent character, in case such works should be required at any future time.

A survey of the harbour has been in progress during the last two seasons, under the directions of Engineers appointed by the Dominion Government, and an interim report has been made by the engineer in charge, in which it is satisfactory to observe that the works connected with the improvement of the harbour have been approved, with a few exceptions, which can be fully explained; but as the survey and examinations have not been completed, it would be premature to offer any observations respecting the several matters referred to in the report.

I have the honour to remain,

Your obedient servant,

KIVAS TULLY.

Engineer.

J. G. WORTS, Esq.,
Chairman, Toronto Harbour Commissioners.

APPENDIX No. 10.

REPORT ON THE BUOYS IN ST. JOSEPH'S CHANNEL, SAULT STE. MARIE, ONTARIO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

SAULT STE. MARIE,
7th January, 1876.

SIR,—I have the honour to submit to you the following report respecting the Buoys, etc., in St. Joseph's North Channel.

On the 13th of May last I proceeded with the Custom House boat's crew on board a steam barge to lay down the buoys in St. Joseph's North Channel. I completed the work in three days. The ice in the autumn had carried away the beacon on the French Island Rock, this I did not replace until the 17th of June, in consequence of the water being too cold for the crew to work in it.

I re-painted all the beacons and put them in order.

I regret to say that five of the buoys and anchors were carried away by the ice in November, at the same time a number of the United States buoys shared the same fate. I am in hopes of being able to recover some of ours; I have also to report the loss of one of the beacons on "Sister Rocks" during a heavy gale in November. The last Canadian vessel passed down on the 25th November, and having engaged a steam barge, I took up all the buoys and stored them at Sault Ste. Marie.

I have the honour to suggest that I should be instructed to purchase six new buoys and anchors.

I have the honour again to urge on the Department the necessity of examining some of the many good harbours on the north shore of Lake Superior, and placing beacons at the entrances. A few beacons are also required between Killarney and Bruce Mines, the only material required would be lumber and nails, the work would be done by the boat's crew.

I have the honour to enclose to you herewith, a return showing the number, tonnage, &c., of Canadian vessels navigating Lake Superior.

I have the honour to be, Sir,
Your obedient servant.

JOS. WILSON,
Collector.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 11.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1875.HARBOUR COMMISSIONERS' OFFICE,
MONTREAL, 3rd February, 1876.

SIR,—I 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, statements showing the receipts and expenditure of the Commissioners for year ended 31st December, 1875. The receipts from all sources were as follows:

INWARDS.		\$ cts.	\$ cts.
On goods subject to ad valorem wharfrage, \$5,979,262 at $\frac{1}{4}$ per cent.....		14,948 16	
On goods subject to specific wharfrage.....		65,713 15	
Over, received in fractions		16 25	
		80,677 56	
OUTWARDS.			
Wharfages collected on sailing vessels, steamers and their cargoes		88,495 35	169,172 91
From Collector of Customs, Ontario:—			
January, February and March		279 71	
April		30 54	
May.....		1,013 26	
June.....		1,433 33	
July.....		1,791 82	
August		2,576 53	
September		2,645 86	
October		1,377 20	
November		590 95	11,739 25
Local Traffic:—			
Wharfrage on goods Inwards.....		9,685 47	
do do Outwards		1,447 68	
Harbour dues on barges		16,147 35	
do steamers		6,339 17	
Commutation on do.....		22,103 00	
Amount received for piling wood		4,565 19	
do do lumber		6,025 00	
do do services of chain tug.		1,596 33	
do do weighing scales		550 00	
do do Rent of small offices		859 30	
			69,318 49
Less, wharfrage returned.....			250,230 65
			2,204 90
Net revenue			248,025 75
Debitures sold during the year			15,000 00
Carried forward			

Receipts.—Continued.

OUTWARDS.	\$ cts.	\$ cts.
<i>Brought forward</i>		
From Dominion Government—received on account for new Channel operations :—		
In February.....	34,000 00	
March.....	57,000 00	
May.....	64,000 00	
July.....	35,000 00	
September.....	48,000 00	
November.....	36,000 00	
		274,000 00
Interest, from City Bank, to 30th June.....	5,320 66	
do do 31st December.....	3,788 33	
Sundries :—		9,108 99
Received from Captain Naud, for sale of old cordage.....	25 00	
Insurance for damage by fire to Dredge No. 7.....	621 33	
From Decker & Co., for rent.....	400 00	
Union Navigation Company—fine, &c.	20 00	
For coal sold.....	105 15	
From Harbour Master, returned cartage to yard.....	62 30	
J. T. Therien, sale of old planks.....	41 00	
		1,274 78
Total receipts.....		547,409 52

The expenditure of the year was as follows :—

	\$ cts.
Harbour Dredging.....	88,362 91
Repairs.....	16,449 01
Interest.....	98,951 67
Expenses, including salaries, general management, &c.....	33,880 12
Buoys and Beacons.....	6,304 59
Chain Tug.....	1,103 21
Debentures paid during the year.....	110,683 33
Harbour Survey.....	1,044 78
Hudon Factory Wharf.....	2,325 27
Wellington Pier.....	1,089 24
Military Basin.....	9,450 60
Longueuil Ferry Wharf.....	4,137 09
J. Samson & Co., two scows.....	3,653 67
J. B. Auger & Son, three do.....	4,800 00
George Bowie & Bros., on account of contracts.....	7,062 89
Hochelaga Wharf.....	8,426 63
McNamee, Gaherty & Frechette, on account of contracts.....	13,550 00
Commissioners' Wharf.....	602 70
New Dredging Plant.....	97,634 31
J. & B. Grier, for timber.....	16,056 35
New Channel operations.....	149,423 59
New Steam Derrick, No. 3.....	1,912 94
John Poupore, timber.....	269 45
John J. Bew, do.....	548 16
Machine Shop (Sorel).....	3,876 17
R. Bruce Bell.....	1,000 00
General Newton.....	100 00
Board of Engineers.....	2,314 35
Windmill Point Wharf.....	5,376 81
New Building :—	
J. B. St. Louis & Bros.....	\$26,800 00
James Howley.....	3,600 00
George Roberts.....	3,600 00
Hopkins & Willy.....	800 00
A. C. Hutchison.....	800 00
G. Chapleau.....	1,200 00
Prowse, Bros.....	2,700 00
Henry Millen.....	1,200 00
	40,700 00
Total expenditure.....	\$730,089 86

The operations within the harbour during the past season have been on a more extensive scale than in previous years. For particulars I beg to refer you to the Report of Mr. Kennedy, Chief Engineer, a copy of which is enclosed.

I send herewith copy of the Harbour Master's Annual Report, with comparative statements of the trade of the Port; also copy of Captain Short's Report of the service rendered to the shipping during the past season by the "Chain Tug."

The Commissioners are now actively engaged in deepening the ship channel between Montreal and Quebec. The amount expended you will notice in the return under this head. As this work is being carried on under the supervision of the Department of Public Works, a Report on this subject will be made direct to that Department.

The improvement of the Harbour of Montreal, by deepening the channel, and preparing it for the accommodation of ships and steamers coming through the new channel from Quebec, drawing twenty-four feet of water was so large and important a work, that the Commissioners deemed it their duty to obtain the best professional advice as to how this was to be accomplished. They therefore decided on forming a Board of Engineers to consider the subject, and appointed R. Bruce Bell, Esq., of Glasgow, General John Newton, of New York and Sandford Fleming, Esq., of Ottawa, for this duty.

These gentlemen have made all the necessary surveys, have examined a number of merchants as to the requirements of the Port, and their Report on the whole subject is expected during February or March.

The limits of the harbour, on the river side, have never been properly defined. Encroachments from time to time having been made on what the Commissioners have believed to be public rights, they resolved on appointing a Commission of Provincial Land Surveyors to determine the limits along the beach of the harbour throughout its whole extent. Messrs. Jos. Rielle, J. W. Hopkins, and H. M. Perrault form this Commission, and have been engaged on the work for the last seven months, and their Report is expected in a short time.

I have the honour to be, Sir,

Your most obedient servant,

H. H. WHITNEY,

Secretary.

Wm. Smith, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

HARBOUR OFFICE,
MONTREAL, 18th January, 1876.

SIR,—I beg to lay before you, for the information of the Harbour Commissioners, my annual report for 1875 with accompanying comparative statement, shewing the dates of the opening and closing of navigation, of the first arrival from sea and the last departure for sea, classification and tonnage of seagoing vessels and the greatest number in port at one time; also, the number and tonnage of inland vessels, and the greatest number in port at one time for the past ten years.

On the 1st of January the river opposite the city was full of floating ice and the water 12½ feet above the summer level, teams with hay crossed the ice from the south to the north shore below Hochelaga, on the last day of the year 1874. On the 4th of January the ice became stationary and firm, and on the following day teams crossed from Laprairie and St. Lambert to the city, after that date the water gradually fell until the 17th February, when it reached its lowest point 6½ feet above the summer level, on 23½ feet on the lock sills of the Lachine Canal. The winter was the coldest that has been experienced for many years—twelve days in January at 8 a.m., temperature was below zero, eleven days in February and one day in March. The coldest

day was the 8th February, thermometer at 8 a.m., 23° below zero. The ice that was taken from the harbour in the front of the city for summer use was fully three feet thick, clear and solid. The first shove of the ice opposite the city took place on the 24th April, the water was then 11½ feet above the summer level, the ice daily kept moving downwards, and on the 29th April the harbour was clear as far down as *Rousseau Mijeon*, the water then fell rapidly, the wharves were all visible and wonderfully free from ice from one end of the harbour to the other.

On the 30th April, the Steamship Companies commenced erecting their sheds upon the wharves for the use of their steamships. On the 1st May, a maypole was placed on the ice in the river opposite the village of *Longueuil*.

On the 3rd, several small vessels arrived in port from *Boucherville*, where they wintered; also, several small steamers from *Sorel*.

On the 7th May, the ice bridge at *Cape Rouge* near *Quebec* gave way, and ten vessels that arrived there some days previous for *Montreal* left as soon after as possible and arrived here on the 9th inst., at 7 p.m. Steamships "*Prussian*" and "*Manitoba*" were the first arrivals from sea; business then fairly commenced, and by the end of the month the harbour was tolerably well filled with vessels of all descriptions. The number of vessels and tonnage was not as large as the three previous year; but considering the dullness of the times and the general depression of business in all parts of the world the season's business compares favourably.

We were at no time during the season pressed for want of accommodation for sea-going vessels; but further accommodation for inland vessels is greatly needed, particularly for wood, lumber, brick and sand barges, the wharves from *Monarque street* downwards, when completed, will afford accommodation for a large number of them; but considerable filling and levelling is yet required to place them in a condition to be used to advantage.

There has been considerable repairs and improvements made in the harbour this year, and the wharves generally have been in better condition than they have been for some years previous. When the military wharf is completed it will afford excellent accommodation for the largest class of vessels that come to the port, and in order to facilitate business, and have spacious top wharfage for general cargo, ships, sheds, etc., it will be necessary to remove the wood dealers from that point to a place lower down, between *Monarque street wharf* and the jail, where they will be equally as well accommodated and near that part of the city where the most firewood is consumed.

The lumber trade to *South America* has greatly fallen off this year, but no doubt will revive again, when it may be expected that all the wharves at *Hochelaga* will be occupied to their utmost capacity for that branch of business.

I would respectfully call the attention of the Commissioners to the dilapidated state of the *Island wharf* and the wood work around *King's Basin*, and recommend repairs at as early a date as possible, as it is a very valuable part of the harbour and highly appreciated by all parties engaged in the trade of the port.

All the basins in front of the city require a thorough cleaning out and levelling, the bottom is very uneven and there is not twenty feet of water in any of them at summer level.

I would again mention that the number of *Water Police* engaged during the navigable season is altogether inadequate for the present wants of the harbour to protect lives and property; there are but five men on the beat from *St. Gabriel Lock* to *Hochelaga* by day and five at night. The whole force consists of one chief four sergeants and twenty-three men.

As frequent difficulties and considerable trouble has occurred last season between the Elevating Companies as to the right of elevating grain from barges into seagoing vessels, I trust the Commissioners will consider the matter and adopt some rule before next season's business commences for my guidance, as there is no by-law to meet the case.

There has been no complaints against any of the pilots the last season.

The last vessel for sea left port on the 22nd November, the navigation closed on the 29th. Sharp frost set in on the 30th November the river rapidly filled with ice; on the 5th December several persons crossed the ice on foot from Hochelaga to Longueuil, and on the 9th horses and sleighs crossed from above St. Helen's Island to the city, the earliest on record.

Submitting the whole for your consideration.

I have the honour to be, Sir,

Your most obedient servant,
(Signed),

A. M. RUDOLF,
Harbour Master.

H. H. Whitney, Esq., Secretary,
Harbour Commissioners, Montreal.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Classification and Tonnage of Sea-going Vessels that arrived in port, the last ten years, and the greatest number in port at one time.

	Steam ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brig- antines.	Tonnage.	Schoon- ers.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Greatest Number in port at one time.
1866.....	70	75,474	51	42,169	119	54,397	27	6,415	69	9,981	180	17,339	516	205,775	91, June 13
1867.....	106	87,199	55	47,463	81	39,883	18	3,757	64	9,273	140	11,478	464	199,053	59, Oct. 24
1868.....	105	101,568	41	36,893	75	31,871	21	4,875	49	7,807	187	15,947	478	198,759	51, June 21
1869.....	117	117,965	66	64,484	103	45,710	18	4,735	49	9,243	204	17,726	557	269,863	61, Nov. 4
1870.....	144	133,912	78	73,175	157	75,797	16	4,183	62	10,351	223	19,428	680	316,846	62, June 20
1871.....	142	146,937	99	92,502	170	82,363	26	6,539	47	7,839	180	15,651	664	351,721	39, Oct. 27
1872.....	215	217,713	67	62,775	182	87,199	20	5,221	68	11,504	175	14,388	727	398,800	do 30
1873.....	243	245,237	73	65,823	164	75,594	18	4,660	59	8,581	147	12,583	703	412,478	84, Aug. 28
1874.....	266	262,096	50	46,938	167	80,677	15	3,928	64	10,888	169	19,096	731	423,423	76, July 6
1875.....	256	256,436	40	39,895	138	63,167	17	3,833	53	9,801	138	13,981	642	386,112	60, Aug. 18

(Signed),

A. M. RUDOLF,
Harbour-Master.

HARBOUR OFFICE,
MONTREAL, 18th January, 1875.

PORT OF MONTREAL.

COMPARATIVE statement showing the number and tonnage of inland vessels that arrived in Port the past ten years, and the greatest number in Port at one time.

	No. of Vessels.	Tonnage.	Greatest Number in Port at one time.
1866.....	5,083	613,679	240, October 14th.
1867.....	5,248	744,477	244, October 31st.
1868.....	5,822	746,927	297, June 22nd.
1869.....	5,866	721,324	259, November 5th.
1870.....	6,345	819,476	255, October 6th.
1871.....	6,878	824,787	281, October 6th.
1872.....	7,150	936,782	309, October 21st.
1873.....	6,751	933,462	296, June 8th.
1874.....	6,855	956,837	301, June 1st.
1875.....	6,178	811,410	256, August 4th.

COMPARATIVE statement showing the dates of the opening and closing of Navigation, first arrival from Sea, last departure for Sea, for the past ten years.

	Opening of Navigation	Close of Navigation.	First arrival from Sea.	Last Departure for Sea.
1866.....	April 19.	December 15.	May 1.	November 28.
1867.....	do 22.	do 6.	do 4.	do 29.
1868.....	do 17.	do 9.	do 4.	do 27.
1869.....	do 25.	do 6.	April 30.	do 24.
1870.....	do 18.	do 18.	do 22.	do 27.
1871.....	do 8.	do 1.	do 22.	do 29.
1872.....	May 1.	do 8.	May 5.	do 28.
1873.....	April 25.	November 26.	do 4.	do 21.
1874.....	do 25.	December 13.	do 11.	do 21.
1875.....	May 3.	November 29.	do 9.	do 22.

(Signed,)

A. M. RUDOLF,
Harbour Master.

HARBOUR OFFICE,
MONTREAL, 18th January, 1875.

HARBOUR COMMISSIONERS OF MONTREAL.

CHIEF ENGINEER'S OFFICE,

MONTREAL, February 5th, 1876.

H. H. Whitney, Esq., Secretary,
Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit to the Board of Harbour Commissioners the following report of the works executed in the Harbour of Montreal during the year 1875.

HARBOUR REPAIRS.

It will be seen from the details which follow, that the only considerable item of repairs which has been done to the wharves is the renewal of the outer and lower faces of the Wellington Pier; and that the other works classified as repairs are all of a minor character. An unusually large amount of such work has, however, been accomplished, and though much yet remains to be done, the general condition of the wharfrage is decidedly improved.

The following are the principal details:—

Windmill Point Wharf.

About 100 lineal feet of the superstructure near the lower end, which had failed by sinking and bulging out, were taken up and rebuilt; cost, \$473.

Queen's Basin.

About 300 feet of the oak coping and a considerable part of the face planking of the wharf was renewed.

Wellington Pier.

The south side, which was laid with new sleepers in the fall of 1874, was planked anew early last spring. The outer end of the whole of the north (or down stream) side of the pier was faced anew with close piling, and the planking renewed so far as necessary. Cost of repairs: materials, \$1,316; labour, \$727.

Island Wharf.

The oak coping and a portion of the face planking of the outer and two down stream faces were renewed. A small landing slip was cut in the outer face for the St. Lambert Ferry-boat Company.

Merchant's Basin.

About 600 feet of oak coping renewed.

Bonsecours Pier.

The whole central part of the pier was stripped of the old planking and sleepers, and the space filled in with stone ballast, as a foundation for macadamising to be laid in the coming spring.

Elgin Basin.

Three days' dredging was done at the close of navigation in cleaning out the sewage filth annually deposited by the Commissioners street sewer, and in removing a heap of ballast thrown out by an unknown vessel.

About 155 toises of *banc rouge* macadamising stone have been expended in the repair of the piers and roadways in rear—chiefly on those from Victoria Pier upward. The planking of the older wharves in general has been liberally repaired where necessary.

Although much general repairing has been done, much is yet required to place all the works of the harbour in thoroughly good order.

The timber work of the inner side of King's Basin is unsafe for heavy freight, and must be rebuilt almost at once. The original Hochelaga Wharf requires to be rebuilt above low water, and the timber work of nearly all the older wharves needs more or less renewal. Portions of the revetment wall opposite King's and Queen's Basins require to be rebuilt. Queen's Basin, and some others which are nominally 20 feet deep, require to be cleaned out or deepened, so as to allow vessels which actually draw 20 feet to be handled in them, and brought alongside the wharves in time of low water.

NEW WORKS.

WHARVES AND BASINS.

Windmill Point Wharf and Basin.

Tenders were invited in June last for the construction of the timber work of 1,000 lineal feet of wharfage in twenty-four feet of water, parallel to Mill street and in continuation of the wharf previously built, but the Board, on receiving the tenders, decided not to accept any, and ordered the work to be carried out with our own forces instead of by contract.

Work was commenced in the beginning of August, and at the close of navigation 375 feet of crib work had been placed, and carried up to three feet above water, and sufficient back-filling made to protect it.

The timber work already built is of the most substantial character, and the cost bids fair to be somewhat within that of contract work.

The basin in front of the wharf (which is intended to be twenty-five feet deep, about 300 feet in width, and ultimately extending up to the Montreal Warehousing Company's large elevator), has been dredged simultaneously with the construction of the wharf, and at the end of the season 98,000 cubic yards, or something less than one-fourth, had been taken out.

It was hoped a larger extent, both of crib work and dredging, would have been accomplished, but the bottom has proved to be hard pan and boulders, so exceedingly difficult of excavation that the most powerful dredges could, in many places, take out only 100 to 150 cubic yards per day. The dredgings form suitable material for filling crib work, and have been used for this purpose in the different new wharves.

Military Basin.

The scouring out of this fine roomy basin by the winter currents of late years, has deepened it in the central parts to thirty and thirty-five feet, and advantage was taken of this by the Board to decide that the whole should be adapted to vessels drawing twenty-four feet of water. Tenders were, therefore, asked in June last for the construction of a timber wharf in twenty-four feet of water, along the western or inshore side of the basin, in front of the old ten feet water wharf, but, as in the case of the Windmill Point wharf, none of the tenders were accepted, and instructions were given for carrying out the whole work with our own men.

Operations were commenced at the end next Victoria Pier in the latter part of July, and at the close of navigation 785 feet of crib work had been sunk and built up to about three feet above low water, and an aggregate of 28,926 cubic yards of dredging had been removed in preparing foundations for the new wharfage, and in deepening the western side of the basin.

The cost up to this date is:—

For crib work.....	\$12,279
For earth and back filling.....	1,818

14,097

DREDGING.

Commissioners Wharf.

The contract with Messrs. Geo. Bowie & Bros., for the extension of the timber work of the Commissioners Wharf to the Monarque street wharf, stipulated that it should be completed in 1872, but delays occurred, and at the beginning of 1875, something over half its length remained to be carried from two or three feet above low water level up to its full height, and to be finished off. Work was resumed by the contractors early in summer, and the timber work was completed in September. The back-filling was, as usual, done by our own men, and was carried back nearly everywhere to the Commissioner's boundary, leaving only the addition of the macadamizing and a small quantity of earth filling to complete the whole wharf. The new wharfage is in twenty-four feet of water, and 1,122 feet in extent of frontage, and the expenditures of the past year are:—

Balance of contract for crib work.....	\$2,063
Extras on do do	5,000
Filling and back-filling for crib work.....	2,627
	<hr/>
	\$9,690

Longueuil Ferry Wharf.

The timber work of the second extension of this wharf up to the Monarque street wharf, which under the provisions of the contract was to have been completed in 1873, was left unfinished at the end of 1874. Work was resumed early last summer, and the whole as far as now intended, was made ready for use by the middle of October. Instead of the wharf having been continued in an unbroken line, as at first intended, a gap of about 400 feet in width has been left opposite Colborne Avenue, to serve as a timber basin, and in which timber may be either conveniently stored or hauled out on shore.

The new wharfage is 1,360 feet in extent of front in 10 feet water, and in addition to this, the crib work is returned inshore to form the sides of the timber basin.

The outlay of the past year is:—

For crib work, proportionate part of contract, say.....	\$28,956
For earth filling by Commissioners' men.....	2,902
	<hr/>
	\$31,858

The first part of the extension of the Longueuil ferry wharf, built in the summer of 1872, and left incomplete as regards back-filling, was much damaged by the ice of the following winter in the rear of the Adams' tobacco factory, between Fullum and Dufresne streets. The damaged portion, 450 feet in length, was taken down to low water line and rebuilt in October and November last, at a cost of \$3,376.

Hochelaga Wharf.

The extension of the crib work of the old Hochelaga wharf in 24 feet water up to the Longueuil ferry wharf, a distance of 2,234 feet, was included in the same contract as the extension of the latter wharf, and was also to have been completed in 1873. At the beginning of 1875, however, owing to delays mentioned in previous reports, only about 900 feet had been made available for use, 1,100 feet had been carried up to an average of about two feet above low water, and nothing had been done to the remaining 230 feet; work was resumed by the contractors last spring, and the whole made ready for use by

The earth filling (which is partly made up from dredgings by the Commissioners' men, and partly from surplus earth from the railway cutting adjoining) is completed along the upper half of the wharf, but in the remaining half it yet requires to be carried back to the boundaries of the harbour property.

The expenditure for 1875 is as follows:—

For crib work, proportionate part of contract, say.....	\$57,892
For earth filling, wages and purchase of earth.....	8,427
	<hr/>
	66,319

Large claims for extras on the part of the contractors for the timber work of this and the Longueuil ferry wharf are awaiting settlement by arbitration.

Hudon Wharf.

The outer face of the wharf and part of the upstream face, in all about 120 feet, were wrecked by the ice shoves of last winter, and had to be rebuilt from about two feet below water line upward. The back filling was also continued up from a little above low water (where it was left in 1874) to the level of the wharf, and carried back to a breadth of about 100 feet.

DREDGING AND DREDGING PLANT.

The dredging fleet engaged in the harbour for the past summer consisted of five spoon dredges, No. 1 elevator dredge (up to 13th September), three clam-shell derricks (for unloading scows), three screw-tug steamers, sixteen flat scows, and one hopper-bottom scow.

The total quantity of dredging done was 169,419 cubic yards (measured on the scows), and the gross cost was \$76,807, or an average of 45½ cents per yard for dredging, towing and unloading by derricks, and including all expenses of the year, for repairs, stores, fuel, wages, &c., and the maintenance and working of the plant, but not including depreciation, nor interest on first cost.

The comparative cost of dredging in the different parts of the harbour cannot be stated with exactness, as the tugs, derricks and scows served the dredges at all places indiscriminately, but it is approximately as follows:—

Windmill Point.—Making new basin, hard pan and boulders. 98,043 cubic yards, costing \$50,229, or 51 $\frac{23}{100}$ cents per cubic yard.

Island Shoal.—Widening ship channel trail pits, &c., sand, gravel and boulders. 33,390 cubic yards, costing \$12,526, or 37 $\frac{51}{100}$ cents per cubic yard.

Military Basin.—Deepening and preparing sites for crib-work—quicksand and mud. 28,926 cubic yards, costing \$9,189, or 31 $\frac{80}{100}$ cents per cubic yard.

Other places—Clearing minor obstructions, various kinds of materials. 9,060 cubic yards, costing \$4,863, or 53 $\frac{86}{100}$ cents per cubic yard.

Totals—169,419 cubic yards, costing \$76,807, or 45½ cents per cubic yard.

The spoon dredges, as is well known, are very powerful well-built machines, and taking into account the quality of the materials, the depths of the water, chiefly 24 to 30 feet, and the interruptions from shipping, in which they worked, the season's performance may be looked upon as satisfactory.

Those which worked at the hardest places at Windmill Point have been somewhat strained in the hulls and framing by the excessively severe service, and will require strengthening.

No. 1 elevator dredge, whose engine is now 34 years old, was furnished with a new set of buckets, and underwent other heavy repairs in spring, and after working in the harbour until 13th September, she was sent to Contrecoeur to dredge in soft material, for which she is best adapted.

Three of the Commissioners' tug steamers have attended the harbour dredges during the summer, but the different boats forming the number have been interchanged with those in the Lake and River service, as occasion required, and therefore no separate account of their performance can well be given. All have, however, worked satisfactorily, and without serious casualty.

One new floating clam shell derrick (No. 3) was added to the harbour plant last spring, at a cost of about \$5,800, and has done good service.

The points at which dredging have been done, are, to a great extent, already given in connexion with the various wharves and basins; but, in addition it may be mentioned, that the main channel has been widened by cutting along the side of the Island shoal from opposite the Island wharf upwards, and the approach to the Windmill Point basin has been much improved by the removal of the corner of the shoal opposite Queen's Basin. A considerable amount has also been done in removing the shoal to ten feet depth opposite the gaol.

CHAIN TUG "A. G. NISH."

The chain tug has served at her station in the St. Mary's Current without accident or loss of time during the summer. Another 1,000 feet was added to her chain, making the total length one and one-third mile, and allowing her to traverse from Victoria Pier to the comparatively gentle current just below the Longueuil ferry wharf.

A tariff of three cents per ton upon vessels assisted by her was first imposed this year, and has resulted in earnings to the amount of \$1,596.33, against a total outlay of \$3,599.21 for repairs, stores and working expenses.

The following is an abstract of the vessels towed by her since the commencement of her service on the 4th July, 1873:—

Vessels towed in 1873.....	45,582 tons (July 4th to end of season.)
do 1874.....	86,407 do
do 1875.....	53,211 do

The great falling off of last year is doubtless accounted for by the reduction of shipping, the imposition of charges for the tug's assistance, and a vastly reduced tariff charged by ordinary tugs. Fuller details will be found in the report of the Captain of the tug, already transmitted to the Board.

NEW OFFICES.

The Harbour Commissioners new building on Common Street, between Youville and McGill Streets, is in a forward state. The masonry was completed last autumn and the internal work is now in progress.

Much trouble has arisen in past years from want of certainty as to the exact position of the dividing line between the Harbour property and that of private proprietors, and with a view to obviate the like in future, a Commission, consisting of Messrs. Rielle, Hopkins and Perrault, were appointed by the Board in June last, to determine and stake out the shore boundaries of the Harbour as defined by law. The necessary surveys have already been made, and the plans and final report of those gentlemen are expected shortly.

It has been customary to submit with the Engineer's annual report a programme of operations of the following summer, but this cannot be done with regard to the work of the present year until after the reception of the expected report of the Board of eminent Engineers now deliberating upon a comprehensive scheme for Harbour improvements. Appended are tables showing the extent of wharriage in the Harbour; the parts of the Harbour at which dredging was done in 1875; the quantity of dredging done by each dredge; and the craft forming the dredging fleet.

I am, Sir, your obedient servant,

JOHN KENNEDY,

Chief Engineer.

HARBOUR COMMISSIONERS OF MONTREAL.

Harbour Commissioners' Dredging Plant employed in the Harbour of Montreal in 1875.

Description of Vessel.	HULL.			Kind of Engine.	Number of Cylinder.	Diameter of Cylinder.	Length of Stroke.	Pressure of Steam.	Capacity of Bucket used ordinarily.	Depth to which Dredge can work.
	Length over all.	Breadth of Beam.	Depth of Hold.							
	Ft. in.	Ft. in.	Ft. in.			Inches.	Inches.			Ft. in.
<i>Dredges.</i>										
*Elevator No. 1.....	130 0	27 0	10 3	Side lever condensing.....	1	27	30	5 to 7	4 c. ft.	.....
Spoon No. 2.....	77 0	26 6	6 3	Horizontal non-condensing ..	1	12	16	60 to 70	40 "	.....
do 4.....	77 3	27 0	6 6	do ..	1	14	16	60 to 90	40 "	.....
do 5.....	77 6	27 0	6 6	do ..	1	14	16	60 to 90	40 "	.....
do 6.....	77 0	27 0	7 6	do ..	1	14	16	60 to 90	40 "	.....
do 7.....	77 3	27 0	7 0	do ..	1	14	16	60 to 90	40 "	.....
<i>Derricks.</i>										
Clam-shell No. 1.....	56 8	23 9	5 9	Horizontal non-condensing ..	1	8	12	60 to 70	.....	.....
do 2.....	57 0	23 6	5 9	do ..	2	7	12	60 to 90	.....	.....
do 3.....	61 9	24 0	5 9	do ..	1	10	12	60 to 90	.....	.....
<i>Tug Boats.</i>										
John Brown .....	.....	.....	.....	Vertical non-condensing.....	1	18	20	60 to 70	.....	.....
St. Peter	68 0	16 6	0 8 1/2	do ..	1	20	22	80 to 90	.....	.....
St. Paul.....	65 5	15 0	0 8	do ..	1	16	38	100	.....	.....
<i>Scows.</i>										
Dumping Scow ..	80 0	16 0	7 6	.....	.....	.....	.....	.....	.....	.....
3 flat Scows	70 0	18 0	5 0	.....	.....	.....	.....	.....	.....	.....
13 do	various sizes and ages.			.....	.....	.....	.....	.....	.....	.....

* Only part of the season in the Harbour. † Interchanged occasionally with other Tugs engaged in Lake and River dredging.

FRONTAGE of Wharves in the Harbour of Montreal in 1875.

Description.	Feet, lineal. Frontage.	Total.
24 feet water wharfage	3,656	21,191 (or, say 4 miles.)
20 do do	11,270	
10 to 20 ft. do	6,265	

ABSTRACT of work done in different parts of the Harbour of Montreal in 1875.

Places where Dredges worked.	Dredges.	Quantities dredged at each place.	Total Quantity.	Remarks.
		Cub. yds.		
Island Shoal.....	No. 1	17,700	33,390	
do	do 4	5,760		
do trial pits	do 4	2,700		
do	do 5	1,680		
do trial pits	do 7	3,480		
do opposite Wellington Pier.	do 7	2,070	98,043	
Windmill Point.....	do 2	24,075		
do	do 4	17,865		
do	do 5	7,740		
do	do 6	17,201		
do	do 7	31,162	169,419	
Lougueuil Ferry Wharf and Colborne Avenue to Fullum Street.....	do 2	6,570		
Hochelaga Wharf	do 4	1,080		
Military Basin	do 6	28,926		
Queen's do	do 4	630		
Elgin do	do 7	780		

ABSTRACT of work done by each Dredge in the Harbour of Montreal in 1875.

Dredges.	Commenced Working.	Stopped Working.	Time of Service, days.	Places at which work was done.	Quantities dredged at each place.		Remarks.
					Cubic yards.	Totals. Cubic yards.	
Elevator Dredge No. 1...	May 29.....	Sept. 11.....	89	Island Shoal.....	17,700	17,700	Sand, gravel and boulders.
Spoon Dredge No. 2...	do 15.....	Nov. 20.....	161	Windmill Point.....	24,075	17,700	Hard pan and boulders.
do	do 8.....	do 22.....	170	From Colborne Avenue to Fullum Street.....	6,570	30,645	Sand and gravel.
do	do 11.....	do 22.....	166	Windmill Point.....	17,865	28,035	do do
do	do 8.....	do 22.....	170	Hochelega Wharf.....	1,080	1,080	Sand, gravel and boulders.
do	do 15.....	Nov. 20.....	161	Island Shoal.....	5,760	5,760	do do
do	do 8.....	do 22.....	170	Trial Pits on do.....	2,700	2,700	do do
do	do 11.....	do 22.....	166	Queen's Basin.....	630	630	do do
do	do 8.....	do 22.....	170	Windmill Point.....	7,740	28,035	Hard pan and boulders.
do	do 15.....	Nov. 20.....	161	Island Shoal.....	1,680	1,680	Sand, gravel and boulders.
do	do 8.....	do 22.....	170	Military Basin.....	28,926	38,346	Quicksand and mud.
do	do 11.....	do 22.....	166	Windmill Point.....	17,201	17,201	Hard pan and boulders.
do	do 8.....	do 22.....	170	do do.....	31,162	31,162	do do
do	do 15.....	Nov. 20.....	161	Island Shoal opposite Wellington Pier.....	2,070	2,070	do do
do	do 8.....	do 22.....	170	Trial Pits on Island Shoal.....	3,480	3,480	Sand gravel and boulders.
do	do 11.....	do 22.....	166	Elgin Basin.....	780	37,492	do do
						169,419	

MONTREAL, January 25th, 1875.

JOHN KENNEDY, Esq.,
Chief Engineer,
Harbour Commissioners of Montreal.

SIR,—I would most respectfully submit my annual report for the year 1875.

In addition to the ordinary outfit we put a thousand feet to our chain which proved to be a great advantage in the working of the tug.

We had our tow-posts encased with boiler-plates to save them from being cut by the tow-rope, and erected three davits, two for the purpose of carrying the small boat and the other to take in anchors which are sometimes brought up by our chain.

We took up our position at the Victoria Pier on the 17th May, where we remained upon duty until the close of the season; during this time the tug and engines worked to my entire satisfaction.

On the 18th November there being no more vessels expected, we went to winter quarters in the Lachine Canal.

The following table shows a large decrease in the amount of towage done this year as compared with the last. The falling off is apparently due to the three principal causes:—

1st. The small number of vessels which arrived in this port, owing to the general stagnation of trade.

2nd. The charges which were this year, for the first time, made for the tug's services.

3rd. The establishment of an additional Tug Company in the harbour, equipped with powerful boats. The two Companies being anxious to out-do each other, offered their services at very low rates, much lower than our tariff, and as a natural consequence were accepted in almost all cases when the boats were considered of sufficient power.

The charges for assisting vessels up the St. Mary's current, previous to the existence of the chain tug, ran as high as \$120, while it is now reduced by the Tow Boat Companies to \$5, against three cents per ton, or \$15 for a 500 ton vessel as charged by the chain tug.

The opposition in towage has also been extended throughout the whole St. Lawrence below Montreal, and this is in some measure due to the placing of the chain tug upon the current St. Mary, thus allowing the employment of boats of moderate power to bring vessels to the point, where they could always rely upon friendly assistance not before available.

SCHEDULE of Vessels Towed by the Chain Tug, during the Summer of 1875.

Date.	Class of Vessel.	Name of Vessel.	Tonnage.	Draught of Vessel.	Consignee.	Name of Tug.
1875.						
May 20..	Barque	Enclid	469	Feet in.	J. Hope & Co.	Hero.
do 22..	Ship	Strathern	1,705	13 0	H. & A. Allan	Meteor.
June 2..	Steamship	Nyanza	1,567	21 0	David Shaw	do
do 4..	Barque	Hesse Darmstadt	333	15 0	Order	Rhoda.
do 6..	Steamship	Venezia	507	16 6	David Shaw	Active.
do 8..	Barque	Scotia	691	17 0	J. Redpath & Co.	Eclipse.
do 14..	Ship	Roseneath	738	17 10	Probingham & Workman	Conqueror.
do 15..	Steamship	Hadji	659	17 6	J. Dupont	do
do 16..	Barque	Velox	377	16 0	Carbray & Routh	Rhoda.
do 21..	do	Marryatt	424	16 0	R. C. Adams	do
do 23..	do	Lindola	359	15 5	Freer, Carter & Co.	Meteor.
do 23..	do	Dictator	551	17 0	Wulff & Co.	do
do 23..	do	Henrik Ibsen	550	15 6	R. C. Adams	Hero.
do 24..	do	Maggie	490	14 6	Anderson & McKenzie	Powerful.
do 24..	Steamship	Marmion	583	17 6	F. W. Henshaw	do
do 25..	do	Alpha	149	11 6	R. C. Adams	do
do 25..	Barque	Exile	931	13 6	Beling & Lamotte	Margaret.
do 26..	do	Freyer	360	15 6	J. Redpath & Co	Active.
do 28..	Steamship	Flamberough	455	15 0	J. Dupont	do
do 28..	Barque	Cavalier	699	18 0	F. W. Henshaw	Anglesca.
do 28..	do	Edwin	635	10 0	Carbray & Routh	Contest.
do 28..	Steamship	Polino	524	16 0	Mitchell & Co.	do
do 30..	do	Normanton	543	16 0	do	do
do 30..	do	Lady Clare	759	18 0	F. W. Henshaw	do
July 4..	Barque	Tidal Wave	487	16 1	Thompson, Murray & Co.	Rhoda.
do 4..	do	Betsy Gude	439	16 6	Wulff & Co.	Anglesca.
do 8..	Steamship	Earl of Lonsdale	980	20 0	J. D. Sidey	do
do 8..	Barque	P. Washington	475	16 0	Gianelli & Co.	Beaver.
do 9..	Steamship	Alice Otto	817	17 5	J. G. Sidey	do
do 10..	Ship	Medora	780	18 0	H. & A. Allan	Rocket.
do 11..	Barque	Ebenezer	343	14 0	Carbray & Routh	Active.
do 12..	do	Merrie England	444	15 0	J. Hope & Co.	St. Andrew.
do 12..	Steamship	Hadji	659	17 6	J. Dupont	do
do 14..	do	Polino	524	16 0	Mitchell & Co.	do
do 14..	Barque	do	484	17 0	J. & R. McLen	Powerful.

SCHEDULE of Vessels Towed by the Chain Tug, during the Summer of 1875—Continued.

Date.	Class of Vessel.	Name of Vessel.	Tonnage.	Draught of Vessel.	Consignee.	Name of Tug.
1875.				ft. in.		
July 15.	Brig.	Chester.	200	12 6	G. G. Francis.	Powerful.
do 15.	Steamship	Lady Clare.	759	18 0	F. W. Henshaw.	do
do 21.	Ship	Abcona	979	19 4	H. & A. Allan.	Rocket.
do 21.	Barque	Jennie.	520	16 6	Cox & Green.	Albion.
do 22.	do	J. G. Worts.	308	11 6	H. Dobell.	Beaver.
do 22.	do	Lillia W.	561	18 0	R. C. Adams.	Active.
do 22.	do	Aliva.	440	16 0	Carbray & Routh.	Powerful.
do 26.	Steamship	Alpha.	149	10 0	R. C. Adams.	do
August 2.	Ship.	Ravenscrag.	1,263	15 11	H. & A. Allan.	Meteor.
do 2.	do	Pomona.	1,195	19 3	do	Rocket.
do 5.	do	Lake Ontario	1,060	18 0	Thompson, Murray & Co.	Lake.
do 5.	Barque	Sandemanden	394	16 0	Wulff & Co.	Boston.
do 5.	do	Mustang.	368	15 0	Chapman & Co.	Hero.
do 5.	do	Mary Nelson.	485	16 6	do	do
do 6.	Ship	Gleniffer.	799	16 6	H. & A. Allan	Rocket.
do 6.	do	Glenbervie.	799	17 6	do	do
do 6.	Barque	Tamana.	629	16 9	Ross & Co.	Canada.
do 6.	do	Belle.	479	17 0	Anderson & McKenzie.	Dauntless.
do 7.	do	Esra.	464	15 0	R. C. Adams.	Royal.
do 7.	do	Vegar.	372	15 3	Wulff & Co.	do
do 10.	Brig.	Jose C. Hazelton.	523	16 6	S. B. Howard.	Rhoda.
do 10.	Barque	Neptune.	417	12 6	Belting & Lamotte.	do
do 11.	Ship	Lake Superior.	1,274	16 6	Thompson, Murray & Co.	Champion.
do 13.	Barque	Fanny M. Carvil.	592	18 6	R. C. Adams.	Powerful.
do 13.	do	Saram Ellen.	749	19 6	Anderson & McKenzie.	Eclipse.
do 13.	do	Lufra.	878	18 0	J. G. Sidey.	do
do 14.	Ship	St. Patrick.	992	18 10	H. & A. Allan.	Rocket.
do 16.	Steamship	Nyanza	1567	19 0	D. Shaw.	do
do 16.	Barque	Kamak.	549	16 6	Reford & Dillon.	St. Andrew.
do 16.	do	Warrior	616	17 6	R. C. Adams.	Hero.
do 17.	Steamship	Polino	524	16 6	Mitchell & Co.	do
do 17.	do	Lady Clare	759	18 0	F. W. Henshaw	do
do 17.	do	Alpha.	149	10 6	R. C. Adams.	do
do 17.	Barque.	Matilda Octavie	411	13 0	W. P. Ross & Co.	Hercules.
Sept. 2.	Steamship	Lady Clare.	759	18 6	F. W. Henshaw	do

do	4...	do	Asarte	863	19	2	Mitchell & Co.	do
do	20...	do	Alpha	149	12	0	R. C. Adams	do
do	24...	Ship	Abeona	978	19	6	H. & A. Allan	Rocket.
October	8...	do	Loch Lomond	1200	17	6	Thompson, Murray & Co.	Lake.
do	9...	Steamship	Commodore	280	14	6	Lord Magor and Munn	do
do	11...	Ship	Pomona	1195	17	6	H. & A. Allan	Rocket.
do	12...	do	Medora	780	18	6	do	Meteor.
do	12...	Dredge	No. 1				Harbour Commissioners	St. Peter.
do	13...	Barque	Merrill	625	17	7	J. G. Sidey	Boston.
do	15...	Ship	Glenbervie	799	17	0	H. & A. Allan	Meteor.
Nov.	6...	do	Gleniffer	799	14	9	do	Rocket.
do	6...	do	Lake Superior	1274	18	0	Thompson, Murray & Co.	Lake.
Total tonnage				53,211				

RECAPITULATION.
TOWED DURING 1875 AND 1874.

	1875.	1874.	Decrease.
Steamships	24	51	27
Ships	18		
Barques	37		
Brigs	2		
Dredges	1	1	
Wrecks		1	1
Lake propellers		2	2
Total sailing vessels	57	90	33
Total of vessels towed	82	145	Total decrease...63

CLASSIFICATION OF VESSELS TOWED IN 1875.

Steamships.

For Mitchell & Co.....	5
F. W. Henshaw.....	5
R. C. Adams.....	4
David Shaw.....	3
J. Dupont.....	3
J. G. Sidey.....	3
Lord Magor & Munn.....	1
	<hr/>
	24

Sailing Vessels.

For the St. Lawrence Navigation Company.....	29
H. & A. Allan.....	15
Different parties from Quebec.....	7
Simpson, Murray & Co.....	2
H. & J. McLennan.....	4
Harbour Commissioners, No. 1 Dredge.....	1
	<hr/>
Total number towed.....	82

Table showing the number of trips for which the tug was signalled, but not employed, 1875.

May 20,	one trip to assist the "Rocker" with ship "Ravenscrag."
June 30,	do do Steamship "Astarte," went back to Hochelaga.
July 20,	do do do "Marina," took the tug "Champion."
Aug. 7,	do do do Tug "Royal," on W. Gaherty's orders.
do 10,	do do do Tug "Hero," on proper signal.
do 12,	do do do Steamship "Tagus," on the Captain's orders.
Sept. 21,	do do do Tug "Active," went back to Hochelaga.
	Total number of trips..... 7

Notwithstanding that the number of idle trips this year are small, I would most respectfully urge the necessity of having a proper understanding with the owners and masters of tug boats to the effect that a Union Jack at the foremast head be the recognised signal by which to call upon the service of the chain-tug; and in order to avoid delays, it should be hoisted before the vessels round Longue Pointe.

I would also suggest that when the chain-tug has been called upon, either by signal or direct orders, the person so calling or ordering should be held liable for the full amount of the charges, whether they employ her or not; and that no delays be attributed to the tug until sufficient time (say 40 minutes) shall have elapsed to admit of steam being raised after such signal shall have been given.

Coals consumed during the season of 1875 :—

	Tons.
May 16	3
June 11	7
do 21	4
July 9	6
do 22	5
Aug. 7	3
do 13	5
do 19	4
Sept. 21	5
Oct. 15	4
Nov. 1	6
	<hr/> 52

52 tons at \$5 per ton..... \$260 00
 2 cords of wood..... 7 00

Total expenditure for fuel \$267 00

Running Expenses.

Wages of crew per day	\$11 00
Coals per day.....	1 09
Engine and marine stores per day	0 60
	<hr/>
Total expenses per day.....	\$12 69

The earnings of the tug during the season have been collected from the following firms :—

From St. Lawrence Navigation Company.....	\$451 91
H. & A. Allan	418 82
Mitchell & Co.....	89 34
F. W. Henshaw.....	108 63
R. C. Adams	17 88
David Shaw.....	94 02
J. Dupont.....	53 19
J. G. Sidey.....	80 25
Lord, Magor & Munn	8 70
Tug "Rhoda," or owners, Quebec.....	78 16
Thompson, Murray & Co.....	70 02
H. & J. McLennan	87 13
Beaubien Bros., Quebec	38 28
	<hr/>
Total	\$1,596 33

The source of revenue may also be divided as follows :—

From Steamships.....	\$452 01
Sailing vessels.....	1,144 32
	<hr/>
Total	\$1,596 33

In a year of ordinary commercial prosperity, the larger size and greater number of vessels arriving in port would no doubt have furnished us with sufficient employment to have shown a profit instead of a loss.

I would beg leave again to suggest the advisability of placing a steam windlass on board for the purpose of handling the tow rope at any time, as its absence causes much delay and vexation. I would also suggest the propriety of lining the entire bottom of the chain trough with boiler plates—we have tried both hard and soft wood, but neither appears to answer the purpose as well as iron. Apart from this the tug does not require anything more than the ordinary fitting out to make her ready for the coming season.

Your obedient servant,

(Signed,)

W. H. SHORT,

Captain and Chief Engineer.

APPENDIX No. 12.

REPORT OF THE SECRETARY-TREASURER OF THE HARBOUR COMMISSIONERS OF QUEBEC, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1875.HARBOUR COMMISSIONERS OFFICE,
QUEBEC, January , 1876.Hon. A. J. Smith,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit report of the proceedings of the Quebec Harbour Commission, for the year ending 31st December, 1875.

A correspondence was opened with the Montreal Harbour Board with the view of forming a Joint Committee for the special management of the Graving Dock, and although they consented to the main features of the constitution of said Committee, they finally took exception to one or two clauses in same, and the year closed without any definite understanding being arrived at.

The Lifting Barge, constructed for the Dominion Government for work in this harbour, was fully equipped, and commenced operations on 23rd October, 1875, the actual cost of which has been \$36,919.85, as per vouchers forwarded to the Minister of Public Works as to the amount of work done last fall by the Lifting Barge. I desire to refer you to the following extracts from the report of the Inspector, Mr. Simons, which was forwarded on the 10th December to the Minister of Public Works. Mr. Simons reports:—

“Owing to the delay caused by the late delivery of the steam windlasses, the barge could not be got ready to work before 23rd October.

“This was too late to do more than make a trial at the work and test the machinery.

“On 25th October, the barge proceeded off the mouth of the River St. Charles where she succeeded in hooking on to a nest of anchors in 120 feet depth of water at low tide.

“She wrought there during the two following days, and had a portion of them raised to near the surface, when the grapnels gave way, by which the hold on the nest was lost for the time.

“The 27th and 28th were occupied in making repairs to grapnels.

“On 29th the barge proceeded to the same place and succeeded in getting hold of the nest again and brought up two anchors of about twenty-five hundred weight each, to which there were two chains attached, the other end of which remained fast in the nest below.

“Work was proceeded with until the following day, when a gale from the east came on that prevented the men from working.

“During the night of the 30th one of the chains came away and the other broke, and the barge drove from her moorings.

“The two following days being Sunday, and All Saints Day, no work was done.

“The 2nd and 3th of November were spent dragging for the same nest, but without success.

"As the weather was very cold and a strong breeze blowing from the North west, it was decided to quit this exposed place for the present, and go to work on the wreck opposite the Ocean Steamship Company's Wharf, where there is more shelter and less depth of water (90 feet). Work was proceeded with here during the three following days, during which the wreck was hooked several times, but in each case the part taken hold on came away, and nothing was brought up until the 6th, when an anchor about forty hundred weight was brought away from the wreck with a piece of chain attached.

"7th November—Sunday—On the 8th the diver was sent down to the wreck, but did not succeed in doing any work. On the 9th the diver was again sent down, but in a short time he was brought up insensible and black in the face, quite unfit to do any more during this season.

"On the 10th another diver was engaged and sent down, and when but a short time down he came up with his hands stiff and numb with the cold, and said it was impossible to work in such a depth with the water at so low a temperature. Work on this wreck will have to be done by diving, but the water is too cold, and the season too far advanced to do so. It was therefore thought advisable, with the consent of the Committee, to abandon the work for this season, and on the 11th the barge was towed to the Commissioners' Wharf to be dismantled. The diving apparatus, furniture and cordage were stored over the Commissioner's Office; the tackles, chains and blocks were stored in the hold of the vessel; the engineer has taken down and disconnected the machinery, and has stored them in the hold along with other goods. On the 19th the barge was towed to Indian Cove where she was properly moored for the winter."

In connection with the work to be done by the Lifting Barge, it was necessary to procure a first-class diving apparatus of the most approved pattern, the cost of which is included in the account rendered for the Lifting Barge.

At the last Session of the Dominion Parliament a change in the constitution of this Corporation was effected, as well as the transference of the powers and authorities, together with certain properties of the Trinity-House of Quebec to this Corporation, but which change and transference have not yet been carried to completion.

When the Graving Dock Bill, which was passed by the Dominion Parliament last Session, came before this Board, strong objections were made as to the course pursued in erasing from the Bill the obligation which it was clearly understood the Montreal Board agreed to the payment of \$5,000 as their proportion towards liquidation of the interest on cost of same, whereupon a Committee of this Board had a formal interview with the members of Parliament representing Quebec, their object being to ascertain why this clause was erased from the Bill.

The number of competitive plans received for the improvements in this harbour were nine, all of which were forwarded to the Minister of Public Works, in whose possession they still remain. The first prize of \$5,000 for best plans was awarded to Messrs. Kinipple & Morris, of London and Greenock, and confirmed by the Government, who authorized the payment of same without committing themselves to the amount named as the estimate of cost of said work; no second prize has yet been awarded.

At a full meeting of this Board, the question of the site for a Graving Dock was fully discussed, and when put to the vote, Lévis was selected as affording the best position—the division being five for Lévis, against four for Wolfe's Cove. Orders were then given to Messrs. Kinipple & Morris to prepare the working plans for transmission to Ottawa for approval by the Government.

Consequent on a resolution passed at a meeting of the Commissioners, orders were given to Messrs. Kinipple & Morris to prepare the working plans of the first section for harbour improvements in the River St. Charles, called the South Tidal Harbour, and when ready to be forwarded to Ottawa for approval by the Government, a deputation from this Board being appointed to proceed to Ottawa with the view of having an interview with the Minister of Public Works regarding the carrying out of said plans.

At a meeting of this Commission it was unanimously resolved to adopt the report of Messrs. Kinipple & Morris for the improvement of the Fly Bank in the erection of a pier, with a view of providing for the deposit of ballast, discharging of vessels laden with salt, coals and other heavy articles, and for the wintering of steamers and other craft, ordered that the working plans be prepared for transmission to Ottawa for approval by the Government.

Messrs. Kinipple & Morris having prepared several reports on their surveys, borings, &c., in the River St. Charles, they were all forwarded to Ottawa for the information of the Ministers of Public Works and Marine and Fisheries, but no definite conclusion thereon has been arrived at.

Before leaving office the Commissioners strongly recommend to their successors the urgent necessity for fresh legislation at the next session of Parliament, with reference to the tax on imports and exports, that it be based on the principle of equality so as to make the importers pay their just share of the same, seeing, on the existing law, the exporters actually pay more than *two-thirds* of the dues collected. Also, that the draft of a new by-law for the discharge of ballast has been prepared, the object being to expressly prohibit the throwing of ballast in the river—the place where such shall be discharged being specially indicated therein.

The various wharves have more or less during the past year received the necessary repairs, at a moderate expense.

The whole respectfully submitted by

Your most obedient servant,

J. B. MARTEL,
Secretary-Treasurer

REVENUE AND EXPENDITURE, 1875.

CR.

REVENUE Cr.	
Dec. 31.—By	Harbour of Quebec to close this account, by order of the Board
By Charges paid Salaries, Fuel, Office Expenses, etc.	19,895 63
By Interest paid balance of account.	4,542 63
By Insurance premium renewed.	40,071 03
By Balance.	490 00
	2,469 80
	\$67,469 09

Certified correct,

J. B. MARTEL,
Secretary Treasurer.

QUEBEC, 31st December, 1875.

	\$ cts.	\$ cts.
To Office furniture account.....	1,163 26	
" Amounts at debit of lessees of Beach and Deep Water lots.....	47,123 99	
" Amount at debit of lessees for Rents of Wharves and Warehouses.....	12,615 00	
" Salt Warehouse.....	6,719 94	
" Grain Store.....	12,050 97	
" Reynar's Wharf.....	8,452 70	
" Atkinson's Wharf.....	50,945 20	
" East India Wharf.....	44,089 17	
" Point-a-Carey Wharves.....	248,048 37	
" Breakwater.....	213,148 88	
" West India and Wellington Wharves.....	84,605 75	
" Jack Screws account.....	394 87	
" The Receiver General.....	97,641 49	
" The Dominion Government.....	11,919 85	
" The Graving Dock.....	2,557 33	
" Cash account.....	143 72	
" La Banque Nationale.....	12,080 51	
" Harbour Improvements.....	10,873 08	
	864,573 99	
By Beach and Deep Water Lots.....		43,932 50
" Quebec Harbour Debentures.....		723,000 00
" Coupons account.....		81,367 91
" Sinking Fund.....		16,273 58
		864,573 99

Certified correct.

J. B. MARTEL,
Secretary-Treasurer.

QUEBEC, 31st December, 1875

QUEBEC HARBOUR COMMISSIONERS!

ASSETS.	—	LIABILITIES.	—
Office Furniture Lessees of Beach and Deep Water Lots.. .. Lessees of Wharves and Warehouses..... Salt Warehouse Grain Store..... Raynar's Wharf..... Atkinson's Wharf..... East India Wharf..... Point-a-Carey Wharves..... Breakwater..... West India and Wellington Wharves..... Jackscrews (30)..... The Receiver-General, for Interest and Sinking Fund..... The Dominion Government, for balance on Lifting Barge..... The Graving Dock..... Cash Account..... La Banque Nationale..... Harbour Improvements.....	\$ cts. 1,163 26 47,123 90 12,615 00 6,719 94 12,050 97 8,452 70 50,945 20 44,089 17 248,048 37 213,148 88 84,605 75 84,394 87 97,641 49 11,919 85 2,557 33 143 72 12,080 51 10,873 08 864,573 99	Quebec Harbour Bonds Balance.....	\$ cts. 723,000 00 141,573 99
	864,573 99		864,573 99

Certified correct.

J. B. MARTEL,
Secretary-Treasurer.

QUEBEC, 31st December, 1875.

APPENDIX No. 13.

REPORT OF THE HARBOUR COMMISSIONERS FOR THE PORT OF PICTOU,
NOVA SCOTIA, FOR THE CALENDAR YEAR ENDED 31st DECEMBER,
1875.

Pictou, N.S., 8th January, 1876.

To the Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The Commissioners of Pictou Harbour beg to transmit the accompanying attested account of their receipts and expenditures for the year 1875.

During the past year they built an addition to the Public Wharf, and they also purchased four buoys for the use of the harbour from the agency of the Department at Halifax, as will appear by the annexed accounts.

The Commissioners contemplate importing an iron travelling crane for the use of the wharf next spring.

The Commissioners would ask the sanction of the Department for an expenditure on a wharf block on South Market Street, Pictou, and also an expenditure for a similar construction at New Glasgow.

We have the honour to be, Sir,
Your most obedient servants,

R. P. GRANT,
J. A. GORDON,
JAMES D. MCGREGOR, } *Commissioners.*

ACCOUNT OF MONEYS received and expended by the Commissioners of Picton Harbour and Public Wharf, for the year ending 31st December, 1875.

MONEYS RECEIVED.	MONEYS EXPENDED.
\$ cts.	\$ cts.
Cash in Commissioners hands, 1st January, 1875.....	Iron and Blacksmith's bill omitted in 1874.....
Cash received from Collector of Customs, Harbour Dues	Cash paid for Timber and Logs for Wharf
do from Wharfinger	do Labour, building wharf
do for Logs and Timber sold.....	do Iron and Blacksmith's bills
do for Interest.....	do Bushing Channel and placing Buoy.....
	do hire of Wharf Stage, \$12; Surveyor, \$4.....
	do do do
	do Rope used in building wharf
	do Printing Harbour Regulations.....
	do Four Buoys for use of Harbour.....
	do Freight and truckage of Harbour.....
	do Telegraph to Ottawa, 92c.; John Gunn, \$4.....
	do expenses of Suit against Captain infringing regulations
	do amount expended by Wharfinger
	do Wharfinger's Salary
	do Secretary of Commissioners.....
	Commission on Expenditures—5 per cent
	Balance in Commissioners' hands, 31st Dec., 1875.....
5,126 47	5,126 47

R. P. GRANT,
J. A. GORDON,
JAMES D. MCGREGOR, } *Commissioners.*

Sworn to before me at Picton this twelfth day of January, A. D. 1876.

A. J. PATTERSON, J. P.

Pictou, N.S., 11th March, 1876.

To William Smith, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to report that since my appointment to the office of Harbour Master for the Port of Pictou on the 14th August, 1875, the following vessels have entered the harbour up to the 31st day of December, viz. :—

	Tons.
582 Schooners	26,604
23 Brigantines.....	4,354
1 Brig.....	240
2 Barkantines.....	836
1 Barque	490
1 Ship	683
95 Steamers	34,292
Total	67,499

Of the above there were foreign—

1 Schooner	400
14 Steamers	12,516

I have been unable to find any record of ships entries kept by my predecessor in office for the first part of the year.

There are no fees collected from shipping except the harbour dues paid into the hands of the Collector of Customs, out of which fund my salary of \$400 as Harbour Master and \$200 for expenses of boat and crew are paid.

I have the honor to be, Sir,

Your most obedient servant,

JOHN GUNN

Harbour Master.

Declared before me at Pictou this 11th }
day of March, 1876.

R. P. GRANT, J.P.

APPENDIX No. 14.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF HALIFAX, N.S.,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

HARBOUR MASTER'S OFFICE,

HALIFAX, N.S., 31st December, 1875.

SIR,—I have the honour to submit my annual report, being that for the year ended 31st December, 1875.

I am glad to be able to inform you that nothing in the way of irregularities has transpired during the year to which I have to call your attention.

The general Act respecting the appointment of Harbour Masters of last session has proved more satisfactory in its operations than the former local Act. The increased income derived has enabled me to employ an assistant, by whose aid I have been enabled to perform the various duties of my office in a more efficient manner.

Annexed please find a copy of the receipts and expenditure of the office for the year.

I have the honour to be, Sir,

Your obedient servant,

ELIJAH WOOD,

Harbour Master.

To the Hon. A. J. Smith,
Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of the Harbour Master from 1st January to 31st December
1875.

Number.	Rig.	Register Tonnage.	Fees collected.
			\$ cts.
896	Schooners.....	53,827	715 50
162	Brigantines.....	26,138	243 00
48	Barques.....	22,091	153 00
9	Ships.....	7,988	41 00
70	Steamers.....	81,047	271 00
Total receipts.....			1,424 00
By paid Assistant.....		\$ cts.	
do	Stationery.....	260 00	
do	Office rent.....	38 50	
do	Incidental expenses.....	50 00	
		25 00	373 50
Amount reverting to Harbour Master.....			1,050 50

ELIJAH WOOD,

Harbour Master.

Sworn before me at Halifax, N.S., this }
31st day of December, 1875.

WM. MCKIRRON,

Notary Public, Halifax.

APPENDIX No. 15.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF BRIDGEWATER,
N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.STATEMENT OF HARBOUR MASTER'S RECEIPTS AND DISBURSEMENTS FROM JANUARY 1ST TO
DECEMBER 31ST, 1875.

PORT OF BRIDGEWATER, N.S., 17th January, 1875.

Vessels entering under Act 36 Vic., chap. 9, and Amendments.	Number.	Registered tons.	Fees Col- lected.
Schooners	136	8,340	\$ 31
Brigantines	34	6,545	48
Brigs.....	2	490	4
Barques.....	5	1,491	11
Total			94
To paid Assistant.....			10
Net.....			\$84

SIR,—Above please see report and statement of vessels arriving at this port liable to pay Harbour Master's fees. Many of them have paid no fees to me, having two receipts for previous payments. I did not collect from small vessels until I got the regulations from Ottawa, which was quite late in the season. However, I am in hopes that next year will show a much greater collection of fees.

This is a very large harbour, or in other words, a very long one, as there are many loading places on each side of the river for a distance of some seven or eight miles, which makes the labour of my office very hard, and gives me a great deal of travelling to do.

I am happy to inform you that nothing has transpired during the season of which have to complain. Our river is now closed with ice, and it is not likely there will be anything further done in the way of shipping until it passes out in the spring.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH R. WYMAN,

Harbour Master.

The Honorable
Minister of Marine and Fisheries,
Ottawa.

BRIDGEWATER, January 10th, 1876.

I hereby certify that Joseph R. Wyman, Harbour Master for the Port of Bridgewater, whose signature is appended to the foregoing report, appeared before me and made oath that the said report was to the best of his knowledge and belief true and correct.

J. WHITFORD, J. P.

APPENDIX No. 16.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF BEAR RIVER,
N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875BEAR RIVER, N.S., DIGBY Co.,
31st December, 1875.

SIR,—I have the honour to enclose for the information of the Honorable Minister of Marine and Fisheries, my annual report of harbour fees, collected for the present year.

I have had during the year two cases in which I had to prosecute.

One against Captain Spice for recovery of harbour fees, judgment in my favour, but not as yet collected; the other case was against the owners of schooner "Emma E. Potter," for discharging ballast in the channel of Bear River, judgment given in my favour for \$50. I understand that they intend to appeal to the Supreme Court to be holden in June next.

The buoys which were put down by Captain Hughes, of Digby, were taken there by two boats and shackled to the rock, which cannot be removed on account of their being no shackle to the buoy. All the rest of the buoys are safe.

Please send a few copies of the late Act on Harbour Fees, as I have to supply the Customs and lawyers with copies.

Inform me how the fines are to be disposed of when collected. Spice's fine is \$10, given by the upper courts, and the constable has taken security payable in three months.

Enclose find a copy of affidavits of information in the case of the "Emma Potter."

The buoy I have previously mentioned is moored in two fathoms at low water.

In conclusion I beg to state that I have had much trouble in carrying out the laws relating to my duty, and have had much expense to pay out in carrying the cases through the courts.

The law requires that I am to give every pilot of Bear River a copy of harbour regulations. The Commissioners have not appointed any pilots for Bear River, and strange vessels pick up their pilots at Digby or get any person who has been to Bear River, which was the case with schooner "Emma Potter." The pilot, I did not know or see, and he did not belong to Bear River.

I have given copies to all pilots that I knew of coming to Bear River.

I remain, Sir,

Your obedient servant.

WM. F. HENNIGAR,
Harbour Master.

Wm. Smith, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 17.

REPORT OF THE HARBOUR MASTER OF PORT HOOD, FROM JULY 16TH,
1875, TO DECEMBER 31ST, 1875.

SIR,—Enclosed herewith you will find a list, marked A, of the vessels liable to Harbour Master's fees which entered this port since the date of my appointment as Harbour Master. You will find thereby that no fees were collected by me, the vessels having paid such fees at other ports previous to my appointment. Those mentioned in the list enclosed form but a small portion of the vessels frequenting this port, the large majority being American fishing vessels passing to and from the Bay fishing grounds.

You will also find my account marked B, for hire and expenses incurred in raising and storing the buoys in and about the harbour, and also that off the Indique shoal, twelve miles distant. This last mentioned buoy I found in ten fathoms of water, about one mile distant from the shoal, or from its location the previous year. In reference to the raising of the buoys, there has been this year almost insurmountable difficulties to overcome. I found it impossible to secure a vessel for the purpose. On and after the 10th of November last I engaged no less than three vessels at different times, but all failed in fulfilling their undertaking, one having refused to attempt a trial even after considerable expense and loss of time was incurred in procuring and rigging a purchase. I went to the Straits of Canso and engaged a vessel there, but the weather did not permit her coming. Having failed in my utmost endeavours in getting a vessel, by which means they were formerly raised, I made a windlass and purchase, which could be used with two large boats, and had them by these means raised and securely stored. Hence no material difficulty can hereafter arise if a vessel cannot be procured, as this purchase will amply supply the want.

Previous to this last season there was no specific ballast ground for the deposit of ballast, consequently vessels discharged their ballast promiscuously throughout the harbour, thus causing it serious injury. I have prescribed a ballast ground without the entrance, and hereafter all vessels shall be made to strictly comply with the regulations from time to time given.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

JOHN H. MURPHY.

The Honorable
The Minister of Marine,
Ottawa.

I, John H. Murphy, of Port Hood, in the County of Inverness, Harbour Master of the Port of Port Hood, make oath and say as follows:—

I say that the various statements contained in the foregoing report are true and correct.

I say that the paper writing hereunto annexed, marked A, purporting to be a list of the vessels which entered the Port of Port Hood liable to Harbour Master's fees from July 16th, 1875, to December 31st, 1875, contains a true and correct account of such vessels liable as aforesaid as far as deponent could ascertain.

Sworn to before me at Port Hood in the County of Inverness this 31st day of December, A.D., 1875.

DONALD McDONALD, J. P.
JOHN H. MURPHY.

LIST OF VESSELS which entered the Port of Port Hood, Nova Scotia, liable to payment of Harbour Master's Fees, under the Act 36 Vic., chap. 9, intituled "An Act to provide for the appointment of Harbour Masters for certain Ports in the Province of Nova Scotia and New Brunswick," from the 16th day of July, 1875, to the 31st day of December, 1875.

Date of Arrival.	Where from.	Rig.	Name of vessel.	Registered Tonnage.	Name of Master.	Fee received.
1875.						
July 24	Liverpool, N.S.	Sch'r.	"E. K. Brown"	50	Payzant	Fees payable to Harbour Master paid previous to my appointment.
do 27	Halifax	do	"Corsaia"	36	Chipman	
do 28	do	do	"Highland Mary"	35	Muncey	
Aug. 4	P. E. Island	do	"Aneta"	20	Hillman	
do 15	Halifax	do	"Anna Bell"	30	Delaney	
do 26	Antigonish	do	"H. H. McCurdy"	74	McDonald	
do 25	Halifax	do	"Jayne"	47	McFarlane	
do 25	do	do	"Swan"	73	Skinner	
Sept. 16	St. Johns, Nfld.	do	"H. H. McCurdy"	74	McDonald	
do 20	Halifax	do	"Jayne"	47	McFarlane	
do 25	Cheticamp	do	"Jayne"	47	McFarlane	
do 25	Pictou	do	"J. W. Arnold"	56	Arnold	
do 25	Antigonishe	do	"New Dominion"	44	Mullins	
Oct. 25	Halifax	do	"Anna Bell"	30	Delaney	
Nov. 4	do	do	"Jayne"	47	McFarlane	
do 10	do	do	"Antelope"	23	McKinnon	
do 10	do	do	"Annie"	21	McFarlane	
do 12	do	do	"Sea Flour"	29	Placide	
do 15	do	do	"H. H. McCurdy"	74	Pushie	
do 24	do	do	"Musque Rat"	24	White	
do 24	do	do	"Emily"	23		
Dec. 4	Pugwash	do	"Iris"	113	Bouchard	
do 11	Halifax	do	"Hawk"	42	White	
do 11	Mabou	do	"H. H. McCurdy"	74	Pushie	
do 15	Halifax	do	"Jayne"	47	McFarlane	

APPENDIX No. 18.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF SOREL, FOR
THE CALENDAR YEAR ENDED 31ST DECEMBER, 1875.

SOREL, 18TH February, 1876.

SIR,—I have the honour to submit my second report as Harbour Master for the Port of Sorel, P.Q., for the year ended 31st December, 1875.

I have to state with pleasure that fees collected on vessels arriving at said port or leaving the same have been paid very willingly by owners or captains of said vessels, and I met no difficulty in the execution of my duty in the collection of said fees. The Port of Sorel is fast increasing in importance, and the duties of the Harbour Master are numerous, and the faithful discharge of them is not easily done without a great deal of trouble and responsibility, because the said port being a safe place for winter quarters, the Harbour Master has to provide room for every craft requiring such, and the number of vessels of all kinds in the Port of Sorel this winter being of one hundred and seventy five, it is easy to imagine the work to be done in the fall to accommodate every owner. I have to state, however, that I have succeeded to give satisfaction to every one, and I must here say that the Harbour Commissioners of Montreal have kindly put one of their tugs at my disposal for breaking the ice in the port and towing vessels to their winter quarters, the aid of said tug having been of a great service to vessel owners and to the quick discharge of my duties. In closing this report I will humbly suggest that a by-law should be passed to the effect that every vessel trading on the St. Lawrence should have on board one or more life boats according to the number of men aboard said vessel, so that in case of wreck the lives of said persons should be safely protected.

I have communicated that idea to a good many navigators, and, I believe, the by-law would be followed with pleasure by all of them.

The amount of fees collected in the Port of Sorel for the year 1875, as stated in detail, is five hundred and twenty-three dollars and fifty cents.

I remain, Honourable Sir,

Your most obedient servant,

P. BELLEFEUILLE,

Harbour Master of Sorel.

Hon. A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 19.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF CRAPAUD,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.HARBOUR MASTER'S OFFICE,
CRAPAUD, P.E.I., 18th March, 1876.

SIR,—I have the honour to submit my annual report for the year ending 31st December, 1875.

During last summer the dredge partially dredged the channel, and, I trust, she will return on the opening of navigation and complete the work.

The Local Government intend building a new pier to the Government Wharf at this place, which will be a great benefit to shipping.

The new buoy placed on Cameron's Reef is a decided benefit to mariners, and a great boon to strangers making this port.

I require a boat for the service, and as I only collected \$13.50, and lose so much time, that I cannot afford to purchase a boat; therefore I would respectfully suggest that you would be pleased to give this clause your special attention.

I have the honour to be, Sir,

Your most obedient servant,

WESLY MYERS,
Harbour Master

To the Honorable
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 20.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF TRACADIE,
P.E.I., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1875.CHARLOTTETOWN, P.E.I.
12th January, 1876.

The report of Hugh Campbell, Harbour Master of the Port of Tracadie, in the Island aforesaid, as follows :—

That the beacons at Tracadie Harbour, of which there are two, were duly placed in the spring as soon as the position of the bar of sand which lies across the mouth of the harbour could be ascertained, and were carefully kept in good order and repair during the whole season. Early in the spring also the position of the lights, of which there were also two, was taken, and the lights placed and well kept the entire season. That the depth of water on the bar was about nine feet deep at average low tides, thus rendering it impossible for vessels of any considerable burden to enter the harbour.

That the only vessel of any sort, with the exception of small fishing boats of about 20 feet keel used for the purpose of fishing at short distances from the shore, was one small schooner which was also engaged in fishing along the coast, so that I have not to report the reception of any fees whatever, I having received none.

That the buoys were properly placed, and kept in place, and carefully attended to the entire season.

HUGH CAMPBELL.

To Hon. Albert J. Smith,
Minister of Marine and Fisheries
For the Dominion of Canada.

I, Hugh Campbell, of Tracadie, in Queen's County, in Prince Edward Island, farmer, do make oath and say that all the facts, statements and things set forth in the above and foregoing report are true in fact and substance.

HUGH CAMPBELL.

Sworn to before me at Charlottetown, in Prince
Edward Island, the twenty-first day of March, }
one thousand eight hundred and seventy-six. }

R. R. FITZGERALD,
*J.P. of the Province of
Prince Edward Island.*

APPENDIX No. 21.

REPORT OF THE HARBOUR MASTER FOR THE PORT OF GEORGETOWN,
P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

GEORGETOWN, P.E.I., March 16th, 1876.

SIR,—You will feel somewhat astonished at my delaying the sending of this, my report, so long; but owing to the following causes you will at once see that I was unable to send a correct report much sooner.

In the month of December last we had in this harbour several vessels loading, and in the early part of the month we had no ice, and consequently I would not be justified in taking in the buoys; but, contrary to all expectation, the ice made all at once so as to freeze the harbour over so that no vessel could move. In the course of a few days the most part of this ice started out carrying the buoys with it; I at once sent Captain Mackenzie out with his little vessel, and he could only secure three. I then sent to Boughton Island, and Head and McCormick got two and Captain Boucher saved another. Two of those saved were two of those placed by William Moir. I think there were none of the buoys that Moir had charge of saved, except those two that I got secured, and from my not seeing Moir this winter I will be obliged to have those fitted up and placed at the same time as those that I am to place in the outward part of the harbour. I trust that you will see from the foregoing that in order to give you a correct report, I could not do it much sooner than this. I wrote you early last summer to say that our buoys were considered too small, and that if they were enlarged I would put those small ones in St. Mary's Bay, the Southern Arm of the Harbour. Since then, Mr. Wightman put some spar buoys there as he states by order of Mr. Mitchell, of Charlottetown; these were not placed by my instructions; whether or not Mr. Mitchell and Mr. Wightman have arranged for this season I know not. You will see by my returns of the vessels that paid harbour dues at this port last season, that they are largely on the increase of the previous season. Something more might be collected from the United States vessels, but they are averse to paying the second time in one season.

I have the honour to be, Sir,

Your most obedient servant,

JOHN B. HOWLETT,

Harbour Master.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 22.

**REPORT OF THE HARBOUR MASTER FOR THE PORT OF VICTORIA,
B.C., UP TO 31ST DECEMBER, 1875.**

HARBOUR MASTER'S OFFICE,
VICTORIA, B.C., 20th March, 1875.

SIR,—I have the honour to forward for your information the attested copy of the Harbour Master's Account to December 31st, 1875, which I hope you may find correct.

I have the honour to be, Sir,
Your most obedient servant,
JEREMIAH NAGLE,
Harbour Master of Victoria and Esquimalt.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

STATEMENT of Receipts and Expenditure in connection with the Office of Harbour Master, of the Ports of Victoria and Esquimalt, from 21st March to 31st December, 1875.

CR.

DR.

1875.	By amount received for the month	\$ cts.	1875.	To paid for	\$ cts.
March	do	4 00	March 21	Letter Book	1 00
April	do	4 00	April 23	" Higgin's Advertisements and Notice	8 00
May	do	39 00	May 4	" Long Bill Heads	4 00
June	do	15 00	May 11	" Harrison for Sign	3 00
July	do	45 00	June 28	" Cab hire to Esquimalt on duty	4 50
August	do	41 00	July 27	" do	4 00
September	do	28 50	August 17	" Expenses, Boat and Cab hire to Esquimalt, on account of H. M. S. "Rocket"	3 50
October	do	111 50	September 23	" Expenses boarding, H. M. S. "Repulse"	1 50
November	do	128 00	September 27	" Boat hire, boarding vessels in Victoria Harbour	1 50
December	do	83 50	October 25	" Expenses boarding, "Dacota"	2 50
			October 25	" Small Axe	1 25
			October 30	" Jungerman for Clock	6 00
			November 10	" Cab and Boat hir., on account of H. M. S. "Fantome"	2 50
			November 29	" Hibbon for Stationery	14 75
			December 31	" Half cost of Office Furniture	27 62
				" do Rent of Office for 9 months, at \$3	27 00
				" do Store for Office	7 13
				" do Fuel	1 50
				" J. C. Bates, Accountant for arranging and making up Accounts for the year	10 00
				To amount reverting to Harbour Master	368 25
		499 50			499 50

Sworn before me this 20th day of March, 1876, Victoria, B.C.

A. J. LANGLEY, J. P.

APPENDIX No. 23.

TABLE shewing the names of Ports proclaimed under the Dominion Acts, 36 Vic., chap. 9, 37 Vic., chap. 34 and 38 Vic., chap. 30, for the appointment of Harbour Masters, the dates of proclamation, the names of the Harbour Masters appointed under the Acts named, and the Acts 35 Vic., chap. 42 and 36 Vic., chaps., 12 and 36, the dates of the appointment of the Harbour Masters, the amount which each of their salaries is not to exceed, and the amount of fees collected by each of them during the calendar year ended 31st December, 1875.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1875.
Southampton.....	23 Sept., 1875.....	David Cascadden.....	13 Sept., 1875...	\$ cts. 100 00	\$ cts. 15 00

PROVINCE OF QUEBEC.

Gaspé.....	25 Sept., 1874.....	Joseph Eden.....	22 Sept., 1874...	500 00	127 00
St. John's.....	} Within the harbour at Montreal.	Romuald Alfred Girardin...	20 April, 1875...	300 00	608 00
Sorel.....		Pierre Bellefeuille.....	20 April, 1875...	300 00	523 50
Three Rivers.....		Udoric Frederick Langlois..	14 June, 1875...	300 00	212 00

PROVINCE OF NEW BRUNSWICK.

Bathurst.....	30 May, 1873.....	Peter J. Hackey.....	12 Dec., 1874...	200 00	30 50
Bay Verte.....	30 May, 1873.....	No appointment.....			
Buctouche.....	30 May, 1873.....	Horatio Edward Dixon.....	7 July, 1873...	100 00	33 50
Campbelltown...	30 May, 1873.....	William Mott.....	9 July, 1873...	200 00	19 50
Campobello.....	30 May, 1873.....	John Benjamin Beatty.....	7 July, 1873...	100 00	15 50
Caraquet.....	30 May, 1873.....	Gervais Basil Paulin.....	30 April, 1874...	150 00	30 50
Chatham.....	30 May, 1873.....	William Johnston.....	7 July, 1873...	300 00	677 50
Cocagne.....	30 May, 1873.....	John Brooks.....	7 July, 1873...	100 00	15 50
Dalhousie.....	30 May, 1873.....	John Urquhart Campbell....	8 July, 1874...	200 00	68 50
Dorchester.....	30 May, 1873.....	Joshua King.....	9 July, 1875...	200 00	29 50
Fredericton.....	30 May, 1873.....	No appointment.....			
Great Shemogue	17 May, 1875.....	John Avar.....	10 May, 1875...	100 00	3 00
Harvey.....	30 May, 1873.....	Joseph McAlmon.....	10 April, 1875...	100 00	9 50
Hillsborough.....	30 May, 1873.....	Nehemiah Bennett.....	30 April, 1874...	150 00	27 25
Ledge of St. Stephens	30 May, 1873.....	Absalom Kelso Christie.....	7 July, 1873...	100 00	23 00
Moncton.....	30 May, 1873.....	No appointment.....			
Musquash.....	26 Mar., 1874.....	Samuel Hayward.....	26 March, 1874...	100 00	41 00
Newcastle.....	30 May, 1873.....	John Niven.....	7 July, 1873...	300 00	165 00
North Joggins...	30 May, 1873.....	No appointment.....			
Richibucto.....	30 May, 1873.....	James Alexander Jardine....	11 May, 1874...	200 00	137 00
Rockland.....	30 May, 1873.....	No appointment.....			
Sackville.....	30 May, 1873.....	No appointment.....			
St. Andrew.....	30 May, 1873.....	John Balson.....	7 July, 1873...	100 00	60 50
St. George.....	30 May, 1873.....	James Dick.....	7 July, 1873...	100 00	72 50
St. Martins.....	14 May, 1874.....	Joseph Carson.....	14 May, 1874...	100 00	4 50
Shediac.....	30 May, 1873.....	William Rufus Wood.....	10 May, 1875...	300 00	121 50
Shippegan.....	30 May, 1873.....	No appointment.....			
Tracadie.....	17 May, 1875.....	Vital Arceno.....	9 July, 1875...	100 00	9 50

TABLE shewing the names of Ports proclaimed under the Dominion Acts.
&c.—Continued.

PROVINCE OF NOVA SCOTIA.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of Office salary not to exceed.	Amount collected in 1875.
				\$ cts.	\$ cts.
Annapolis	12 Mar., 1875.....	Jacob Troop Starratt	25 Feb'y, 1875...	200 00	44 50
Baddeck	23 Sept, 1875.....	Sephen Atwater	15 Sept., 1875...	100 00	4 00
Bear River	25 Sept, 1874.....	William Fenwick Hennigar..	22 Sept., 1874...	400 00	35 50
Bridgewater	6 May, 1874.....	Joseph Robins Wyman	6 May, 1874...	100 00	94 00
Bras d'Or, including New Campbelltown..	6 May, 1874.....	Francis Dunlap	6 May, 1874...	200 00	3 00
Getson's Cove.....	12 Mar., 1875.....	George' Henry Zwicker.....	25 Feb'y, 1875...	300 00	69 50
Halifax.....	No proclamation required by Act	Elijah Wood	7 Oct'r, 1872...	1,600 00	1,424 00
Little Glace Bay	3 Aug., 1874.....	Henry Mitchell.....	23 July, 1874...	200 00	142 00
Lunenburg	3 Dec., 1875.....	William Henry Begg	3 Dec'r, 1875...	150 00	0 00
McMair's Cove.....	12 Mar., 1875.....	Ronald McEachen.....	8 March, 1875...	150 00	10 00
Margaret's Bay ..	16 July, 1875.....	Peter Francis Boutillier.....	9 July, 1875...	100 00	8 00
North Sydney.....	9 April, 1874.....	George Bennett Ingraham...	9 April, 1874...	500 00	No return.
Parrsborough.....	22 Oct., 1873. . .	Edward Walter Beaty	22 Oct'r, 1873...	100 00	8 50
Pictou	No proclamation required by Act	John Gunn	14 Aug., 1875...	400 00	1,900 00
Plaster Harbour	6 May, 1874.....	Donald Fraser	6 May, 1874...	200 00	47 50
Pt. Hawkesbury.	16 July, 1875.....	Daniel Henesey	9 July, 1875...	200 00	35 00
Port Hood.....	16 July, 1875.....	John Murphy, jun.....	9 July, 1875...	200 00	0 00
Pugwash.....	22 Oct., 1873.....	James Bent	22 Oct'r 1873...	100 00	46 50
Sheet Harbour.....	14 May, 1874.....	William Hall	14 May, 1874...	150 00	No return.
Tusket	18 Mar., 1875.....	Forman Hatfield	1 March, 1875...	100 00	15 00
Wallace	22 Oct., 1873.....	William McNab	22 Oct'r, 1873...	100 00	8 50
Windsor.....	24 Sept, 1874.....	James Smith Wiley	22 Sept., 1874...	400 00	259 00
Whycocomah.....	29 Oct., 1875.....	Neil McKinnon.....	8 Oct'r, 1875...	100 00	4 00
Yarmouth	18 Mar., 1875.....	Charles Tooker	1 March, 1875...	250 00	259 00

PROVINCE OF PRINCE EDWARD ISLAND.

Bay Fortune.....	10 April, 1875.....	William R. Dingwell	10 April, 1875...	200 00	No return.
Cardigan Bridge	15 July, 1874.....	George Alley	4 Nov'r, 1874...	200 00	No return.
Cascumpec.....	15 July, 1874.....	George Wells	17 June, 1874...	200 00	31 00
Charlottetown.....	15 July, 1874.....	William White.....	17 June, 1874...	400 00	148 50
Crapaud	15 July, 1874.....	Wesley Meyers.....	17 June, 1874...	200 00	13 50
Egmont Bay.....	15 July, 1874.....	Alexander McArthur.....	17 June, 1874...	200 00	No return.
Georgetown.....	15 July, 1874.....	John Bradshaw Howlett.....	17 June, 1874...	200 00	135 00
Grand River.....	10 April, 1875.....	Ronald S. Macdonald.....	10 April, 1875...	200 00	9 00
Malpeque.....	10 July, 1874.....	Duncan McGougan.....	20 June, 1874...	200 00	No return.
Montagu Bridge.	15 July, 1874.....	Daniel C. Campbell	17 June, 1874...	200 00	12 00
Murray Harbour.	15 July, 1874.....	William Millar	17 June, 1874...	200 00	4 00
New London.....	15 July, 1874.....	George Mackenzie	17 June, 1874...	200 00	5 50
North Pinette ..	15 July, 1874.....	Niel McLeod.....	17 June, 1874...	200 00	8 50
Port Hill	15 July, 1874.....	James Ellis	17 June, 1874...	200 00	8 50
Rollo Bay	10 April, 1875.....	Charles Deagle	10 April, 1875...	200 00	0 00
Rustico	17 May, 1875.....	William McNeill, jun	5 May, 1875...	200 00	No return.
St. Peter's Bay ..	10 April, 1875.....	James McDonald.....	10 April, 1875...	200 00	0 00
Souris.....	10 April, 1875.....	Alexander Halloran.....	10 April, 1875...	200 00	0 00
Summerside	15 July, 1874.....	Ronald Campbell	17 June, 1874...	200 00	66 00
Tracadie	17 May, 1875.....	Hugh Campbell	5 May, 1875...	200 00	0 00
Vernon River Bridge	19 July, 1874.....	John Furness	17 June, 1874...	200 00	17 50
West River.....	17 May, 1875.....	Ewan McMillan	5 May, 1875...	200 00	0 00

TABLE shewing the names of Ports proclaimed under the Dominion Acts,
&c.—*Continued.*

PROVINCE OF BRITISH COLUMBIA.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of Office. Salary not to exceed.	Amount collected in 1875.
				\$ cts.	\$ cts.
Nanaimo	10 April, 1875.....	John Flett Sabiston.....	10 April, 1875...	500 00	155 00
Victoria and Esquimalt.....	20 Mar., 1875.....	Jeremiah Nagle	8 March, 1875...	600 00	499 50

WM. SMITH,

Deputy Minister of Marine and Fisheries.

OTTAWA,

1st January, 1876.

APPENDIX No. 24.

STATEMENT of amount of Collections and Expenditure on account of Harbour Improvements, collected at the undermentioned Ports, at which Tonnage Dues have been imposed by Proclamation, for the fiscal year ended 30th June, 1875.

QUEBEC.

	No. of Tons.	\$ cts.	\$ cts.
House Harbour	410	41 00	
Amherst	2,727	272 70	
Gaspé.....	111	11 10	324 80

NEW BRUNSWICK.

Richibucto	18,335	1,833 50	
Bathurst	5,536	553 60	2,387 10
			2,711 90

Expenditure on account of Harbour Improvements, for the fiscal year ended 30th June, 1875.

Richibucto, N. B., Tug Service.....	\$ 2,500 00
do Breakwater	16,077 50
Bathurst, for dredging.....	3,876 43
	22,453 93

WM. SMITH,
Deputy Minister of Marine and Fisheries.

OTTAWA,
1st January, 1876.

APPENDIX No. 25

REPORT ON THE PILOTAGE DISTRICT OF MONTREAL, FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1875.HARBOUR COMMISSIONER'S OFFICE,
MONTREAL, January 25th, 1876.

SIR,—I have the honour, by desire of the Harbour Commissioners of Montreal to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the following Report in accordance with the provisions of the 24th Section of the Act respecting Pilotage.

NAME and Age of each Pilot, &c., licensed or authorized to act by the Harbour Commissioners, during the year 1875.

Names.	Age.	Service for which licensed.
François Desjordy.....	30.	} Licensed as pilots to pilot any vessel within the Pilotage District of Montreal.
Ferdinand Labranche.....	29.	
David Perrault.....	33.	

NAMES of each Pilot, Apprentice, Master or Mate, acting under authority of the Harbour Commissioners of Montreal.

Names.	Age.	Services for which licensed.
Onesime Naud.....	71.	} To pilot any vessel within the Pilotage District of Mon- treal.
Zephirin Mayrand.....	67.	
P. Marcel Mathieu.....	55.	
François A. Mayrand.....	55.	
Joseph Leveille.....	57.	
Hector Hamelin.....	57.	
Joseph L. Dussercau.....	67.	
Leandre Mayrand.....	52.	
Zephirin Bouillé.....	46.	
Placide Gaillardet.....	59.	
David Mathieu.....	53.	
Joseph Barnabé de Lafreniere.....	62.	
Cyrille Belisle.....	47.	
Adolph Lisé.....	45.	
George Raymond.....	45.	
Eusebe Toupin.....	50.	
Augustin Naud.....	48.	
Hubert A. Belisle.....	44.	
Athanase Dufresne.....	41.	
Jean B. Dorval.....	43.	
Louis N. Bouillé.....	48.	
Edouard Naud.....	32.	
Pierre Gagnon.....	47.	
Onesime Naud.....	34.	
Joseph O. Hamelin.....	41.	
Joseph Chandonnet.....	34.	
Louis A. Bouillé.....	35.	
Prudet Beaudet.....	33.	
Elzear Belisle.....	40.	

Names.	Age.	Services for which licensed.
George Belisle.....	35.	To pilot any vessel within the Pilotage District of Mon- treal.
Joseph Pleau.....	37.	
Celestin Brunet.....	32.	
Louis Belisle.....	29.	
Damas Caien.....	34.	
Ulric Groleau.....	27.	
Alfred Frenette.....	35.	
Alfred St. Armand.....	31.	
Phillipe Belanger.....	36.	
Victor Gagnon.....	36.	
Narcisse Perrault.....	37.	
Trefle Toupin.....	27.	
Cleophas Auger.....	28.	

On the 21st May, 1875, Joseph Chandonnet, Pilot of the steamship "Dominion," was charged before the Harbour Commissioners of Montreal by Captain John Graham, of the steamship "Moravian," with neglect of duty in having caused a collision between the steamships "Dominion" and "Moravian" in the Harbour of Quebec, on the 18th May, 1875.

Chandonnet was acquitted, it having been proved to the satisfaction of the Commissioners that he had done all that was possible at the time to avoid the collision. The owners of the steamship "Moravian," not satisfied with the decision of the Harbour Commissioners of Montreal, brought the case before the Admiralty Court at Quebec, where it was decided that the Harbour Commissioners of Montreal were correct in their decision.

On the 25th September, 1875, Theodore Chabot, Captain of the steamer "Abyssinian," was charged before this Board by Captain Robert Nelson, Captain of the steamer "Montreal," with having on the 16th inst., near Cape St. Michel, in the Parish of Varennes, caused a collision between the said steamers, whereby the steamer "Montreal" was seriously damaged and the lives of those on board endangered.

A summons was issued in this case against the Captain of the steamer "Abyssinian." A large number of witnesses were examined on both sides, both parties were represented by counsel, the whole case carefully considered, when, after a session of three days, judgment was given in favour of plaintiff, condemning the defendant for the offence aforesaid, to a fine of twenty dollars.

Subsequently the defendant endeavoured, by writ of *Certiorari*, to bring the matter before the Superior Court, alleging that the Harbour Commissioners had no jurisdiction in such cases; but Mr. Justice Mackay held the contrary, deciding that they had jurisdiction, and refused to grant the writ.

Three candidates were licensed during the year 1875.

Two pilots, Zephirin Mayrand, aged 67, and Joseph L. Dussereau, aged 67, were licensed for one year, in conformity with the 36th Section of Pilotage Act, 1873.

There are 42 pilots acting and four on the pension list.

Tariff of pilotage now in force in the Pilotage District of Montreal:—

Pilotage of vessels in tow of a steamer, for each foot of draught of water, upwards or downwards..	\$2 00
Pilotage of vessels propelled by a steamer, for each foot of draught of water, upwards or downwards.....	2 50
Pilotage of vessels under sail, for each foot of draught of water,—Upwards.....	4 20
Downwards.....	2 80
Moving a vessel from one wharf to another, in the Harbour of Montreal, or from foot of the current into the harbour..	5 00

Gross earnings of the Pilots of this District for year 1875, about \$33,680.

The receipts during the year 1875, which are derived from the earnings of the Pilots, being five per cent. thereof and interest on investments, amounting to \$3,244, and the expenditure \$1,260, paid as pensions to old and infirm Pilots and the widows of deceased Pilots.

There are 21 pensioners on the list at present.

I have the honour to be, Sir,

Your obedient servant,

H. H. WHITNEY,

Secretary.

WM. SMITH, ESQ.,

Deputy Minister of Marine and Fisheries, Ottawa

APPENDIX No. 26.

BRANCH PILOTS, for the River St. Lawrence, for and below the Harbour of Quebec.

No.	Names.	Age.	Residence.
1	Edouard Pettigrew.....	70	Green Island.
2	Joseph Langlois.....	69	Orleans.
3	Alexis Delisle.....	65	do
4	Charles Chouinard.....	74	Rimouski.
5	Joseph Pepin.....	66	Orleans.
6	Ant. Labrègue.....	68	Quebec.
7	Jean Bourget.....	67	Point Levi.
8	François Joseph Pouliot.....	68	Rimouski.
9	Frédéric Bernier.....	71	Quebec.
10	Charles Nolet.....	67	do
11	Jean Gobeil, 1st.....	66	Orleans
12	Ives Silvestre.....	66	Quebec.
13	Maximilien Caron.....	66	do
14	Louis Joseph Lavoie.....	61	Point Levi.
15	Thomas Couillard Desprès.....	65	do
16	Joseph St. Laurent.....	64	Quebec.
17	Vital Chamberland.....	64	Point Levi.
18	Pierre Laprise.....	64	Orleans.
19	Laurent Tremblay.....	65	Point Levi.
20	Dominique Girard ..	61	Green Island.
21	Edouard Marcoux.....	68	Orleans.
22	Charles Pouliot.....	61	do
23	Thomas Simard.....	61	Quebec.
24	Jean-Baptiste Turgeon.....	63	do
25	Cyprien Langlois, 1st.....	62	Orleans.
26	Jean Audet dit Lapointe.....	62	St. Michel.
27	Edouard Antil dit St. Jean.....	60	Quebec.
28	George Santerre.....	64	St. Michel.
29	Laurent Larochelle.....	63	do
30	F.-Xavier Pepin dit Lachance.....	60	Orleans.
31	Robert Demers.....	60	Point Levi.
32	Paul Gautron dit Larochelle.....	63	St. Michel.
33	Charles Bernier.....	61	Cap St. Ignace.
34	Régis Ménard.....	60	St. Valier.
35	George Laplante.....	62	Quebec.
36	Jean Dufresne.....	60	do
37	Jean Pouliot.....	61	do
38	François Vézina.....	61	do
39	Helie Normand.....	60	do
40	Alexandre Vaillancourt.....	66	Orleans.
41	Hilari Raymond.....	62	Kamouraska.
42	Jean François Lemarre.....	62	St. Valier.
43	Hilari Jovin.....	59	Ste. Luce.
44	Jean-Baptiste Bernier.....	60	L'Islet.
45	Pierre Peltier.....	64	St. Michel.
46	François Thivierge.....	60	Quebec.
47	Joseph Pouliot, 1st.....	53	Orleans.
48	Marcel LeBel.....	62	Kamouraska.
49	Edouard Demers.....	58	Point Levi.
50	Jacques Tremblay.....	67	Orleans.
51	Jean Dugas.....	59	Quebec.
52	Cyprien Raymond.....	57	do

BRANCH PILOTS, for the River St. Lawrence, etc.—*Continued.*

No.	Names.	Age.	Residence.
53	Damien Boulanger.....	61	Point Levi.
54	William Russell.....	58	Quebec.
55	Louis Laprise.....	59	Orleans.
56	Pierre Pepin.....	60	do
57	Charles Damas.....	59	Green Island.
58	Louis Côtin Dugal.....	65	St. Michel.
59	Edouard Genest.....	58	Orleans.
60	Pierre Lapierre.....	58	Point Levi.
61	Anselme Marmen.....	59	Quebec.
62	Magloire Delisle.....	59	Green Island.
63	Jean-Baptiste Talbot, 1st.....	58	Berthier.
64	François-Xavier Delisle, 1st.....	57	Orleans.
65	Joseph Dick.....	56	do
66	François Noël.....	65	do
67	Paul Langlois.....	60	Ste. Agathe.
68	Marcel Côté.....	60	Green Island.
69	George Audet dit Lapointe.....	55	Point Levi.
70	Gabriel Lachance.....	56	Orleans.
71	Isaïe Marticotte.....	55	Quebec.
72	François Dallaire.....	58	Orleans.
73	Laurent Godbout, 1st.....	58	Quebec.
74	Pierre Roy.....	60	do
75	Clovis Antil.....	55	St. Jean Port Joly
76	Pierre Ruelland.....	59	St. Michel.
77	Hubert Dumas.....	56	Trois-Pistoles.
78	Damase Babin.....	58	St. Jean Port Joly
79	Jos. Beaucher dit Morency.....	58	Quebec.
80	Maurice Pepin dit Lachance.....	63	do
81	David Bouffard.....	56	Orleans.
82	Pierre Curodeau.....	53	do
83	Edouard Labrèque.....	55	do
84	Bart. Pepin dit Lachance, 1st.....	54	do
85	Antoine Lapointe.....	54	Quebec.
86	Jean Chasse.....	59	Cacouna.
87	Narcisse Forgues.....	54	Point Levi.
88	François Dumas.....	57	Green Island.
89	Dominique Verreault.....	55	Ste. Flavie.
90	Louis Crépeau.....	52	Quebec.
91	Thomas Théberge.....	57	Orleans.
92	Michel Guenard.....	52	Point Levi.
93	Jean Coulombe.....	54	Orleans.
94	Thomas Connell.....	52	Quebec.
95	Alexis Vézina.....	57	Crane Island.
96	Gilbert Baillargeon.....	53	Orleans.
97	Jean Giroux.....	53	Point Levi.
98	Eusèbe Thivierge.....	56	Quebec.
99	François P. Couillard.....	54	do
100	Nicolas Fortin.....	52	St. Michel.
101	Magloire Mercier.....	59	do
102	Pierre Ross.....	57	St. Germain de Rimouski.
103	Louis Ol. Leclerc.....	61	St. Michel.
104	Pierre Gourdeau, 2nd.....	58	Orleans.
105	Jean-Baptiste Tremblay.....	59	Quebec.
106	Julien Dion.....	56	Green Island.
107	Pierre Lemieux.....	51	Quebec.
108	Edouard Rousseau.....	60	Trois-Pistoles.
109	Louis Fontaine.....	55	Orleans.
110	Abraham Couillard Després.....	60	St. Michel.
111	François Godreau.....	52	Cap St. Ignace.
112	Jérémie Dufresne.....	57	Quebec.
113	Joseph Blouin.....	61	do
114	Antoine Gobeil.....	47	Orleans.
115	Pierre Fontaine.....	47	do
116	Joseph Lavoie.....	61	Ste. Luce de Rimouski.

BRANCH PILOTS, for the River St. Lawrence, etc.—*Continued.*

No.	Names.	Age.	Residence.
117	Victor Demers.....	50	Point Levi.
118	Joseph Plante.....	45	Quebec.
119	Louis Thivierge.....	46	Orleans.
120	Charles Francis Brown.....	47	Quebec.
121	Paul Pâquet.....	54	Orleans.
122	Joseph Pouliot, 2nd.....	48	do
123	George Normand.....	45	Crane Island.
124	David D'Amour.....	43	Trois-Pistoles.
125	Joseph Levesque.....	41	Green Island.
126	Charles Vézina.....	41	Crane Island.
127	Ovide Dick.....	44	Quebec.
128	Michael Neil Asselin.....	45	St. Michel.
129	Numa Lachance.....	41	do
130	Hannibal Baquet.....	40	Quebec.
131	Joseph Gravel.....	46	do
132	Auguste Couillard Despres.....	39	St. Michel.
133	Eustache Doiron.....	42	Notre-Dame de Lévis.
134	Jean Baptiste Pouliot.....	34	Quebec.
135	Jean Gobeil, 2nd.....	34	Orleans.
136	Joseph Pâquet.....	39	do
137	Louis Edmond Morin.....	37	Quebec.
138	Moïse Lachance.....	38	Orleans.
139	Joseph S. Brown.....	41	Quebec.
140	Hubert Raymond.....	36	Orleans.
141	Achille D'Amour.....	36	Trois-Pistoles.
142	Cyrille Lapointe.....	36	Orleans.
143	Joseph Pouliot, 3rd.....	32	do
144	Edmond Larochelle.....	32	St. Michel.
145	Amable Fournier.....	64	Arthabaska.
146	Antoine Thomas Chouinard.....	41	Rimouski.
147	Siméon Plante.....	40	Quebec.
148	Laurent Godbout, 2nd.....	32	do
149	Pierre S. Laprise.....	32	do
150	Adelme Pouliot.....	36	Orleans.
151	Bart. Pepin dit Lachance, 2nd.....	30	do
152	François-Xavier Delisle, 2nd.....	30	do
153	Joseph Pepin Lachance.....	41	do
154	Damien E. Boulanger.....	32	Quebec.
155	Cyprien Langlois, 2nd.....	31	Orleans.
156	Jean Delisle.....	30	do
157	Nazaire Curodeau.....	28	do
158	Charles Normand.....	29	Quebec.
159	Napoléon Rioux.....	30	Trois-Pistoles.
160	Jean-Bte. Tremblay.....	32	Quebec.
161	Ray. Baquet dit Lamontagne.....	30	St. Michel.
162	François-Xavier Lamarre.....	29	St. Valier.
163	Moïse Pouliot.....	27	St. Jean, Orleans.
164	Paul Gobeil.....	29	do
165	Charles Alarie Raymond.....	27	Quebec.
166	Victor Vézina.....	30	do
167	Louis Honorius Lachance.....	37	St. Michel.
168	L. B. O. Gautron dit Larochelle.....	29	do
169	Chas. Hermie alias A. Bernier.....	30	Cap St. Ignace.
170	Louis Robert Demers.....	29	Notre-Dame de Lévis.
171	Vital Ephrem Chamberland.....	35	do
172	Joseph G. Dupil.....	28	Orleans.
173	Charles E. Nollet.....	27	Quebec.
174	Jean-Baptiste Talbot, 2nd.....	30	Berthier.
175	Louis Fortunat Lavoie.....	30	Rimouski.
176	Joseph Fortier.....	31	Orleans.
177	Nestor Lachance.....	30	do
178	Cyrille Audet dit Lapointe.....	30	St. Michel.
179	Edouard Turgen.....	29	Quebec.
180	Joseph Lapointe.....	32	Orleans.

BRANCH PILOTS, for the River St. Lawrence, etc.—*Continued.*

No.	Names.	Age.	Residence.
181	Léandre Raymond	27	Orleans
182	Pierre Pepin Lachance.....	26	do
183	Théophile Gourdeau.....	31	do
184	Isidore Noël.....	25	do
185	Jean Evariste Adam.....	31	L'Islet.
186	Alfred Larochelle.....	25	St. Michel.
187	Théophile Corriveau.....	28	Quebec.
188	Elzéar Godbout.....	27	do
189	George Couillard Després.....	27	Levis.
190	Pierre Gobeil.....	27	Orleans.
191	Thomas Alfred Antil.....	25	St. Jean Port Joli.
192	Théodule Pepin dit Lachance	30	Quebec.
193	Achille T. Simard.....	23	River du-Loup.
194	J.-Bte. Patoine.....		
195	Narcisse Lavoie.....		
196	Alfred Turgeon		

List of Pilot Apprentices actually under the control of the Office of the Corporation of Pilots for the Port of Quebec, and below Quebec, in order of their seniority :—

- | | |
|---------------------------|---------------------------|
| 1. Albert Royer. | 28. Arcadius Jouvin. |
| 2. Adelard Santerre. | 29. L. P. Lavoie. |
| 3. Emilio Couillard. | 30. Léon Labrèque. |
| 4. Frs. X. Demeule. | 31. Paul Lachance, No. 2. |
| 5. Onézime Noël. | 32. Joseph Pouliot. |
| 6. Théophile F. Laurent. | 33. Joseph Larochelle. |
| 7. Napoléon Baillargeon. | 34. Adjutor Lachance. |
| 8. Ferdinand Peltier. | 35. Ernest Nollet. |
| 9. Joseph Bernier. | 36. Arthur Koenig. |
| 10. George Dugas. | 37. François Godreau. |
| 11. Honoré Lapierre. | 38. Joseph O. Lachance. |
| 12. Eugène Lachance. | 39. Paul Paquet. |
| 13. Charles Bouffard. | 40. Alphonse Pouliot. |
| 14. J. Isaac Gourdeau. | 41. David Dumas. |
| 15. Trefflée Delisle. | 42. Eugène Anctil. |
| 16. Charles Pelletier. | 43. Elzear Normand. |
| 17. Jean. Bte. Couillard. | 44. Prudent Marmen. |
| 18. Nazaire Delisle. | 45. Jean S. Bernier. |
| 19. Eugène Lavoie. | 46. Joseph Paquet. |
| 20. Philias Langlois. | 47. Pierre Fontaine. |
| 21. L. Napoléon Rioux. | 48. Alphonse Lachance. |
| 22. Geo. E. Dugal. | 49. Joseph Vézina. |
| 23. Adjutor Baillargeon. | 50. Arthur Baillargeon. |
| 24. Joseph Dion. | 51. Herménégilde Guénard. |
| 25. Alexis Vézina. | 52. Arthur Pelletier. |
| 26. Charles Clavet. | 53. John W. Irvine. |
| 27. Paul Lachance, No. 1. | 54. Caius Fortin. |

CORPORATION OF PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC.

QUEBEC, 2nd February, 1876.

Amount of Pilotage Receipts for the past calendar year, \$128,168.23. Foreign vessels, 237; Dues paid and amount received, 25,194.18. British vessels, 81; Dues paid and amount received, \$102,974.05. Amount of expenditure, \$20,916.64.

APPENDIX No. 27.

REPORT OF PILOTAGE COMMISSIONERS OF ST. JOHN, N.B., FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1875.OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 31st December, 1875.

SIR,—I have the honour herewith to forward you the Returns of our transactions for the year ending the 31st December last.

I have the honour to be, Sir,
Your most obedient servant,
J. U. THOMAS,
Secretary and Treasurer.

To WM. SMITH, ESQ.,
Deputy Minister of Marine and Fisheries, Ottawa.

RECEIPTS and Expenditure of Office from 31st Dec., 1874 to 31st Dec., 1875.

		\$	cts.	\$	cts.
1874.					
December.	By Balance				113 66
1875.					
March.....	Licenses :—M. Garrity, St. John.....	5	00		
	J. McNulty, Musquash.....	5	00		
May	Boat "Hercules".....	10	00		
December.	33 Pilots, to date, \$5.....	165	00		
	4 Pilot boats, \$10	40	00		
	Received from pilotage of ships, outward, 25 cents per foot, and 2½ per cent.....	1,207	85	1,432	85
1875.				1,546	51
April.....	To paid advertising and printing:— <i>Tribune</i> , \$3.15; Barnes & Co., \$1.50; Elder, \$3.37; Willis & Mott, \$3.50; <i>Freeman</i> , \$2.50; <i>Globe</i> , \$6.....	20	02		
August....	J. & A. McMillan, seal, &c.....	45	50		
	Costs of suit:—"Iris," \$7.30; "S. Watt," \$6.20.....	13	50		
	C. W. Weldon, attorney, attending court	10	00		
October ...	Secretary, salary, 3 months, to 30th September.....	200	00		
	Office rent, gas, fuel; 6 months, to 30th June	100	00		
November	A. Watson, filling up 45 licenses.....	2	25		
	Sergeant Hill, serving notices.....	2	00		
December.	Secretary, salary, 3 months, to 31st December.	200	00		
	Office rent, gas, fuel; 6 months, 31st December.....	100	00		
	Chubb & Co., printing bye-laws.....	54	60		
	J. & A. McMillan, printing.....	3	50	751	37
	Balance Pilot fund.....			795	14

J. U. THOMAS,
Secretary and Treasurer.

OFFICE OF COMMISSIONERS,
PILOTAGE AUTHORITY, DISTRICT OF ST. JOHN, N.B.,
December 31st 1875.

Returns of all vessels coming under the direction of the Pilotage Authority,
from 31st December, 1874 to 31st December, 1875:—

Total, 212 Ships and Barques
151 Brigs and Brigantines
145 Schooners
15 Steamers.
—
523—Pilotage earned, \$23,813.90.

British, 166 Ships and Barques
128 Brigs and Brigantines
62 Schooners
15 Steamers
—
371—Pilotage earned, \$16,805.90.

Foreign, 46 Ships and Barques
23 Brigs and Brigantines
83 Schooners.
—
152—Pilotage earned, \$7,008.

J. U. THOMAS,
Secretary Treasurer.

OFFICE OF COMMISSIONERS,
PILOTAGE AUTHORITY, DISTRICT OF ST. JOHN, N.B.,
December, 31st 1875.

RATES OF PILOTAGE, PORT OF ST. JOHN, NEW BRUNSWICK.

Inwards.

1st District, from Partridge Island to Musquash Head, bearing N.W., per foot *one dollar.*

2nd District, from Musquash head to Point Lepreaux, N.W., per foot *one dollar twenty-five cents.*

3rd District, from Point Lepreaux to North Head of Grand Manan, N.W., or North Channel, S.E., per foot *one dollar fifty cents.*

4th District, from North Head of Grand Manan or North Channel, as aforesaid, to Machias' Seal Island, south, or Brien's Island, south-east, per foot *one dollar seventy-five cents.*

5th District, shall be from the outside limit of the fourth district, to a bound ranging with Mount Desert and Cape Sable Seal Island, bearing north-west and south-east, being the outside limits of the Pilotage district, per foot *two dollars twenty-five cents.*

Outward Pilotage.

From the Harbour of the Port of St. John to outside of Partridge Island shall be *one dollar twenty-five cents* per foot.

Down the Bay, when required, shall be *two dollars* per foot over and above the *one dollar* harbour pilotage outwards.

MUSQUASH.

District 1 and 2 of the Port or Harbour of St. John, shall be for No. 1. district of the Harbour of Musquash. Districts Nos. 3, 4 and 5 of the said Harbour of St. John shall be Nos. 2, 3 and 4 of the Harbour of Musquash; that the rates of pilotage inwards into the Harbour of Musquash shall be No. 1 District *one dollar twenty-five cents* per foot draft of water, and *twenty-five cents* additional per foot, each district boarded beyond the said 1st District.

Outward Pilotage within the 1st District, shall be *one dollar* per foot.

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B.,
31st December, 1875.

List of Apprentices now serving under this Authority at this date.

Names.	Master.	Date.	Term.
James Riding.....	Joseph Doherty.....	19th October, 1868....	6 years.
Wm. Scott.....	John Scott.....	12th May, 1868.....	5 do
Alfred Cline.....	Richard Cline.....	25th August, 1871.....	5 do
James Bennett.....	Lewis Bennett.....	22nd February, 1872....	5 do
Samuel L. Sutton.....	James Reid, jun.....	16th December, 1874..	2½ do
Martin Spears.....	John Spears, sen.....	5th April, 1873.....	5 do
Thos. Francis O'Neill.	John S. C. Sherrard.	21st June, 1873.....	5 do

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS, PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN N.B.,
31st December, 1875

List of Pilots licensed by the Pilotage Authority, from 1st December, 1875, to 1st December, 1876, for the District of St. John, N.B.

Names.	Age.
Thomas Trayner.....	23
Samuel Rutherford.....	44
George P. Mulherren.....	28
James Cassely.....	29
Edward J. Fletcher.....	49
Thomas Vaughan.....	57
James Reed.....	60
Joseph Doherty.....	30
John S. C. Sherrard.....	42
James Doyle.....	39
Henry Spears.....	25
John Thomas.....	28
Patrick Trayner.....	50
Thomas Doody.....	28
James Murray.....	35
Lewis Bennett.....	34
Henry Thomas.....	45
John Scott.....	59
John Sproul.....	40
Richard Scott.....	25
James Reed, jun.....	30
John Spears, sen.....	27
William Leahy.....	47
Barnard Mullin.....	36
George Thomas.....	73
George E. Mulherren.....	53
Richard Cline.....	51
Daniel Daley.....	47
Thomas John Stone.....	23
Michael Garrity.....	53
Charley Daley.....	40
Patrick Conlin.....	26
William Hatfield.....	60

J. U. THOMAS,
Secretary-Treasurer.

APPENDIX No. 28.

REPORT OF THE PILOTAGE COMMISSIONERS OF CHARLOTTE, N.B.,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.ST. ANDREWS, NEW BRUNSWICK,
December 31st, 1875.

SIR,—In compliance with the law, I have the honour to hand you annexed Pilotage Returns for the Pilotage District of the County of Charlotte for the year 1875.

Owing to continued depression in business, and more especially in the lumber trade, the shipments have been light, and, consequently, there has been a considerable falling off in the earnings of the Pilots of the County.

I am, Sir,

Your most obedient servant,

C. E. O. HATHEWAY,

Commissioner and Acting Secretary.

To W. SMITH, Esq.,

Deputy Minister of Marine and Fisheries, Ottawa.

PILOTAGE Returns for the County of Charlotte for the year 1875.

	Name.	Age.	Date of License.	For what Service Licensed.
PILOTS LICENSED FOR THE COUNTY.				
1	Cline, William.....	64	1874	Pilotage District of the County.
2	Clark, James.....	66	do	do
3	Cline, Wellington.....	33	do	do
4	Boyd, John.....	48	do	do
5	Conley, Thomas.....	44	do	do
6	Boyd, Joseph.....	39	do	do
7	Pine, James D.....	50	do	do
8	Conley, William H.....	64	do	do
9	Cline, Edward.....	59	do	do
10	Cline, Joseph.....	26	do	do
11	Cline, Charles.....	54	1875	do
PILOTS ACTING FOR YEAR 1875.				
1	Cline, Charles.....	54	1875	Pilotage District of the County.
2	Clark, James.....	67	do	do
3	Cline, William.....	65	do	do
4	Cline, Edward.....	60	do	do
5	Boyd, Joseph.....	40	do	do
6	Pine, James D.....	51	do	do
7	Conley, Thomas.....	45	do	do
8	Cline, Wellington.....	34	do	do

Amount received by Pilots for Pilotage, 1874, not returned to Commissioners in time to be included in amount of receipts returned for that year:—

British vessels.....	\$297 25
Foreign do	421 75
	<u>719 00</u>

Rates of Pilotage for the County of Charlotte:—

1st Pilotage District, inward or outward.....	\$2 25 per foot.
2nd do do	1 60 do
3rd do do	1 50 do
To Campobello, inward and outward, 20 cents per foot less than above rates.	
4th Pilotage District, inward or outward.....	\$1 00 per foot.
From 1st November to 1st April, 20 cents per foot additional rates.	
Harbour Pilotage up to 300 tons, \$2.50; over 300 tons, \$3.	
River Pilotage in St. Andrews Bay, up to 200 tons, \$4; to 300 tons, \$5; to 400 tons, \$6; over 400 tons, \$8.	
River Pilotage, St. Andrews Bay to any harbour in the County, under 200 tons, \$6; 300 tons, \$8; 400 tons, \$10; over 400 tons, \$12.	

Amounts received by Pilots for Pilotage for year 1875:—

British vessels.....	\$376 00
Foreign do	310 00
	<u>686 00</u>

Balance in Commissioners' hands for 1874, for licenses.....\$55 00

CHARGES:—

Paid L. Johnson, Commissioner, St. George, expenses	\$15 00
Paid C. B. Eaton, Commissioner, St. Stephen, expenses	15 00
Paid Acting Secretary, St Andrews, expenses...	25 00
	<u>55 00</u>

Amounts received by Commissioners, 1875:—

Eight licenses and regulations to Pilots.....	\$48 00
One license to Pilot boat.....	5 00
	<u>53 00</u>

CHARGES:—

Printing and stationery, \$4.25; Books and postage, \$1.75.....	\$6 00
Paid L. Johnson, Commissioner, St. George, expenses	10 00
Paid C. B. Eaton, Commissioner, St. Stephen, expenses	10 00
Paid Acting Secretary, St. Andrews, expenses ...	27 00
	<u>53 00</u>

E. E.

ST. ANDREW'S, N.B.,
December 31st, 1875.

C. E. O. HATHEWAY,
Commissioner and Acting Secretary.

APPENDIX No. 29.

PILOTAGE RETURNS FOR THE DISTRICT OF MIRAMICHI IN
THE PROVINCE OF NEW BRUNSWICK, FOR THE
YEAR ENDED 31st DECEMBER, 1875.

LIST OF PILOTS LICENSED FOR THE YEAR 1875.

No. License.	Names.	Age.	For what Service Licensed.
1	Joseph Jemmo.....	61	Full license for the district.
2	Louis Jemmo.....	21	To pilot inwards only.
3	Andrew McCullam.....	70	Full license for the district.
4	Angus McEacheran.....	56	do do
5	Mitchell Martin.....	46	do do
6	Frank Martin.....	41	do do
7	Maxim Martin.....	30	do do
8	Alexander Martin.....	50	do do
9	Angus McLean.....	42	do do
10	Alexander Wilson.....	29	do do
11	Robert Walls.....	24	do do
12	George Savoy.....	31	do do
13	Reuben Nowlan.....	31	do do
14	John McEacheran.....	25	do do
15	Charles McLean.....	36	do do
16	Antoine Casey.....	59	do do
17	John Brown.....	64	do do
18	James Walls.....	58	do do
19	Wm. McEacheran.....	31	do do
20	Oliver Forster.....	34	To pilot inwards only.
21	Michael Muzerall.....	50	do do
22	William Walis.....	21	do do

Rates of pilotage chargeable at this Port on all vessels, British or Foreign:—

When inward bound \$2.25 per foot.

When outward bound drawing less than 18 feet, \$1.75 per foot.

Outward bound, drawing 18 feet and upwards, \$2.00 per foot, and a bonus of \$4.00 for every vessel taken to sea after the 1st of November.

Removal and mooring any ship or vessel:—

\$1.50 for vessels not exceeding 100 tons.

\$2.00 for vessels over 100 and not exceeding 200 tons.

\$3.00 for vessels over 200 and not exceeding 300 tons.

\$4.00 for vessels over 300 tons, and where the distance of removal exceeds four miles 50 cents to be added to the foregoing rates.

According to the present regulations the pilots are only required to furnish reports of vessels inwards, consequently we cannot give the amount of pilotage outwards.

Vessels reported inwards—262.

British, 113.

Foreign, 149.

Total amount of pilotage inwards, \$6,750.98.

British, \$2,780.65.

Foreign, \$3,970.33.

The following statement gives the number of vessels brought in by each Pilot and the amount of fees :—

Names of Pilots.	British Vessels.		Foreign Vessels.		Total Vessels.	Total Pilotage.
	No.	Amount of Fees.	No.	Amount of Fees.		
		\$ cts.		\$ cts.		\$ cts.
Joseph Jemmo.....	6	147 94	6	164 25	12	312 19
Louis Jemmo.....	3	60 75	7	176 63	10	237 38
Andrew McCullam.....	2	54 19	3	81 00	5	135 19
Angus McEacheran.....	8	213 75	7	207 00	15	420 75
Mitchell Martin.....	9	215 25	10	254 25	19	469 50
Frank Martin.....	7	175 50	13	343 13	20	518 63
Maxim Martin.....	2	52 88	8	213 18	10	266 06
Alexander Martin.....	6	163 69	7	193 50	13	357 19
Angus McLean.....	6	164 25	9	240 75	15	405 00
Alexander Wilson.....	5	131 63	7	182 25	12	313 88
Robert Walls.....	3	68 25	8	203 63	11	271 88
George Savoy.....	14	362 25	11	301 50	25	663 75
Reuben Nowlan.....	4	99 75	7	184 50	11	284 25
John McEacheran.....	7	176 63	10	272 25	17	448 88
Charles McLean.....	2	45 00	1	24 75	3	69 75
Antoine Casey.....	4	94 50	3	85 50	7	180 00
John Brown.....	3	78 75	7	187 31	10	266 06
James Walls.....	3	90 00	5	127 69	8	217 69
Wm. McEacheran.....	1	27 00	5	136 13	6	163 13
Oliver Forster.....	8	153 56	2	45 00	10	198 56
Michael Muzerall.....	7	141 00	1	28 13	8	169 13
William Walls.....	3	64 13	12	318 00	15	382 13
Totals.....	113	2,780 65	149	3,970 33	262	6,750 98

Receipts and expenditures of all money received by or on behalf of the Pilotage authority in respect of Pilots or Pilotage :—

Received from twenty-two pilots for licenses, \$5.00 each..... \$110 00
 Received for seven pilot boat licenses, \$10.00 each..... 70 00

180 00

Paid Samuel Thomson, Barrister, consultation and advice..... 10 00

Paid J. Walls and J. Brown, examining eighteen applicants for licenses..... 18 00

Paid James Henderson, surveying and reporting on seven pilot boats..... 35 00

Paid advertising in *Northern Herald*..... 1 00

do do *Advance*..... 5 96

do do *Advocate* and printing reports, regulations, &c. 74 00

Paid for official stamp..... 12 75

Paid for telegrams..... 1 11

Paid for postage and stationery..... 3 00

\$160 82

Balance..... \$19 18

Newcastle, Miramichi, N. B.,
 January 10th, 1876.

WILLIAM PARK, *Chairman*.
 R. R. CALL, *Secretary*.

APPENDIX No. 30.

PILOTAGE RETURNS FOR THE DISTRICT OF HALIFAX, N.S., UP TO
31ST DECEMBER, 1875.OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., 31st December, 1875.

STATEMENT of Receipts and Disbursements from 1st August to 31st December, 1875.

Cr.

By amount collected for Inward and Outward Pilotage.....\$6,669 90

*Dr.*To 5 per cent. commission deducted for office rent,
books, stationery, and allowance to Secretary \$333 50Amounts paid Pilots, as per receipt-book..... 6,336 40
\$6,669 90

E. and O. E.

FREDK. D. CORBETT,
*Secretary-Treasurer.*OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., 31st December, 1875.

SCALE of Pilotage Dues for the Port of Halifax.

	Inward.	Outward.
Vessels of 200 tons and under.....	\$10 00	\$6 00
200 to 300.....	13 00	8 00
300 to 400.....	16 00	11 00
400 to 500.....	18 00	12 00
500 to 600.....	20 00	13 00

Over 600 tons an additional one dollar for every 100 tons, or fractional part thereof above 600 tons, and 80 cents outward. Outward pilotage for all vessels of 200 tons and upwards to be compulsory.

FREDK. D. CORBETT,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., 31st December, 1875.

RETURN of Vessels entered *Inward* at the Port of Halifax, N.S., from 1st August to 31st December, 1875, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
128	142	.....	11	4	50	92,618	\$ cts. 4,617 90

FOREIGN.

13	.....	.....	8	.....	2	7,117	321 00
141	142	.....	19	4	52	99,735	4,938 50

E. and O. E.

FREDK. D. CORBETT,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., 31st December, 1875.

RETURN of Vessels entered *Outward* at the Port of Halifax, N.S., from 1st August to 31st December, 1875, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Fees.
7	22	3	13	6	56	82,834	\$ cts. 1,487 60

FOREIGN.

7	1	.....	11	1	3	9,585	243 40
14	23	3	24	7	59	92,419	1,731 00

E. and O. E.

FREDK. D. CORBETT,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, 15th September, 1875.

LIST OF PILOTS FOR THE PORT OF HALIFAX, 1875.

No.	Name.	Age.	Residence.
1	John Fleming.....	62	Ketch Harbour.
2	Thomas Holland.....	45	Duncan's Cove.
3	James Holland.....	38	do
4	William Baker.....	39	Halifax.
5	Bernard Gallagher.....	50	do
6	John Johnston.....	55	Bear Cove.
7	Daniel Martin.....	29	Ketch Harbour.
8	William Martin.....	50	do
9	David Keefe.....	51	do
10	Joseph Rhino.....	49	Herring Cove.
11	Archibald Darrach.....	46	do
12	James Fitzgerald.....	32	Portuguese Cove.
13	Patrick Hayes.....	53	Herring Cove.
14	Hugh Munro.....	39	do
15	Jeremiah Holland.....	42	Duncan's Cove.
16	Edward Bayers.....	33	Ketch Harbour.
17	James Henrihan.....	37	Ferguson's Cove.
18	Josiah Gray.....	56	Halifax.
19	William Beazely.....	34	Ferguson's Cove.
20	John Hayes.....	24	Herring Cove.
21	Jeffery Gorman.....	38	do
22	John Symonds.....	39	Lower Prospect.
23	Timothy Saul.....	46	Upper Prospect.
24	Thomas Beazely.....	53	Ferguson's Cove.
25	Charles Martin.....	44	Sambro.

FREDK. D. CORBETT,
Secretary-Treasurer.

REPORT OF THE PILOTAGE COMMISSIONERS FOR PICTOU, N.S., FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

PICTOU, N.S., 8th January, 1876.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The pilotage authority of Pictou District have the honour to transmit their Pilotage Returns for the past year.

The secretary of the Board wrote to the Deputy Minister in May last in reference to an inaccurate return made by their predecessors in office and published in Supplement No. 3 to the Seventh Annual Report of the Department at folio 69.

It is there stated that the balance of funds divided among the pilots was \$3,909.50, while the actual sum so divided was \$3,715—the difference of \$194.50 being retained by their treasurer and chairman C. Dwyer, who refused to pay over the amount to the present authority when discovered in the Supplement.

Acting under instructions from the Deputy Minister (8th June), the Secretary made a formal demand for the funds and books of account, to which no attention has been paid.

Recently the pilots report that Mr. Dwyer—nine months after the appointment of the Board he represented was cancelled—has been endeavouring to pay them off with \$68 in full of all demands. The Pilotage Authority would respectfully ask for instructions, and

We have the honour to be

Your obedient servants,

R. P. GRANT,

J. A. GORDON,

A. J. PATTERSON,

DANIEL McDONALD.

} Pilotage Authority,
Pictou District.

PILOTAGE RETURNS for the District of Pictou, N.S., for the year ending 31st December, 1875, as required by Section 24 of Chap. 54, 36 Vic., entitled: "An Act respecting Pilotage."

1.—LICENSED PILOTS.

Name.	Residence.	Age.
Robert Powell.....	Boat Harbour.....	74
Alexander Thomas Powell.....	do	57
George N. Powell.....	do	54
James Fraser.....	do	44
Bryan Rodgers.....	Pictou	40
William A. Cook.....	do	37
Angus McDonald.....	do	36
Henry N. Powell.....	Boat Harbour.....	29
Charles Cook.....	Pictou.....	30
Geo. W. Powell.....	Boat Harbour.....	24
Daniel S. Smith.....	Pictou.....	24
John Robert Powell.....	Boat Harbour	27
William Munro.....	Pictou.....	45
Daniel McLeod.....	do	36
Ronald McDonald.....	do	49
Allan McDonald.....	do	22

2. Certificated Masters and Mates.—None.

3. Services for which Pilots were licensed: "To undertake the pilotage of vessels of every description within and throughout the pilotage district of Pictou."

4. The pilotage dues for the time being in force are as follows:—

Vessels of 80 and under 150 tons, \$ 6 inward and \$ 4 outward.

do	150	do	300	10	do	6	do
do	300	do	400	12	do	8	do
do	400	do	500	14	do	9	do
do	500	do	600	15	do	10	do
do	600	do	800	16	do	11	do
do	800	do	1,000	17	do	12	do

And on all vessels under 80 tons, 5 cents per ton inward, and on all vessels under 80 tons, 4 cents per ton outward.

All steamers to be rated at net tonnage.

All vessels exempted from compulsory pilotage, and not taking a pilot in or out, requiring services of a pilot to or from any of the loading wharves shall pay 50 cents per foot draft of water. All vessels not exceeding 150 tons register shall be exempted from outward pilotage.

5. Total amount received for pilotage dues, \$4,616 23

Received from British ships.....	\$4,497 23
Received from Foreign ships.....	119 00

Total \$4,616 23

Received from Steamships..	\$2,500 85
Received from Sailing Ships	2,115 38

Total \$4,616 23

6. Receipts and expenditures of all money received by or on behalf of the pilotage authority in respect of pilots or pilotage:

Received from one pilot for license.....	\$ 18 00
Received from 16 pilots for bonds, \$1 each.....	16 00
Received pilotage fees as above.....	4,616 23

Total \$4,650 23

Expenditures.

Paid to pilots as above	\$4,616 23
Printing and Stationery.....	18 00
Secretary for bonds.....	16 00

Total \$4,650 23

R. P. GRANT,	} <i>Pilotage Authority,</i>
J. A. GORDON,	
A. J. PATTERSON,	
DANIEL McDONALD,	

Pictou District.

APPENDIX No. 31.

STATEMENT of Trips made by the Steamships of the Quebec and Gulf Ports Steamship Co., between Quebec and Pictou, calling at intermediate ports, from the 11th May, 1875, to the 31st July, 1875, under their agreement with the Government of the Dominion of Canada, with the time of arrival and departure from Quebec and Pictou.

Name of Steamer.	No. of Trip.	Date of Departure from Quebec.	Date of Arrival at Pictou.	Date of Departure from Pictou.	Date of Arrival at Quebec.
Secret.....	1	May 11, 2.0 p.m.	May 16, 8.30 p.m.	May 18, 7.0 a.m.	May 23, 6.0 a.m.
Miramichi.....	1	do 18, 2.20 p.m.	do 23, 11.0 p.m.	do 25, 7.0 a.m.	do 30, 4.0 a.m.
Secret.....	2	do 25, 2.0 p.m.	do 30, 4.0 p.m.	June 1, 7.30 a.m.	June 5, 5.0 p.m.
Miramichi.....	2	June 1, 2.15 p.m.	June 6, 3.0 a.m.	do 8, 7.0 a.m.	do 12, 10.30 a.m.
Secret.....	3	do 8, 2.30 p.m.	do 12, 2.25 a.m.	do 15, 7.0 a.m.	do 19, 6.0 a.m.
Miramichi.....	3	do 15, 2.15 p.m.	do 19, 8.30 a.m.	do 22, 7.0 a.m.	do 26, 1.0 p.m.
Secret.....	4	do 22, 2.0 p.m.	do 27, 1.0 a.m.	do 29, 7.0 a.m.	July 3, 7.10 a.m.
Miramichi.....	4	do 29, 5.0 p.m.	July 3, 6.30 p.m.	July 6, 7.0 a.m.	do 10, 4.0 a.m.
Secret.....	5	July 6, 2.0 p.m.	do 10, 1.30 p.m.	do 13, 7.0 a.m.	do 17, 5.0 a.m.
Miramichi.....	5	do 13, 2.15 p.m.	do 17, 2.45 p.m.	do 20, 7.0 a.m.	do 24, 8.0 a.m.
Secret.....	6	do 20, 2.0 p.m.	do 24, 11.0 p.m.	do 27, 7.0 a.m.	do 31, 7.30 a.m.

REMARKS.

"Secret," trip No. 1, downwards.—Owing to Gaspé Bay being closed by ice, landed mails at Douglstown.

"Miramichi," trip No. 1, inwards.—Detained seven hours by fog between Shediac and Chatham.

I, William Moore, Manager of the Quebec and Gulf Ports Steamship Co., make oath and say, that to the best of my knowledge and belief the foregoing statement and account attached is correct in every particular.

W. MOORE.

Sworn before me, at Quebec, this }
4th day of August, A.D. 1875. }

J. GRAVES CLAPHAM, J.P.

STATEMENT of Trips made by the Steamships of the Quebec and Gulf Ports Steamship Co., between Quebec and Pictou, calling at intermediate ports, from the 27th July, 1875, to the 21st November, 1875, under their agreement with the Government of the Dominion of Canada, with the time of arrival and departure from Quebec and Pictou.

Name of Steamer.	No. of Trip.	Date of Departure from Quebec.	Date of Arrival at Pictou.	Date of Departure from Pictou.	Date of Arrival at Quebec.
Miramichi	6	July 27, 2.0 p.m.	July 31, 9.0 a.m.	Aug. 2, 7.0 a.m.	Aug. 7, 6.30 p.m.
Secret	7	Aug. 3, 2.0 p.m.	Aug. 8, 4.30 a.m.	do 10, 7.0 a.m.	do 14, 9.30 p.m.
Miramichi	7	do 10, 2.15 p.m.	do 15, 6.45 a.m.	do 17, 7.0 a.m.	do 22, 7.45 a.m.
Secret	8	do 17, 2.15 p.m.	do 22, 1.30 p.m.	do 24, 7.0 a.m.	do 28, 8.45 a.m.
Miramichi	8	do 24, 2.45 p.m.	do 28, 1.15 p.m.	do 31, 7.0 a.m.	Sept. 4, 11.0 a.m.
Secret	9	do 31, 2.15 p.m.	Sept. 4, Mid-day.	Sept. 7, 7.0 a.m.	do 11, 4.45 p.m.
Miramichi	9	Sept. 7, 2.10 p.m.	do 11, 6.0 p.m.	do 14, 7.0 a.m.	do 18, 6.20 p.m.
Secret	10	do 14, 2.0 p.m.	do 19, 5.30 p.m.	do 21, 7.0 a.m.	do 25, 4.15 p.m.
Miramichi	10	do 21, 2.30 p.m.	do 25, 3.30 p.m.	do 28, 7.30 a.m.	Oct. 3, 11.0 a.m.
Secret	11	do 28, 2.0 p.m.	Oct. 3, 4.0 a.m.	Oct. 5, 7.0 a.m.	do 10, 10.10 a.m.
Miramichi	11	Oct. 5, 5.20 p.m.	do 10, 10.30 a.m.	do 12, 7.0 a.m.	do 16, 7.0 p.m.
Secret	12	do 12, 2.0 p.m.	do 17, 1.10 a.m.	do 19, 7.0 a.m.	do 23, 1.45 p.m.
Miramichi	12	do 19, 2.30 p.m.	do 23, 8.30 p.m.	do 26, 7.0 a.m.	do 31, 11.0 a.m.
Secret	13	do 26, 2.0 p.m.	Nov. 1, 4.30 p.m.	Nov. 2, 8.0 a.m.	Nov. 7, 11.20 p.m.
Miramichi	13	Nov. 2, 3.30 p.m.	do 6, 7.0 p.m.	do 9, 8.0 a.m.	do 14, 6.30 p.m.
Secret	14	do 9, 2.30 p.m.	do 14, 10.0 p.m.	do 16, 7.0 a.m.	do 21, Noon.

REMARKS.

"Miramichi," trip No. 7, inwards.—Detained five hours by fog between Dalhousie and Paspebiac. Detained all night at Percé by fog, Thursday, 19th August.

"Miramichi," trip No. 9, inwards.—Unable to stop at Father Point, blowing gale from E.N.E., preventing boat from shore coming out.

"Miramichi," trip No. 13, inwards.—Detained eight hours by gale from E.S.E., with thick snow, between Newcastle and Dalhousie.

"Secret," trip No. 14, inwards.—Detained thirty-six hours by succession of gales from E. and N.W., between Shediac and Miramichi.

Owing to ice forming in St. Lawrence rapidly, did not touch at Paspebiac or Dalhousie upward, fearing would be unable to reach Quebec.

I, William Moore, Manager of the Quebec and Gulf Ports Steamship Company, make oath and say, that to the best of my knowledge and belief the foregoing statement and account attached is correct in every particular.

W. MOORE.

Sworn before me, at Quebec, this day of }
November, in the year of Our Lord one }
thousand eight hundred and seventy-five. }

ROBERT S. SHAW, J.P.

APPENDIX No. 32.

REPORT ON THE MONTREAL WATER POLICE, FOR THE FISCAL YEAR
ENDED 30TH JUNE, 1875.

MONTREAL, 4th September, 1875.

SIR,---I have the honour to submit the returns, showing the number of prisoners that have been arrested by the Montreal Water Police for the fiscal year ended 30th June, 1875; also a statement showing the expenditure for the same period.

On the 1st day of May, acting on the instructions received from the Department, the force, consisting of four sergeants and twenty constables, was sworn in, making with the chief the usual number of 25 persons. The constables were disbanded on the 30th November, 1874.

The number of prisoners arrested was 760, showing a decrease of 110 from last year.

The number of crimps arrested during the season was ten, against six the year previous. Notwithstanding that the parties engaged in this crime have in almost every case been arrested and promptly punished; yet, the persistence with which it is carried on is remarkable. There is a difficulty, however, in bringing the charge home, from the indisposition on the part of the seaman to assist the prosecution, his object being in most cases more to screen by his evidence the culprit, than to further the interests of justice.

The docks have been extended, making it still more difficult to give the required protection, and I have again to bring to your notice the necessity of an addition to the number of constables. Complaints are constant of depredations that might have been prevented had there been more men to cover the extended patrol, and the public most unjustly seem to censure the police for inefficiency, while the actual cause is insufficiency.

It may not be out of place to bring to your notice the services performed by the force at the Crystal Palace, and the prompt, energetic, as well as judicious measures taken by Chief McLaughlin. to carry out the instructions given to him. While on the subject it gives me pleasure to add that the general conduct of the men has been satisfactory, and their efficiency and equipment reflects credit on their chief and his aids.

I have again to thank you for the favourable and considerate attention which the Department has been good enough to give to such suggestions as I deemed it expedient to make in the interests of the service.

I have the honour to be, Sir,

Your most obedient humble servant.

CHAS. J. COURSOL,

Commissioner Dominion Police.

WILLIAM SMITH, Esq.,

Deputy Minister Marine and Fisheries,
Ottawa.

RETURN shewing the number of prisoners arrested by the Montreal Water Police for the fiscal year ended 30th June, '75

MONTH.	Suspicion of Murder.	Highway Robbery.	Embezzlement.	Breaking into a Store.	Stealing a Post Office letter.	Passing Base Coin.	Cutting and Wounding.	Assault and Battery.	Assaulting and resisting the Police.	Obtaining Money by False Pretences.	Drunk.	Drunk and Disorderly.	Drunk, lying on the railroad track on the dock.	Sailors drunk and disorderly on board ship.	Sailors deserting their ships.	Sailors assaulting their Captains and Officers.	Sailors absent from ship without leave.	Sailors refusing duty on board ship.	Sailors stealing ships cargo.	Crippling Seamen.	Carters impeding on the wharves.	Carters furious driving.	Cruelty to Animals.	Fighting on the wharves.	Larceny.	Vagrancy.	Bathing opposite the city.	Attempt to commit suicide.	Insanity.	Protection.	Total.	REMARKS.
1874—July	4	1	2	1	2	1	1	2	3	.....	31	11	1	7	6	2	6	4	3	3	1	1	1	10	2	7	2	2	1	19	119	
August	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	10	2	16	12	.....	5	3	4	4	2	2	1	3	6	7	1	1	1	15	129	
September .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	10	2	2	4	.....	.....	9	1	1	1	1	1	2	4	2	1	1	1	22	105	
October .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37	2	4	6	.....	.....	.....	2	3	1	.....	1	1	5	16	2	1	1	1	20	108	
November .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	6	1	1	.....	1	.....	2	.....	.....	.....	.....	.....	6	1	1	1	1	1	30	68	
December .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	9		
1875—January .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	14		
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	19		
March .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	30		
April .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	2	.....	4	10	1	5	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1	25	75	
May .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2	6	1	4	8	1	.....	.....	.....	.....	.....	2	5	1	1	1	13	82	
June	4	4	2	2	1	1	3	16	1	1	212	42	4	36	43	5	20	28	310	4	4	1	12	51	8	7	5	3	209	760		

Thirty-seven persons were drowned in the Harbour and Canal during the year, and twenty-one persons were saved from drowning during the same period.

JOHN McLAUGHLIN,
Chief Constable, Montreal Water Police.

MONTREAL, 27th July, 1875.

APPENDIX No. 33.

REPORT OF THE CHIEF OF THE QUEBEC RIVER POLICE, FOR THE
FISCAL YEAR ENDED 30TH JUNE, 1875.

SIR,—I have the honour to submit my Annual Report as Chief of the Quebec River Police, for the fiscal year ended 30th June, 1875.

Appended to this report is a statement giving the number of persons arrested by the River Police, the various offences committed by those persons, and their nationality.

On the 1st May the River Police were sworn in for duty. The force consisted of

One Chief, who is also Shipping Master for the	
Port, and whose pay is.....	\$1,200 00 per annum.
One Assistant Chief.....	2 40 per day.
One Steersman	2 20 “
Six Coxswains.....	1 80 “
Thirty-eight Constables.....	1 50 “
One Engineer, No. 1 Police steam yacht.....	50 00 per month.
One Assistant, No. 1 “	25 00 “
One Engineer, No. 2 “	45 00 “

The steam yachts during the day perform two-thirds of the duty on the river. The police boats have each a crew of one coxswain and six men, who keep a constant patrol on the river during the night, from 5:30 p.m. until 5:30 a.m. the following morning.

The police execute all warrants on board ships, and on land on both sides of the river. They also go in search of timber, boats and other articles lost or stolen from ships or rafts. The Harbour Master or his Assistant is furnished with a boat or steam yacht when required. The late Act, 36 Vic., cap. 129, has put a stop to crimping. Neither crimps nor their runners dare now go on board a ship without the permission of the Master or the person in charge of the ship. Six runners for crimps, since the passing of the Act 36 Vic., have been convicted and sentenced to two years imprisonment each in the Penitentiary.

A crimp-runner, for loitering near a ship enticing crew to desert, was fined fifty dollars and three months in gaol with hard labour.

Three crimps, for harbouring seamen who had deserted from their ships, on conviction, two were sentenced to four months imprisonment each in the common gaol with hard labour, the third to three months with hard labour.

I have the honour to be, Sir,

Your most obedient servant,

R. H. RUSSELL,

Chief River Police and Shipping Master

A STATEMENT giving the number of persons arrested by the Quebec River Police, the various Offences committed by those persons, and their Nationality, during the season of navigation of 1875.

Offence.		Nationality.	
Desertion	59	England.....	149
Absence without leave.....	196	Ireland	192
Refusal to perform duty.....	74	Scotland	112
Refusal to proceed to sea.....	17	Wales	10
Neglecting to join ship.....	49	Canada	7
Warrants for assaults.....	16	Nova Scotia	4
Assaults on board ship.....	5	New Brunswick...	3
Assaults by Chief Mates on crew...	4	Newfoundland	1
Captains assaulted by crew	3	United States.....	11
Chief Mates assaulted by crew	3	France.....	9
Drunk on wharves and streets.....	114	Norway	32
Drunk and fighting on board.....	10	Sweden.....	11
Thefts on board.....	4	Malta	5
Thefts on shore.....	10	Greece.....	4
Accused of murder on board ships.	3	Belgium	3
Crimps harboring seamen who had		Prussia.....	3
deserted.....	3	Russia	3
Crimps' runners going on board		Holland.....	6
without permission.....	2	Spain	3
Crimp's runner loitering near a		Portugal	1
ship	1	Germany.....	7
Protection for the night.....	14	Denmark.....	2
		Finland	6
		West Indies.....	2
		Africa.....	1
	587		587

W. H. RUSSELL,
Chief River Police, and Shipping Master

WILLIAM SMITH, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

MONTREAL, 22nd December, 1875.

SIR,—I have the honour herewith to submit my annual Report of the affairs of this office during the past season. I much regret being obliged to record, that in consequence of the general stagnation in business, the returns will shew a considerable falling off in comparison with former years, so much so, that the revenue will not cover the working expenses; it is to be hoped, however, that this year will prove to be the exception in this respect.

The new law amendments, now two seasons in operation, have been found to be quite satisfactory apparently to all interests concerned, as I received no complaint from any source. This coupled with the fact that up to the present time no vessel leaving this port loaded with grain has been lost from unseaworthiness during the past season, seems to be satisfactory evidence that the recent amendment fully met the difficulties heretofore experienced in so far as regards the lining and loading of grain vessels are concerned; but in other respects there are in my opinion (as noticed in my last report) many clauses of the Act which require revision or amendment. Two of such clauses were therein referred to in particular and the necessary alteration suggested. However, the Board of Examiners for this office have had the subject of the revision and consolidation of the Act and its several amendments before them. with a view to their incorporation into one new Act, which, in my opinion, is much needed.

During the past season a letter from a party connected with the importation of glass, addressed to the Council of the Board of Trade, was forwarded to me for reply; said letter entered minutely into the grievances of the petitioner; that is to say, that a large percentage of breakage occurred in the discharging of glass cargoes in our port, which he sought to have remedied by requesting the Council to use its influence to authorize some one to prevent the cargoes of glass being landed in the manner and mode that was then being adopted. In reply to the aforesaid letter, I pointed out that this matter of discharging was clearly an affair of the captain and officers of the vessel, and that no good could possibly result by usurping their responsibilities; and further, that as the captain gives a receipt for receiving his goods in good order and condition, and binds himself to deliver them in like condition (with the usual exceptions), he is consequently legally responsible to the consignees for any damage arising from causes outside of those exceptions. If the petitioner's prayer were granted, and a person authorized to step in and take the discharging out of the captain's hands, by dictating the manner in which it should be done, of course he would at once protest, and shift the responsibility of the whole from himself to the one upon whom was conferred such extraordinary powers. I concluded by stating that I was at all times accessible for consultation or advice, which would be most cheerfully imparted whenever any difficulty arose, and would be ready to interfere in all matters when the same came within my province.

I must state that with regard to these vessels coming here from Antwerp with glass cargoes that I have invariably found a portion of the cargoes insufficiently dunnaged, in some cases indeed without dunnage at all; this arises, no doubt, from the mode adopted in chartering these vessels—they are engaged at a lump sum for the voyage, consequently it is to the interests of the charterers to put as much cargo

into them as possible, and upon the other hand to dispense with dunnage altogether, the space occupied by it being of course so much loss to them. As long, therefore, as shipowners and merchants continue to adopt this mode of conducting their own affairs, dissatisfaction will also continue.

By the Merchant Shipping Act of 1875, which is now in force until the 1st of October, 1876, British vessels are required to carry a mark indicating the maximum load line; such being the case, captains seem to entertain the idea that this Imperial Act superseded any Colonial legislation, and consequently they are justified in following the former, nay, compelled under a heavy penalty to do so. Although no actual case of refusal to comply with our law has really taken place, owing, no doubt, to the late date of the new law coming into force, from what I have observed, however, I can plainly see that unless some definite and explicit clause be added to our Act, bearing on the subject, it will be the source of endless disputes in the future. This new temporary Bill seems to be a retrograde step on our own Act in regard to the load line (which gives the Port Warden power to discriminate with regard to the description of the vessel and fix the limit himself accordingly) for it allows the captain or owners to determine the same and cause it to be marked on the vessel themselves, both being interested parties. One or two of the latest arrivals from the other side, this season, had the mark as required painted on their sides, placed there, so I am informed, by some person supposed to be in the employ of the Board of Trade; but as the limit appeared to have been arrived at in anything but a practical manner it was of little service, captains stating that they would not dare load their vessels so deep.

A matter to which I would desire to draw attention is the frequency with which the Port Wardens are called upon by summons and otherwise to act as jurymen and as witnesses in cases before the Courts, not only in our own city, but in other places outside our jurisdiction. During the past season much annoyance was caused by the summoning the Deputy Port Warden on the jury, and also in a case going on at Quebec, he being the only legal person on duty at the time, thus subjecting the whole business of the port to detention and delay. It appears to me if a by-law were enacted detailing the exemptions to which the Port Warden is entitled as a Government officer, much time would be saved.

I much regret that as yet no Port Warden has been appointed at Sydney, C. B., where the majority of our steamers call for coal on their homeward voyage, in order to see that from this final point of departure the vessel does not leave in an unseaworthy condition. I would again respectfully urge the importance of the matter to the parties in authority.

The whole, nevertheless, respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

A. SCLATER,

Port Warden.

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

SUPPLEMENTARY REPORT OF THE PORT WARDEN OF MONTREAL

**PORT WARDEN'S OFFICE,
MONTREAL, 13th January, 1876.**

SIR,—I beg to acknowledge receipt of your favour of the 10th instant, and now enclose an amended financial statement giving the salaries in detail as requested.

In reply to your request for an explanation of that portion of my Report referring to the "Load Line," I would respectively refer you again to the report, and in addition to the remarks therein can only add, that captains of British vessels seem

to consider that once this load line or limit is painted on the sides of their vessels in conformity with the Act, they can if they think proper load their vessels down to this mark, notwithstanding any Colonial law to the contrary. In this you state that you cannot see anything to conflict with our Canadian laws. If you would kindly refer to the new Merchant Shipping Act, you will there find a clause which runs as follows :—"The owner of every British ship shall before entering his ship outward " (or if not then practicable, as soon after as may be) mark on each of her sides, "&c., &c.," which in my opinion virtually amounts to nothing; for it gives the owner and master power to become *their own judges*, which state of things existed at one time in Canada and was attended by the most disastrous consequences in the fall of 1872, and led to the appeal to Government for an amendment to the Act, which was granted. So that now no vessel loaded, or partially loaded, with grain, is allowed to clear at the Customs until the captain can produce a certificate stating that the Port Warden has been on board and pronounced her to be in a fit state to proceed to sea.

We have a By-Law No. 13 (based I presume on the 23rd section of the Act), which empowers the Port Warden to limit the depth to which a vessel should be loaded (the scale printed in the By-Laws at present is very old, and has not been followed for some years it remains in as a matter of form)—it is here therefore where the difficulty comes in—a British vessel arrives, and the captain points to his painted load line, and says that he intends loading his vessel to *that* depth, which the Imperial Act allows him to do. The Port Warden, on the other hand, finds that according to *his* calculation she would be too deep, and consequently not sea-worthy if she was loaded to such depth, and therefore as the law empowers him (Canadian) he gives *his* limit, at the same time informing the captain if he should exceed his mark he cannot be granted a certificate to enable him to clear his vessel at the Custom House—here then will be a dead lock; and if the Imperial Act supersedes our own laws, the Port Warden lays himself open to very serious consequences. The above remarks refer to British vessels only—with regard to foreigners our own law would have to be applied to them, consequently there would be undoubtedly great dissatisfaction shewn, seeing that there was one law for them and another for British vessels.

The whole question then resolves itself into this: does the Imperial Act over-rule the provisions of the Canadian Act?

I am, Sir,

Your most obedient servant,

A. SCLATER.

WM. SMITH, Esq.,

Deputy Minister Marine, &c.,
Ottawa.

PORT WARDEN'S OFFICE.

STATEMENT of Cash Accounts for Season 1874--75.

DR.

CR.

To amount of Revenue derived from the following sources :—		\$	cts.			\$	cts.
Fees on Grain.....		1,412	40	By Salaries to 1st January, 1876.....		5,804	50
do Flour and Meal.....		146	36	Stationery account.....		73	25
do Ashes.....		272	04	Rent and fuel.....		348	67
do Apples.....		25	04	Legal expenses.....		108	16
do Minerals.....		41	32	Petty expenses.....		141	38
do Oil Cake.....		13	56	Uncollected accounts.....		150	42
do Sundries.....		286	28				
do Articles not enumerated.....		1,682	86				
do Surveys on damaged goods...		698	23				
do Surveys of vessel's lining.....		1,349	00				
do do inward cargoes...		195	50				
do Special surveys.....		256	00				
To balance.....		247	79				
Total.....		6,626	38	Total.....		6,626	38
				By balance, 1st January, 1876.....		247	79
				Amount estimated as required to meet expenditure to 30th April.		2,104	00
				Total.....		2,351	79

APPENDIX No. 35.

REPORT OF THE PORT WARDEN OF QUEBEC, FOR THE YEAR ENDED
31ST DECEMBER, 1875.PORT WARDEN'S OFFICE, VICTORIA CHAMBERS,
QUEBEC, 31st December, 1875.

SIR,—I have most respectfully to acknowledge the receipt of your letter of the 29th November, ultimo.

In reply I have the honour to inform you that the Amendment Act relating to Port Wardens has wrought satisfactorily during the past season.

The care and attention exercised over the loading and stowage of cargoes, and latterly, the attention to coaling of steamships, and their seaworthiness when loaded, and coaled, I am of opinion, has had considerable effect as to the safety of our carrying trade.

The sixth section of the Amendment Act has had considerable effect on vessels of unseaworthy condition. On the 23rd July, ultimo., the Norwegian barque "Therese," 650 tons, of Christiania, No. 693 Bureau Veritas Register, having arrived in a leaky condition and placed in dock for repairs, I found it necessary to initiate proceedings; at once put myself in communication with His Majesty's Swedish and Norwegian Consul for Canada,—who put himself in communication with the captain. Survey was ordered, surveyors appointed, who found the vessel to be unseaworthy, when repairs were ordered, 28th August, ultimo. The repairs having been completed as recommended, a certificate of seaworthiness was granted.

25th October, 1875.—The Norwegian ship "Ellisip" 972 tons, of Moss, No. 1,824, Bureau Veritas Register, having arrived in the harbour with a cargo of sawn lumber, loaded at Three Rivers, and bound to London. It was found necessary to initiate proceedings. I at once put myself in communication with the above-named Consul, who put himself in communication with Captain Hansen, master. 26th instant survey was ordered by the said Consul, who appointed two ship masters, belonging to their National Insurance, who pronounced the vessel to be tender and unfit to proceed on her voyage. Her deck load was ordered off. This having been done, she proceeded on her voyage under certificate of seaworthiness granted by said surveyors.

29th October, 1875.—The Norwegian barque "Henry," 543 tons, of Tonsberg, No. 1,265, Bureau Veritas Register, loaded in this harbour with a cargo of lumber, bound to Southampton. I found it necessary to initiate proceedings. I at once put myself in communication with the above-named Consul, who immediately ordered a survey to be held on the vessel. The surveyors, in presence of said Consul, found her foremast sprung at two places. In consequence, the vessel was pronounced unseaworthy. A new mast was ordered and put in the vessel, removing the cause of her unseaworthiness.

3rd November, 1875.—At the request of C. Pitl, Esq., Consul for the German Empire, I proceeded to Hall's booms in this harbour, to examine the German barque "Empire," 617 tons, of Bremen, Stolzenberg, master, there to ascertain if was in a seaworthy condition. After a careful examination of her hull, we came to the conclusion that she was not in a seaworthy condition. Therefore, we recommended that her loading of the cargo should be stopped. At the request of the master, a second survey has been held, who recommended the whole of the cargo to be taken out of the vessel. This having been done, the vessel now lies at the booms above-named, awaiting orders.

I have respectfully to inform you that the steamship "Quebec," Captain Thearle, of the Dominion Line of steamships, left this port on the 13th November, ultimo, at 5:30 o'clock, a.m. Going on board, found her loaded with a cargo of Canada produce, grain, &c., and a number of passengers, bound to Liverpool. On examination I found her to be over loaded. The captain was immediately informed of his vessel being too deeply laden, and not to proceed to sea before this difference was removed. 8:30 o'clock, a.m., found that the vessel had proceeded on her voyage, and in direct violation of the Act to amend the Acts relating to Port Wardens at Montreal and Quebec,—assented to 3rd May, 1873.

15th November, 1875.—J. W. Duncombe, Esq., Collector of Her Majesty's Customs, Quebec, was duly notified as prescribed by law.

Same day I also notified Wm. M. McPherson, Esq., Agent for the Dominion Steamship Company, Quebec, of the liability that Company incurred by violation of the Port Wardens Act.

On the 16th November, having been notified by J. W. Duncombe, Esq., Collector of Her Majesty's Customs, Quebec, that the iron sailing ship "Lake Ontario," Gilmour, master, had left the Harbour of Montreal without having obtained her port warden certificate, I proceeded on board, and found her over-loaded. Was lightened. Certificate granted and she proceeded.

Table of free boards for the different classes of sailing and steamships; have had their free boards for summer and winter navigation regulated from Lloyds Register of British and Foreign Shipping, October, 1873. Several vessels have already come under my notice, with their sides marked with a circular disc, cut through its centre with a horizontal line, thus indicating the maximum load line in salt water. I am of opinion, that this mark indicating the maximum load line to be erroneous for Atlantic navigation, and would render vessels unsafe for carrying of grain cargoes, more particularly those steamers constructed with flush or open deck, and those having large hatchways.

I am convinced that a safe policy has been maintained, for the proof of this, the season has passed without accident to any of the vessels leaving Montreal or Quebec, loaded or partly loaded with grain.

Those with unavoidable accidents excepted.

I have the honour to be, Sir,

Your most obedient servant,

JOHN DICK,
Port Warden.

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

APPENDIX No. 36.

REPORT OF THE PORT WARDEN OF HALIFAX, N.S., FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1875.PORT WARDEN'S OFFICE,
HALIFAX, N.S., 31st December, 1875.

SIR,—I have the honour to acknowledge the receipt of your communication of 29th ult., and in accordance therewith I beg to submit a report of the affairs of this office, accompanied by a statement of the fees collected, and the attendant expenses during the nine months it has been established.

The mercantile community have very generally availed themselves of the services of the Port Warden when surveys have been required. It has been, however, contended in some instances that the Act does not render it compulsory to call the Port Warden upon all surveys, and in some cases the office has been ignored. In August a survey was held in this port upon a vessel registered in this Province reported to be overloaded, the Port Warden not being called upon such survey. I communicated with the Executive Committee of the Chamber of Commerce on the subject, and at a meeting subsequently held by that body it was decided they had no power in the premises. As this is a matter of great importance, not only as regards safety of the crew, but also as affecting the interests of merchants and underwriters, I would most respectfully suggest for your consideration the propriety of having it made imperative that when surveys are required to be held on account of alleged overloading that the Port Warden shall be called as one of the surveyors—not with the intention of fixing the same free board for all classes of vessels, but to take into consideration the class and build of the vessel under survey, in order that the interest of all parties involved may be protected.

There are not any fees payable to the Port Warden upon goods shipped from this port, except in the case of vessels arriving in distress from foreign ports landing their cargoes and reshipping the same. The fees of the office are, therefore, principally derived from surveys on hatches, stowage, damaged goods, and vessels arriving in distress.

The trade of this port with the West Indies is principally carried on by our merchants with their own vessels, loaded under their own supervision, and principally insured in local offices, and it is seldom that the Port Warden's services are required in connection therewith. In the case of any of the vessels engaged in the above trade arriving at this port in a damaged condition, the repairs are generally made under the supervision of the Inspector for the insurance offices.

I am, Sir,
Your obedient servant,
DAVID HUNTER,
Port Warden.

To the Deputy Minister Marine and Fisheries.

RECEIPTS AND EXPENDITURE of the Port Warden, Halifax, from 1st April till 31st
 Dr. December, 1875. Cr.

	\$	cts.	\$	cts.		\$	cts.	\$	cts.
To Fees for survey of hatches, stowage and damaged goods.....			458	75	By Fees paid Assistants			313	50
Fees for survey of vessels damaged.....			455	50	Office expenses, printing, ad- vertising, etc.....			196	83
Fees on coal oil landed and reshipped.....	17	35			Balance carried down			481	52
Fees on grain landed and reshipped.....	2	40							
Fees on minerals landed and reshipped	3	60							
Fees from all other sources..			23	35					
			54	25					
			991	85	Port Warden's remuneration for nine months ending 31st December, 1875.....			991	85
To Balance brought down....			481	52				481	52

DAVID HUNTER,
Port Warden.

E. & O. E.

HALIFAX, N.S., 31st December, 1875.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN FOR THE PORTS OF VICTORIA AND ESQUIMALT, BRITISH COLUMBIA,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1875.

PORT WARDEN'S OFFICE,
VICTORIA, B. C., January 10th, 1876.

SIR,—I have the honour to acknowledge the receipt of your letter, dated November 29th, 1875, in which you call my attention to the Port Warden's Act 37 Vic., cap. 32.

I have complied with your request and have forwarded for your information my accounts for the year 1875.

I have the honour to be, Sir,

Your most obedient servant,

JEREMIAH NAGLE,
Port Warden for Victoria and Esquimalt, Canada.

To WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

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STATEMENT OF Receipts and Expenditure in connection with the Office of Port Warden of the Ports of Victoria and
Esquimalt from 10th April to 31st December, 1875.

1875		\$	cts.	1875		\$	cts.
April 20	By amount for surveys on barque "Stella" rendered necessary by her getting ashore at Esquimalt.....			April 16	To paid Higgins, printing certificates... do		5 50
do 21	do do survey of "Stella" for valuation.....	16	00	do 22	do Saunders, engraving, &c., seal.....	15	00
June 24	do do survey on hatches of barque "Prince of Wales".....	16	00	May 23	do Long, advertising notices.....	6	00
July 9	do do surveying cargo of "Prince of Wales" during the time of discharging.....	8	00	do 22	do Heisterman, stamp for seal.....	4	00
do 14	do surveying goods from "Prince of Wales" at Esquimalt.....	32	00	do 22	do Desk lock.....	1	50
do 27	do survey of hatches of "Princess Royal".....	16	00	do 22	do Pane of glass.....	1	50
August 12	do surveying cargo of "Princess Royal" during the time of discharging.....	8	00	Dec. 31	do Rent of office nine months at \$3. Half cost of office furniture as per vouchers.....	27	00
		30	00	do 31	do Half cost of office stove.....	27	62
				do 31	do Half cost of fuel.....	7	12
				do 31	do J. C. Bates, Accountant, for arranging and making up accounts for the year.....	1	50
						10	00

APPENDIX No. 38.

REPORT OF THE SHIPPING MASTER OF THE PORT OF QUEBEC
FOR THE FISCAL YEAR ENDED 30TH JUNE, 1875.

The total number of seamen shipped from the 1st July, 1874, to 30th June, 1875, inclusive	2,430
Deduct those who engaged and did not join their vessels, and whose substitutes were shipped without paying fees.....	68
Number paying fees.....	2,362
BRITISH SHIPS.	
Number of ships that shipped seamen during the above period.....	234
Total number of seamen shipped.....	863
Deduct those who engaged and did not join their vessels, and whose substitutes were shipped without paying fees.....	32
Number paying fees.....	831
Total number of seamen discharged.....	438
Shipwrecked seamen for whom no fees were charged.....	152
Number paying fees.....	286
DOMINION SHIPS.	
Number of ships that shipped seamen.....	140
New ships.....	14
Total number.....	154
Number of seamen shipped.....	1,318
Deduct those engaged in Government vessels and those who did not join their vessels and whose substitutes were shipped without paying fees.....	36
Number paying fees.....	1,282
Total number of seamen discharged.....	485
Deduct shipwrecked seamen for whom no fees were charged.....	11
Number paying fees.....	474
FOREIGN SHIPS.	
Number of ships that shipped seamen.....	71
do of seamen shipped.....	249

STATEMENT of Expenditure.

1874				\$	cts.
July	31	Salary to R. Russell, Detective in Shipping Office, 1 month's pay up to 31st July		55	80
Aug.	31	do do to 31st August		55	80
do	31	Scrubbing shipping office		1	05
do	31	Caleche hire on Shipping Office duty		0	75
Sept.	30	Salary to R. Russell, up to 30th September		54	00
Oct.	12	G. T. Cary, "Daily Mercury" 1 year		6	00
do	27	John J. Foote, "Morning Chronicle" 1 year		6	00
do	31	Salary to R. Russell, up to 31st October		55	80
Nov.	19	James Marinen, 4 cords firewood at \$4.60 per cord		18	40
do	19	Côté & Co., for printing, &c		41	20
do	25	Middleton & Dawson, stationery		16	50
do	30	Salary to R. Russell, up to 30th November		54	00
Dec.	5	James Carragher, cutting, splitting and piling 4 cords firewood		4	00
do	7	A. Rogers, washing towels, &c		1	00
do	12	do 12 days' service in shipping office		18	00
do	12	R. Russell, 12 days' pay		21	60
do	31	J. O. Dowd, 1 month's salary up to 31st December, 1874		74	40
1875					
Jan.	31	do do 31st January, 1875		74	40
Feb.	28	do do 28th February		67	20
March	31	do do 31st March		74	40
May	10	Annual rent Post Office box		1	50
do	15	Scrubbing Shipping Office		1	50
do	19	Cartage forms from Express Office		0	15
do	31	R. Russell, 17 days' pay as Detective		34	00
June	30	do 1 month's pay up to 30th June		60	00
				797	45

STATEMENT of the amount of Fees received.

BRITISH SHIPS.			\$	cts.
831	seamen shipped at 50 cents		415	50
286	do discharged		137	28
DOMINION SHIPS.				
1,282	seamen shipped at 50 cents		641	00
474	do discharged at 30 cents		142	20
Articles and Forms			56	35
FOREIGN SHIPS.				
249	seamen shipped at 50 cents		124	50
Articles, &c			35	00
Total fees received			1,551	83
Expenditure			797	45
Balance			754	38

**REPORT of Shipping Master at the Port of Quebec for the half year from
the 30th June, 1875, to 31st December, 1875.**

BRITISH SHIPS.	
Number of ships that shipped seamen during the above period	115
Total number of seamen shipped	403
Deduct those who engaged and did not join their vessels and whose substitutes were shipped without paying fees	35
Number paying fees.....	368
Total number of seamen discharged	290
Shipwrecked seamen, for whom no fee was charged	108
Number paying fees.....	182
DOMINION SHIPS.	
Number of ships that shipped seamen.....	86
New ships.....	12
Total number... ..	98
Number of seamen shipped	642
Deduct those who engaged and did not join their vessels, and whose substitutes were shipped without fee	27
Number paying fees.....	615
Total number of seamen discharged	249
FOREIGN SHIPS.	
Number of Foreign ships, that shipped seamen.....	47
Total number of seamen shipped	98

APPENDIX No. 39.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 120, by the Shipping Master (or Officer acting in that capacity) at the Port of St. John, N.B., in the Province of New Brunswick, for the half year ended 30th June, 1875 :—

1,731 seamen shipped, paying 50 cents each.....	\$865 50
516 do discharged 30 do	154 80

Amount of fees received..... \$1,020 30

From which deduct the following expenses, viz. :—

Assistant's salary.....	\$450
Fuel, \$8 ; office taxes, \$75 ; rent, \$40.....	123
	573 00

Amount reverting to Shipping Master..... \$447 30

REMARKS.

The above report shows an increase of 392 men shipped and discharged as compared with the corresponding half year ended 30th June, 1874. This result is owing to the very heavy desertions from all classes of vessels arriving at this port this year ; owing, in part, to the low rate of wages by the month, which have averaged \$19.70, while the run wages have averaged \$40.60.

I am, Sir, Your obedient servant,

ALLAN McLEAN,

St. JOHN, N.B., July 2nd, 1875.

Shipping Master.

SHIPPING OFFICE, ST. JOHN, N.B.,

21st January, 1876.

SIR,—I have the honour to hand you returns of the Shipping Office at this port, for the half year ended 31st December, 1875, showing an increase of 390 men shipped and discharged, as compared with the corresponding half year ended 31st December, 1874.

This result is owing to the large number of new vessels fitted out here this fall, and to the large number of men being paid off from coasting vessels lying up early on account of the depression of the freight market.

Owing to the large number of men in port, wages have fallen to \$16 by the month, and \$30 by the run (average).

2,686 men at 50cts.....	\$1,343 00
1,058 do 30cts.....	317 40
	1,660 40
Assistant's salary, \$450 ; incidental expenses, \$24.25....	474 25

Net income of office..... \$1,186 15

ALLAN McLEAN,

Shipping Master

Hon. A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 40.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master (or Officer acting in that capacity) at the Port of Halifax, in the Province of Nova Scotia, for the half-year ended 30th June, 1875.

1,362 seamen shipped, paying 50 cents each.....	\$681 00
929 do discharged, 30 do	278 70

Amount of fees received \$959 70

From which deduct the following expenses, viz. :—

Assistant, office rent, and incidental expenses 550 00

Amount reverting to Shipping Master..... \$409 70

REMARKS.

SIR,—Owing to the stagnation of trade and the number of shipping offices opened along the coast of Nova Scotia, the fees connected with this office have fallen off.

JOHN D. CUMMINS,
Shipping Master.

HALIFAX, N. S., 1st July, 1875.

RETURN to the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., chap. 129, by the Shipping Master (or Officer acting in that capacity) at the Port of Halifax, in the Province of Nova Scotia, for the half year ended 31st December, 1875.

1,463 seamen shipped, paying 50 cents each.....	\$731 50
1,120 do discharged, 30 do	336 00

Amount of fees received\$ 1,067 50

From which deduct the following expenses, viz. :—

Office rent, Assistant, fuel and incidental expenses..... 575 00

Amount reverting to Shipping Master..... \$492 50

REMARKS.

The rate of wages for the months of July, August, September and October was \$20; November and part of December, \$18; and now, the last of the year, \$17; Runs from here to port in Britain from \$30 to \$40.

JOHN D. CUMMINS,
Shipping Master.

HALIFAX, N. S., 31st December, 1875.

APPENDIX No. 41.

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, received by the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., Chap. 129, from Shipping Masters throughout the Dominion, for the half years ended 30th June and 31st December, 1875.

QUEBEC.

Name of Place.	For half year ended 30th June, 1875.			For half year ended 31st December, 1875.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Escomains.....	No return.	No return.	\$ cts.	13	15	11 00	Deficient returns.		\$ cts.
Gaspé.....	No return.	No return.		No return.	No return.		Deficient returns.		
Magdalen Islands.....	240	73	141 90	446	387	339 10	Deficient returns.	460	481 00
Montreal.....	No return.	No return.	0 30	10	11	8 30	Deficient returns.	1	0 30
New Carlisle.....		1		1,081	431	701 10			
Perce.....									
Quebec.....	No return.	No return.					Deficient returns.		
Rimouski.....									
Three Rivers.....									

NEW BRUNSWICK.

Name of Place.	For half year ended 30th June, 1875.			For half year ended 31st December, 1875.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Alma.....	21	8	12 90	1	3	1 40	22	11	14 30
Bathurst.....				No return.	No return.		Deficient returns.		
Buctouche.....				No return.	No return.		Deficient returns.		
Campbelltown.....	31	15	20 00	102	50	66 00	133	65	88 00
Chatham.....				1		0 50	1		0 50
Cocagne.....				5	8	4 90	5	8	4 90
Dalhousie.....									
Fredericton.....									

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, etc.—Continued.

NEW BRUNSWICK.—Continued.

Name of Place.	For half year ended 30th June, 1875.			For half year ended 31st December, 1876.			Total Seamen Shipped.	Total Seamen Discharged.	Total Seamen Discharged.	\$ cts.
	Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.				
Grand Falls.....	No return.	No return.	\$ cts.	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Grand Manan.....	No return.	No return.	.....	3	.....	1 50	Deficient returns.	.....	.....	23 70
Harvey.....	27	3	14 40	15	6	9 30	42	9	.....	50 60
Hillsborough.....	20	11	13 30	47	46	37 30	67	57	.....	5 60
Lepreau.....	.....	2	0 60	10	.....	5 00	10	2	.....	.....
Musquash.....	.....	.....	.....	6	8	5 40	7	11	.....	6 80
New Brandon.....	1	3	1 40	13	11	9 80	18	11	.....	12 30
Newcastle.....	5	.....	2 50	.....	.....	.....	.....	.....	.....	.....
North Joggins.....	No return.	No return.	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Quaco.....	.....	.....	.....	.....	.....	.....	Deficient returns.	.....	.....	.....
Richmond Station.....	8	4	5 20	34	20	23 00	42	24	.....	28 20
Sackville.....	97	53	64 40	84	40	54 00	181	93	.....	118 40
St. Andrew's.....	30	4	16 20	9	10	7 50	39	14	.....	23 70
St. George.....	1,731	516	1,020 30	2,686	1,058	1,660 40	4,417	1,574	.....	2,680 70
St. John.....	.....	.....	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
St. Martin's.....	.....	.....	.....	53	33	36 40	53	33	.....	36 40
St. Stephen's.....	5	7	4 60	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Shediac.....	.....	.....	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Shippegan.....	.....	.....	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Tobique.....	.....	.....	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
West Isles.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOVA SCOTIA.

Advocate Harbour.....	.....	.....	.....	No return.	No return.	.....	Deficient returns.	.....	.....	.....
Amherst.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Annapolis.....	87	1	43 80	63	10	34 50	150	11	.....	78 30

Apple River.....	7	209	No return.	12	3 50	No return.	169	145	No return.	128 00	Deficient returns.	378	157	236 10
Archat.....	No return.										Deficient returns.			
Aspy Bay.....											45			22 50
Barrington.....											46			21 50
Bayfield.....											8			9 10
Beliveau's Cove.....	8										84			60 30
Bear River.....	16										8			7 30
Bridgetown.....	2													
Caledonia.....	No return.										Deficient returns.			
Canada Creek.....	1										Deficient returns.			
Ganso.....	20										Deficient returns.			
Chester.....											Deficient returns.			
Clementsport.....	16										23			18 40
Cornwallis.....	59										149			76 00
Cow Bay.....	No return.										Deficient returns.			
Digby.....	43										58			32 90
Freepoint.....											5			4 00
French Cross.....	16										35			20 50
Gatson's Cove.....	30										81			45 90
Great Bras d'Or.....														
Guyaborough.....	6										18			9 90
Halifax.....	1,362										2,825			2,027 20
Harbour au Bouche.....	27										37			27 50
Harbourville.....	No return.										Deficient returns.			
Horton.....	No return.										10			6 20
Isaac's Harbour.....	10										126			88 80
Jordan Bay.....	No return.										8			4 00
La Have.....	55										36			26 70
L'Ardoise.....											Deficient returns.			
Little Bras d'Or.....	5										434			284 10
Little Glace Bay.....	No return.										Deficient returns.			
Liscomb.....	335										607			394 40
Liverpool.....	320										550			362 40
Lockeport.....	187										310			218 90
Lunenburg.....	16										48			33 30
Mahone Bay.....	8										Deficient returns.			
Main a Dieu.....	75										219 70			284 10
North Sydney.....	19										434			482 70
Parraborough.....	213										726			389
Pictou.....	5										Deficient returns.			
Port Acadia.....	6										Deficient returns.			
Port Caledonia.....	51										Deficient returns.			
Port Gilbert.....											92			63 10
Port Hood.....											2			1 30
Port LaFour.....	3										145			90 80
Port Medway.....	34										20			10 60
Port Mulgrave.....	13										Deficient returns.			
Port Richmond.....											39 60			
Port Williams.....											4 10			

St. Peter's Bay.....	No return.	No return.	No return.	2	5	10	10	10	15	36	No return.	4	.....	.....	.....	2 00	Deficient returns.	2	17 60
Souris.....	19	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 50	34	26	44 80
Summerside.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24 30	74	.....	.....
West Cape.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Deficient returns.	.....	.....

BRITISH COLUMBIA;

Victoria.....	No return.	No return.	No return.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21 50	Deficient returns.	.....	.....
Kootenay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Deficient returns.	.....	.....
Booyals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Deficient returns.	.....	.....

W. M. SMITH,
Deputy Minister, Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1876.