

# JOURNAL

OF THE

## House of Assembly

OF

NEWFOUNDLAND.

Anno Tricesimo Quinto Victoriae Reginae.

His Excellency STEPHEN J. HILL, Esquire, Companion of the Most  
Honorable Military Order of the Bath, Governor and Commander-  
in-Chief in and over the Island of Newfoundland and its  
Dependencies.



Third Session Tenth General Assembly.

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ST. JOHN'S, NEWFOUNDLAND.

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## House of Assembly

NEW FOUNDED

and Executive Councils of the Colony

Printed and Published by the Government Printer, at the Government Printing Office, in the City of Sydney, New South Wales, Australia.



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## PROCLAMATION.

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*By His Excellency STEPHEN J. HILL,  
Esquire, Companion of the Most  
Honorable Military Order of the  
Bath, Our Governor and Com-  
mander-in-Chief in and over the  
Island of Newfoundland and its  
Dependencies.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

**W**HEREAS the *General Assembly* of this Island stands *Prorogued* until Wednesday the 22nd day of November instant; and whereas think fit to Prorogue the said *General Assembly* until Thursday the 25th day of January next. I do therefore, by this my Proclamation, further prorogue the said *General Assembly*, until Thursday the Twenty-fifth day of January next, as aforesaid, then to meet for the despatch of business: of which all persons concerned are required to take due notice and govern themselves accordingly.

GIVEN under my Hand and Seal at Government House, at St. John's, in the aforesaid Island, this Twentieth day of November, in the Year of Our Lord One Thousand Eight Hundred and Seventy-one.

By His Excellency's Command,

JAMES L. NOONAN,  
*Acting Colonial Secretary.*



# JOURNAL AND PROCEEDINGS

OF THE

## THIRD SESSION

OF THE

### Tenth General Assembly

OF

## NEWFOUNDLAND.

Thursday, 25th January, 1872.

**T**HE GENERAL ASSEMBLY having, by several Proclamations of His Excellency the Governor, been prorogued until this day, the members thereof met at Government House.

By virtue of a Commission under the Great Seal of this Island, to the Honorable C. F. BENNETT and THOMAS R. BENNETT, Esq., which is as follows:

*VICTORIA, by the Grace of God, of  
the United Kingdom of Great Britain  
and Ireland, Queen, Defender of the  
Faith.*

STEPHEN J. HILL,  
(L. S.)

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW YE, that we have constituted and appointed, and by these presents do constitute and appoint the Honorable CHARLES FOX BENNETT and THOMAS R. BENNETT, Esquire, Members of the General Assembly of Our Island of Newfoundland, to be Commissioners, they, or either of them, to administer the Oath of Allegiance to the Honorable JAMES L. NOONAN and ALEXANDER GRAHAM, Esq., elected to serve in the said General Assembly of Our said Island for the Districts of Bonavista and Trinity, respectively; giving to them and either of them, Our said Commissioners, full power and authority to perform the matters hereinbefore mentioned, ratifying and confirming all whatsoever they or either of them shall do and perform in this

lency the Governor at Government House, and being returned to the Assembly Room,

Mr. SPEAKER informed the House that, when in attendance on His Excellency the Governor, at Government House, His Excellency had been pleased to make a Speech to both Branches of the Legislature, of which, Mr. SPEAKER said, to prevent mistakes, he had obtained a copy, which he read to the House, as follows:

*Mr. President, and Honorable Gentlemen of the Legislative Council:*

*Mr. Speaker, and Gentlemen of the Honorable House of Assembly:*

In opening the 3rd Session of the 10th General Assembly, we meet under circumstances peculiarly auspicious. A fierce conflict which lately raged between two great nations is now a thing of the past, and peace once more reigns in Europe. The exercise of diplomatic negotiations in a Treaty recently ratified, has not only soothed the angry feeling which existed between two powerful Countries, but has again linked in the bonds of friendship the two great English speaking people of the world. The public mind, which has been full of the deepest concern for the safety of His Royal Highness the Prince of Wales, is now happily quieted. The blow with which the British nation was threatened, has, by the mighty arm of Providence, been stayed, and the keen anxieties of Her Majesty and Her Royal Highness the Princess of Wales have been allayed by the merciful hand of the Omnipotent. The depth and reality of feeling which pervaded all classes throughout the United Kingdom and the British Possessions for the recovery of His Royal Highness, and the universal sympathy expressed for the Queen and the Princess, are substantial proofs—if any proofs were wanting—of staunch loyalty to the Crown of England, and of devotion and attachment to the Throne and person of Her Most Gracious Majesty Victoria.

Our own affairs are not less propitious than those abroad. A Seal Fishery larger than that of many preceding years, a catch of Cod—both on this coast and on the Labrador—more than usually abundant, and good crops throughout the Island, have during the past year rewarded with success the labours of the adventurous Sealer, the hardy Fisherman and the enterprising Farmer. The prices which our products have commanded in the market have augmented the capital of the Merchant and encouraged the industry of the masses.—Each succeeding year since my arrival in this Colony has afforded satisfactory evidence of the gradual advancement of Newfoundland in the different branches of its staple industries, and of the improvement in the material and social condition of the people consequent on

this state of prosperity. I have now much pleasure in congratulating you on the good fortune which has hitherto attended your Legislative labours.

The Treaty which was signed at Washington on the 8th May last by the Joint High Commissioners, which has been ratified by Her Majesty and by the President of the United States, and which cannot but be attended by important advantages to this country and to the Great Republic, will be laid before you. Although the free importation of the produce of the Seal has not been included in the provisions of the Treaty, I trust that this omission will be rectified, and that Seal Oil and all other produce of the Seal will be admitted into the ports of the United States from the ports of Newfoundland free of duty. Immediately after the publication of the articles of the Treaty I brought this subject under the notice of the Imperial Government, and a correspondence respecting it then took place between the British and American Cabinets. This correspondence, as well as all other despatches connected with the Treaty, shall be submitted to you. With respect to the prosecution of the Seal-fishery last spring, by the United States Steamer "Monticello" in the seas adjacent to this Colony, the Secretary of State for the Colonies is of opinion that my Government acted wisely in not initiating any measures thereon. I have to express the hope that all difficulties likely to arise from cases of this nature will in future be avoided by your acceptance of the Washington Treaty.

The large appropriation made during last Session for the general Road Service, as well as the additional sum assigned for special local requirements, have been expended with due regard to the public exigencies; and the highways and district Agricultural roads have been greatly improved and extended. Preliminary steps have been taken with the view of carrying into effect the object contemplated by the vote of last Session for the erection of Harbor Lights. The most suitable sites have been chosen and arrangements made to proceed with the work as soon as possible. I may inform you in connection with this subject that the Imperial Government have intimated to me their intention to erect a Steam Fog Whistle at Cape Race during the ensuing summer.

The Contract with the Inman Company for the conveyance of the Mails from St. John's to Halifax being about to expire, my advisers have entered into a Contract with the Gulf Ports Steamship Company for the performance of this Service. The papers relating to this subject will be laid before you. It affords me much pleasure to be enabled to congratulate you upon the advances which have been made within the last year in the way of Steam Communication, which has

extended not only to the several Districts and important settlements of the Island, but also to Sydney in Cape Breton. My Ministers entertain the hope that they may be in a position in a short time to secure a direct Monthly Steam Communication with England, for at least a portion of the year.

*Mr. Speaker, and Gentlemen of the Honorable House of Assembly:*

I am happy to inform you that the Revenue of the past year, although less than that of the preceding year, has exceeded the estimated amount by £18,000.

The last year's accounts of expenditure of the Colony and the estimates for the present year shall be laid on the table of your Honorable House, without unnecessary delay. I rely upon you to make due provision for the Public Service. It is gratifying to find that the Country is entirely relieved from the inconvenient burden of a floating debt, and that its Financial condition is such as to permit us to devote to permanent improvements and public accommodation a very considerable amount of the Revenue remaining after the necessary provision for the support of the Departments of the Government and for the interest on our funded debt—a debt which, when compared with our Revenue, may be regarded as by no means excessive.

*Mr. President, and Gentlemen of the Honorable Legislative Council:*

*Mr. Speaker, and Gentlemen of the Honorable House of Assembly:*

During the past year several Countries of Europe and America have been visited by epidemics of Small-Pox and Cholera. My Ministers have for several months past adopted measures necessary to guard against the introduction of disease into this Country, and these measures still continue in operation. We have hitherto escaped this dire visitation, and should therefore acknowledge with profound gratitude the protection of the Most High.

The Geological Survey, under the management of Mr. Murray, is progressing with advantage to the future interests of the Colony.—Much valuable information has already been obtained through this source, and goes to establish the high Agricultural capabilities of many portions of the Island, and which must ultimately lead to a vast increase of our Farming population. Mr. Murray's Report of his proceedings during the last Summer shall be laid before you.



It is gratifying to know that, with few exceptions, the conduct of the people during the past year has been characterized by obedience to the laws, and by habits of peace and good order.

**JAMES L. NOONAN, Esq.**, re-elected Member for the District of Bonavista after acceptance of office, having taken and subscribed the Oath of Allegiance, took his seat as Member for the said District.

On motion of Mr. **WINTON**, seconded by Mr. **FENELON**,

*Resolved*—That a Select Committee be appointed to prepare an Address of Thanks in reply to the gracious Speech with which His Excellency the Governor has been pleased to open the present Session of the Legislature.

*Ordered*,—That Mr. **Winton**, Mr. **Fenelon**, Mr. **Evans**, Captain **Parsons** and Mr. **Emerson**, do form the Committee.

The Hon. the **PREMIER** gave notice that, on to-morrow, he will move an Address of Congratulation to Her Majesty on the recovery of His Royal Highness the Prince of Wales.

The Hon. **SURVEYOR GENERAL** gave notice that, on to-morrow, he will move the appointment of a Committee on Contingencies, Reporting, Printing and Publishing.

*Ordered*,—That the House, at its rising, do adjourn till Monday next.

Then the House adjourned till Monday next at four of the clock.

### **Monday, 29th January, 1872.**

The following petitions, praying for the appointment of Upper Door Keeper to the House of Assembly, were severally presented, received and read:

By Captain **PARSONS**, from Wm. Kelly of St. John's.

By Mr. TESSIER, from Thomas Walsh, John Condon and Philip Power, of St. John's.

*Ordered,*—That the said petitions do lie upon the Table.

The Hon. PREMIER gave notice that, on to-morrow, he will move that it be a standing Rule of the House during the Session that the adjournment of the House be till four o'clock each day, unless otherwise specially ordered.

Captain PARSONS gave notice that, on to-morrow, he would move that William Kelly be appointed Upper Doorkeeper of this House.

Mr. PARSONS gave notice that, on to-morrow, he will move that Paul Hennessey be appointed Upper Doorkeeper of this House.

Mr. WINTON gave notice that, on to-morrow, he will move that Thomas Duff be appointed Upper Doorkeeper of this House.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill for the Organization and Discipline of a Constabulary Force for this Island.

The Hon. SURVEYOR GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to amend the St. John's Rebuilding Acts.

Mr. EMERSON gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Act for the trial of Controverted Elections, and to make other provisions in lieu thereof.

Also for a Bill to amend the present Crown Lands Act, and to prevent the indiscriminate cutting and destroying of the Forests of the Island.

Mr. WINTON, from the Select Committee to prepare the Address of Thanks in Reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature, presented the same, which he handed in at the Clerk's Table, where it was read a first time.

*Ordered,*—That the Address be read a second time to-morrow.

Mr. WINTON gave notice that, on to-morrow, he will move the sus-

pension of the Rules of the House on the Address in reply to His Excellency the Governor's Speech.

The Hon. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House a Report of the Commissioners appointed to revise the Consolidated Statutes of the Colony, which was read by the Clerk as follows:

ST. JOHN'S, NEWFOUNDLAND, }  
24th January, 1872. }

SIR,—

Having been appointed by His Excellency the Governor to examine, revise and correct the Consolidated Statutes of this Island, as well those contained in the return of a former Commission, as those referred to in the Communication to you, dated the Twentieth day of April last, and printed for the purposes of revision, we beg to return herewith, not alone the part of the revised Statutes of the Island then submitted, but the part which then remained to be finished, and also several Acts which were omitted from the Copy of revised Statutes, as previously printed, together with the Local and Private Acts to which the former Commission did not consider their powers extended.

For the reasons stated in our former Report several alterations have been found necessary.

In the discharge of the very important and onerous duties connected with this work, we have bestowed diligent care and attention, involving much time, labor and careful research, but we are conscious that in an undertaking of such magnitude, so miscellaneous, and in which there were so many conflicting provisions to reconcile, the utmost attention could hardly prevent errors and omissions, but we trust, if any such exist, they will not be found numerous or important.

The Revenue, Road, Indemnity, Supply and Contingency Acts we have omitted, because they have all either expired or been executed.

The Acts 4, Will. IV, [Sess. 2.] Cap. 6, and 5, Will. IV, [Sess. 2] Cap. 5, have also been omitted. These Acts, commonly called "The Statute Labor Acts," were never acted upon, and probably would now be considered obsolete.

We have no means of ascertaining whether the provision in 20 Vic., Cap. 3, Sec. 6th, relative to Cape Race and Cape Pine Light Houses, is in addition to or in substitution for the provision of 7 Vic., Cap. 5, on same subject. We therefore deem it necessary to draw the attention of the Government to these provisions.

In Cap. 87, of "Pilots and Pilotage," some Sections have been altered. These alterations have, in the opinion of the Commissioners, become necessary in consequence of the Despatch from the Under-Secretary of State for the Colonies, dated 18th August, 1869, and printed in the Journals of the House of Assembly for 1870, page 91.

The death of Sir Francis Brady, Knight, late Chief Justice of the Supreme Court of this Island, will render it necessary that the pension granted to him should be omitted from the Chapter "Of Pensions." And we would suggest that the pension granted to Joseph Peters, Esquire, by the Harbor Grace District Court Act, should be omitted therefrom, and inserted in the Chapter "Of Pensions."

The 4th Section of 25th Vic., Cap. 5, relative to the Savings' Bank profits, has been omitted, as we believe its provisions have been executed.

At the request of the Hon. Attorney General, the Act 20th Vic., Cap. 5th, for the Encouragement of Agriculture, has been omitted, the Commissioners being informed by him that it was the intention of the Government to recommend the repeal of the said Act during the ensuing Session of the Legislature.

We would respectfully call the attention of the Government to the fact that the Act 34th Vic., Cap. 4, to amend Act 32nd Vic., Cap. 3, entitled An Act to Establish a District Court in the Central District, and for other purposes, expires in April this year. Also, that in Chapter 50th, of the Revised Statutes, entitled "Of the Salaries of certain Officers," the amount of the salary of His Excellency the Governor has not been inserted.

We find that in Chapter 80th, "Of Weights and Measures," there is no provision for the sale of rocke or slack Lime, &c., by weight or measure. We would recommend that this omission be attended to.

Chapter 85, "of the Merchant Shipping Service," is suggested

The St. John's, Harbor Grace and Carbonear rebuilding Acts, and others, are in Addenda. Section 1st of original Act, respecting streets of Carbonear, and Section 1st of an Act in amendment of same, are both inserted, because the Commissioners, having no means of obtaining evidence as regards localities, cannot undertake to say what alterations the latter makes in the former, and to this they think it desirable that the attention of the honorable Member for that District should be directed.

Incorporation and other private Acts have been carefully collected and submitted in a separate volume. The Commissioners did not consider that they had any power to consolidate or in any way alter these Acts, as they deal with and concern vested private rights. Such parts of these Acts as have been actually repealed are printed so as to distinguish them. The repealing Act does not include any such private Acts.

In conclusion we would respectfully draw the attention of the Government to the fact that the present Commissioners have been required to do and have done an amount of work not contemplated when they were appointed. This has necessarily considerably added to and prolonged their labors, the extent and importance of which are shown by the amount of this extra work, extending as it does to over one third more than the original matter placed before the Commission for revision.

We have the honor to be,

Sir,

Your obedient servants,

W. V. WHITEWAY, Q. C.

PRESCOTT EMERSON,

ROBERT J. KENT,

R. J. PARSONS, JR.

Hon. COLONIAL SECRETARY,

&c., &c., &c.

*Ordered*,—That the said Report do lie upon the Table.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow,

in lieu of the old Act 1st Vic , Cap. 9th. It is framed for the purpose of making the provisions of the Imperial Act apply to local registered ships, and is regarded by the Commissioners as better adapted to the requirements of the Mercantile Marine of the Colony than the Act for which it is recommended as a substitute.

The withdrawal of the British subsidy will probably necessitate an alteration in some of the provisions of Chapter 56 "of the Post Office," &c. This, and other matters of a like character, come especially within the province of the Legislature to provide for.

It has been deemed advisable and necessary to reprint the Judicature Act and the Royal Charter of Justice. The parts that have been repealed have been printed so as to be clearly distinguishable, and those portions which have not been directly repealed, but for which other provisions are substituted by different enactments, have been marked with marginal notes.

Those parts of the Education Act dealing with the appropriation of moneys granted for the purposes of the Act, have been altered to suit the provisions of Acts passed since the former Commissioners reported.

The Acts authorising public loans, under which Debentures have been issued, having been executed, a comprehensive Chapter has been framed and inserted, which will be found to embrace all that is necessary to provide for such Debentures.

The several alterations or additions which the former and present Commissioners have suggested as desirable or necessary, have been marked with marginal notes, so that they are easily distinguishable from the original matter consolidated.

The Commissioners would refer to their first Report for an explanation of the necessity that compelled the many verbal alterations that have been made. These alterations were induced by the abolition of the Circuit Courts, provided for by Act 30th Vic., Cap. 9th, and also by the provision of Cap. 1st of Revised Statutes, rendering repetitions unnecessary.

The Commissioners have admitted all Acts which have expired, been executed or disallowed.

he will move the appointment of a Select Committee to revise the Consolidated Statutes of this Colony.

Then the House adjourned till to-morrow at four of the clock.

## Tuesday, 30th January, 1872.

Pursuant to Order of the Day, the Address of Thanks in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature was read a second time.

*Ordered*,—That the House do on to-morrow resolve itself into Committee of the Whole on the said Address.

On motion of the Hon. the PREMIER, seconded by Mr. CARTER,

*Resolved*,—That the following Address be transmitted to Her Majesty the Queen:

*To the Queen's Most Gracious Majesty.*

MAY IT PLEASE YOUR MAJESTY,—

We, Your Majesty's faithful and loyal subjects, the Commons House of Newfoundland, in Session convened, beg leave most humbly to approach Your Majesty, and in the name of the people of this ancient Colony, to tender to Your Majesty our fervent congratulations upon the recovery of His Royal Highness the Prince of Wales from his recent dangerous illness.

The inhabitants of this Colony, ever attached to the British Sceptre, and devoted to the Throne and Person of Your Majesty, sincerely pray that the Almighty, who has restored His Royal Highness to health, may long spare him to be a comfort and solace to Your Majesty, and the hope and pride of the nation.

THOMAS R. BENNETT,

*Speaker.*

Passed the House of Assembly,  
30th January, 1872.

*Ordered*,—That the Address be engrossed.

*Ordered*,—That an Address be presented to His Excellency the Governor, respectfully requesting that he will be pleased to transmit the foregoing engrossed Address to the Right Hon. Secretary of State for the Colonies, to be laid at the foot of the Throne.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such Members of this House as are of the Hon. Executive Council.

On motion of the Hon. SURVEYOR GENERAL, seconded by Mr. MCKAY,

*Resolved*,—That a Select Committee be appointed on Contingencies, Reporting, Printing and Publishing.

*Ordered*,—That the Hon. Surveyor General, Mr. McKay, Mr. Evans, Mr. Rogerson, Capt. Parsons and Mr. Speaker *ex officio*, do form the Committee.

On motion of Captain PARSONS, seconded by Mr. MCKAY,

*Resolved*,—That Wm. Kelly be appointed Upper Doorkeeper of this House.

*Ordered*,—That it be a standing order during the present Session, that the House at its rising do adjourn until four o'clock next day, unless otherwise specially ordered.

Captain PARSONS gave notice that, on to-morrow, he will ask leave to bring in a Bill to Abolish Royalties on Mines and Minerals, and to abolish certain Crown Rents on Agricultural Lands in this Colony.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to introduce a Bill to continue the Act 33rd Vic., Cap. 5, to extend the Jurisdiction of Courts of Quarter Sessions.

Mr. RENDELL gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary for the details of expenditure of the Local Road Grants for 1871, by the Board of Road Commissioners at Catalina.

Mr. EMERSON gave notice that, on to-morrow, he will move an



Address to His Excellency the Governor, respectfully requesting that His Excellency will be pleased to furnish this House with a copy of the Despatch from the Secretary of State for the Colonies relative to the U. S. Steamer *Monticello*, and the action of the Government thereon, and referred to in His Excellency's Speech at the opening of the Session.

Then the House adjourned till to-morrow at four of the clock.

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Wednesday, 31st January, 1872.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Address of Thanks in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again to-morrow.

On motion of the Hon. ATTORNEY GENERAL, seconded by Capt. PARSONS,

*Resolved*,—That a Select Committee be appointed to revise the Consolidated Statutes.

*Ordered*,—That the Hon. Attorney General, the Hon. the Speaker, Captain Parsons, Mr. Carter and Mr. Emerson, do form the Committee.

Mr. RENDELL gave notice that, on to-morrow, he will ask the

Hon. Colonial Secretary for returns in detail of the expenditure made in Trinity Bay of the Special Appropriation of \$2,000 made by the Legislature last Session.

On motion of Mr. EMERSON, seconded by Mr. RENDELL,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly respectfully request that your Excellency will cause to be laid before them copy of the Despatch from the Right Hon. the Secretary of State for the Colonies, relative to the United States Steamer *Monticello*, and the action of the Government thereon, as referred to in your Excellency's Speech at the opening of the present Session of the Legislature.

House of Assembly,

31st January, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Honorable Executive Council.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. the Chairman of the Board of Works why the Portrait of the late Joseph Hume, Esq., M. P., has been removed from the Chamber, and where it is.

Then the House adjourned till to-morrow at four of the clock.

**Thursday, February 1st, 1872.**

Mr. CARTER gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary for a Return of the appropriation and expenditure of \$2,000 for each district granted in the last Session, the Return to be in detailed form for each district, giving the names of persons to whom the amount or any part was paid, the work on which the amount was expended, copy of Minute of Council, with date, authorizing the appropriation, or any order of Council or of Colonial Secretary or other authority with reference thereto in any district. The Return for each district to be kept separate and to be in detail.

Also, to ask the Chairman of the Board of Works for a Return special, in writing, of the localities selected for the erection of Harbour Lights, where and by whom selected, and the arrangements, if any, made for their erection in any locality.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of the Address in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the Address to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again to-morrow.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. Receiver General for a Return of the amount of Duties and Light Dues collected in the District of Burgeo and LaPoile during the past ten years, specifying the amount of each year's collection, and a similar return for all Districts except St. John's for the same period, distinguishing the Light Dues from Duties.

Then the House adjourned till to-morrow at four of the clock.

Friday, 2nd February, 1872.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of the Address of Thanks in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed the Address to them referred without amendment, and he handed the Address in at the Clerk's Table.

On motion that the Report be adopted, Mr. EMERSON moved in amendment, seconded by Mr. CARTER,

That in the 3rd Section, on the 8th line, after the word, "States," insert as follows:

We trust that your Excellency's Ministers will be prepared this Session with a measure for the better preservation of the Rights of this Colony under existing Treaties, and to protect that important branch of our industry, the Seal Fishery, from the effects of a rivalry so dangerous as that commenced last year and to be continued this year by the U. S. Steamer *Monticello*.

And expunge the remainder of the section.

And the question being put thereon, the House divided, when there appeared—

*For the Amendment—6.*

*Against the Amendment—11.*

Mr. Carter,

Hon. Attorney General,

" Rendell,

" Receiver General,

" Evans,

" Surveyor General,

" Emerson,

Mr. Brennan,

" Rogerson,

" Battcock,

" Green.

" McKay,

" Barnes,

" Winton,

" Walsh,

" Tessier,

Capt. Parsons.

So it passed in the negative.

And the question on the original motion being then put,

Mr. CARTER moved in amendment, seconded by Mr. EMERSON,

That in the 5th Section, after the word "We," in first line, strike out the words "are satisfied," and insert the words "trust investigation of accounts will shew."

And the question being put thereon the House again divided, when it passed in the negative on a similar division as the foregoing.

And the question on the original motion being then put, it passed in the affirmative, and

*Ordered*,—That the said Address be adopted.

*Ordered*,—That the Address be engrossed and read a third time to-morrow.

Then the House adjourned till Monday next at four of the clock.

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### Monday, 5th February, 1872.

Pursuant to Order of the Day, the Address of Thanks in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature, as engrossed, was read a third time as follows :

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Com-  
mander-in-Chief in and over the Island  
of Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

We, the Representatives of Her Majesty's loyal subjects, the inhabitants of Newfoundland, in General Assembly convened, beg to thank your Excellency for the gracious Speech with which your Excellency has been pleased to open the present Session of the Legislature.

We accord with your Excellency in the view that the circumstances under which we meet are peculiarly auspicious, rendered so not only by the conclusion of, we trust, a lasting peace between the two great Powers so lately in conflict, and by the ratification of a Treaty between Great Britain and the United States of America, calculated to ensure that harmony which should exist between two nations having a common origin and a common language, but also by the recovery of His Royal Highness the Prince of Wales from his recent severe illness—an illness, the threatened results of which filled the hearts of Her Majesty's subjects with profound sorrow and anxiety. These, together with their great gratification at his convalescence, gave unmistakable evidence of their devotion and attachment to the Throne, and which, we need hardly assure your Excellency, are shared in by Her Majesty's loyal people of Newfoundland. In these several interpositions of Mercy we humbly and gratefully recognize the hand of Him who guides the destinies of nations.

We agree also with your Excellency's expressions as to the propitious character of our local affairs. The Seal and Cod Fisheries of the past year were more than usually successful, and were supplemented by abundant crops, affording a bounteous supply of the necessaries of life to a large proportion of our population, while the enterprise of our Merchants was rewarded by the remunerative prices obtained for our products in foreign markets. Your Excellency's testimony as to the gradual advancement made since your Excellency's arrival in the Colony in the different branches of its staple industries, and the improvement in the material and social condition of the people consequent on this state of prosperity, is very gratifying. We thankfully accept your Excellency's congratulations on the good fortune which has hitherto attended our Legislative labors.

We thank your Excellency for the promise that a copy of the Treaty signed at Washington in May last, and of the correspondence had by your Excellency with the Imperial Government in reference thereto, shall be laid before us, and we trust that the representations made by your Excellency in that correspondence will result in securing for this Colony the free entry of Seal Oil and other products of the Seal into the markets of the United States. We learn with much satisfaction from your Excellency, that the course pursued by your Excellency's Government in respect to the prosecution of the Sealfishery last spring by the United States Steamer "Monticello," in waters adjacent to this Colony, has met the approval of Her Majesty's Secretary of State for the Colonies, and we concur in the hope expressed by your Excellency that such difficulties as might be likely to arise from cases of this nature, will in future be avoided by the requisite provisions of the Washington Treaty.

We are satisfied that the large appropriation made last Session for the Road Service, and the additional amount voted for special local improvements, have been expended with due regard to the public exigencies, and that the postal and local roads throughout the Colony have been considerably improved and extended. It affords us gratification to learn from your Excellency that sites have been chosen and arrangements made to proceed with the erection of the Light Houses provided for last Session, and that the Imperial Government propose to erect a Steam Fog Whistle at Cape Race during the ensuing summer. The establishment of such aids to our local and foreign shipping, cannot fail to prove of great advantage to the trade of the Colony.

We are glad to learn that your Excellency's advisers have completed arrangements for the conveyance of Mails between Newfoundland and Nova Scotia, and we accept with pleasure your Excellency's congratulations upon the extension of our coastal steam service. We trust that your Excellency's ministers may be enabled to secure, ere long, direct steam communication with the mother country.

It affords us satisfaction to learn from your Excellency that, although the Revenue of the past year has fallen short of that of the preceding one, yet that it has exceeded the estimate by so large a sum as £18,000.

We thank your Excellency for the assurance that the Accounts of the past year, and the Estimates for the present year, will be laid before us without unnecessary delay, and we shall make the required provision for the public service. We are, with your Excellency, gratified that the Colony has been relieved of its floating debt, and that its financial prosperity will admit of a portion of the Revenue being devoted to the permanent improvement of the country. In your Excellency's opinion that the existing debt cannot be considered excessive, when compared with the Revenue, we quite concur.

The care taken by your Excellency's Government to prevent the introduction of epidemic diseases into the country meets with our approbation; and in the preservation of the health of our people during the past year, we recognize, with deep thankfulness, the protecting hand of the Most High.

The valuable services which have and are now being performed by Mr. Murray, of the Geological Survey, in furnishing important information respecting the Agricultural and other capabilities of the country, are, we beg to assure your Excellency, duly appreciated by

us, and we shall thank your Excellency for causing to be laid before us Mr. Murray's report of his proceedings during the past summer.

We accept with great pleasure your Excellency's testimony as to the law-abiding, peaceable and orderly conduct of the people of the Colony during the past year.

*Ordered*,—That the Address do pass, and that it be presented to His Excellency the Governor by Mr. Speaker and the whole House.

*Ordered*,—That a Message be sent to His Excellency the Governor, requesting that he will be pleased to state when he will receive Mr. Speaker and the House with the Address of Thanks.

*Ordered*,—That the said Message be presented to His Excellency the Governor by such Members of this House as are of the Hon. Executive Council.

The Hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented the following Bills, which were severally read a first time:

A Bill for the Organization and Discipline of a Constabulary Force in this Island;

A Bill to Continue the Act 33 Vic., Cap. 5., to extend Jurisdiction of the Court of Quarter Sessions.

*Ordered*,—That the said Bills be severally read a second time tomorrow.

Mr. MCKAY, from the Select Committee on Contingencies, Reporting, Printing and Publishing of the Assembly, presented the following Preliminary Report, which he handed in at the Clerk's Table, where it was read, as follows:

The Select Committee to whom was referred the subject of Reporting, Publishing and Printing of the Assembly, beg leave to present the following preliminary Report:

That it is the opinion of the Committee that the following gentlemen be the Reporters during the present Session, viz:—Mr. Robert Winton, Mr. John Rochford, Mr. Thomas Walsh, and Mr. James



Winter, and that Mr. Winton be the Supervisor and Chief Reporter and be held responsible for the efficient performance of the work.

All of which is respectfully submitted,

H. RENOUF,

*Chairman.*

SMITH McKAY,

T. R. BENNETT,

R. J. PARSONS, Jr.

COMMITTEE ROOM,

House of Assembly,

2nd February, 1872.

*Ordered*,—That the Report be adopted.

The following petitions, praying for grants to open and repair roads, were severally presented, received and read:

By Mr. WINTON, from Nicholas Cheevers and others of Plate Cove, Rev. Henry Skinner and others of Barrow Harbor and other settlements in Bonavista Bay, James Hancock and others of same localities, Michael Ryan and others of Kings Cove, John Rickets and others of Stock Cove and Knights Cove, Joseph Aylward and others of Stock Cove, Charles Hicks and others of Bonavista, and from Rev. J. W. Phinney and others of Rolling Cove.

By Mr. WALSH, from John Power and others of Castle Rennie, Frederick Miller and others of Portugal Cove, and from Abraham Picot and others of same settlement.

By Mr. DUDER, from Henry Jennings and others of Moreton's Harbor and Western Head, John B. Wheeler of Musgrave Harbor, Cat Harbor and Doting Cove, and from John Richards and others of New Bay.

*Ordered*,—That the said several petitions do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

**Tuesday, 6th February, 1872.**

The **SPEAKER** informed the House that His Excellency the Governor would receive Mr. Speaker and the Whole House with the Address of Thanks in reply to His Excellency's Speech on opening the present Session, at Government House at 12 o'clock to-morrow.

The **Hon. ATTORNEY GENERAL** gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Act 28th Vic., Cap. 15, entitled "an Act to Regulate the Making and Repairing of Roads, Streets and Bridges within this Colony."

*Ordered*,—That the House at its rising do adjourn till 12 o'clock to-morrow.

Then the House adjourned till to-morrow at twelve of the clock.

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**Wednesday, 7th February, 1872.**

It being the hour appointed by His Excellency the Governor to receive Mr. Speaker and the House with the Address of Thanks in reply to His Excellency's Speech on opening the present Session of the Legislature, Mr. Speaker and the House went to Government House, and being returned Mr. Speaker informed the House that he had presented the said Address to His Excellency the Governor, who had replied as follows:

*Mr. Speaker, and Gentlemen of the Honorable House of Assembly:*

I am gratified to learn from the Address which you have been pleased to present to me, that you concur in the views which I have therein expressed, and are anxious to aid my advisers in furthering the interests of this Colony.

There are few things which tend more to confer substantial and lasting benefits on any country than frequent and facile intercourse with others. I therefore regard with extreme pleasure the prospect of securing, ere long, direct steam communication with the mother country. I trust that this project, at present prospective, may soon

be a reality, and that in this great age of progress, the comparative isolation which now envelopes this country may soon be shaken off, and that every facility may be offered to tempt strangers to visit Newfoundland and examine those resources—agricultural and mineral—towards the development of which you annually devote so liberal an amount. In this, and in all other matters which will promote the prosperity of this Island and the welfare and happiness of its people, be assured of my most hearty co-operation.

*Ordered*,—That the House at its rising do adjourn till Friday next.

Then the House adjourned till Friday next at four of the clock.

### Friday, 9th February, 1872.

ALEXANDER GRAHAM, Esq., returned Member for the District of Trinity in place of Thomas Harrison Ridley, Esq., disqualified under the Act 13 Vic., Cap. 13, Sec. 4, having taken and subscribed the Oath of Allegiance before Thomas R. Bennett, Esq., one of the Commissioners appointed to administer the same, took his seat as Member for the said District accordingly.

The Hon. RECEIVER GENERAL, by command of His Excellency the Governor, presented to the House the following documents:

Receiver General's Account Current in Treasury Department, for the year ended 31st December, 1871.

Statement of Assets and Liabilities of the Colony, 31st December, 1871.

Financial Statement of the Affairs of the Colony, for year 1872.

Detailed Statement of Salaries to Stipendiary Magistrates, Clerks of the Peace, Constables and Gaolers, for the year 1872.

Estimate for defraying part of the Public Expenditure of the Colony, for the year 1872.

(For which see *Appendix*.)

*Ordered*,—That the said documents do lie upon the Table.

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the following documents:

Despatches and Correspondence relative to the U. S. Steamer *Monticello*.

Despatches relative to Washington Treaty.

Instructions and Protocols of Conferences, &c., relating to Washington Treaty.

Correspondence with Secretary of State, &c., relative to termination of Halifax Mail Service by Mr. Inman.

*(For which see Appendix.)*

*Ordered*,—That the said documents do lie upon the Table.

The Hon. SURVEYOR GENERAL presented to the House the following documents:

Statement of Expenditure of the Special Appropriation of \$2,000 for certain Districts of the Island, for the year 1871.

Return of Localities chosen for the erection of Harbour Lights, for the year 1871.

*(For which see Appendix.)*

*Ordered*,—That the said documents do lie upon the Table.

The Hon. RECEIVER GENERAL gave notice that, on Thursday next, he will move the House into Committee of the Whole upon Ways and Means, and that this notice do take precedence of the Orders of the Day and all other business.

Mr. EVANS gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary for Statement of appropriations of grant of \$1,400, voted in last Session, for Main Line of Road from Burin to Grand Bank, with a detail of the expenditure of the amount.

Mr. CARTER gave notice that, on to-morrow, he will move a respectful Address to His Excellency the Governor, requesting that he

will furnish this House with a copy of any communication he or the Government may have received from any official or other authority of the United States on the subject of the *Monticello*; also, a copy of any reply made thereto.

Captain PARSONS gave notice that, on to-morrow, he will ask leave to introduce a Bill for the Abolition of certain Crown Rents imposed by local Acts of the Legislature in the Colony.

Also that, on to-morrow, he will ask leave to introduce a Bill to Repeal the 29th, 30th and 31st Sections of the Act 31 Vic., Cap. 4, in reference to the rate or tax levied on the owners of Dogs in this Colony and otherwise.

Pursuant to Order of the Day, the Bill to Organize a Police Force in the Colony of Newfoundland, was read a second time.

*Ordered,*—That the House do on to-morrow resolve itself into Committee of the Whole on said Bill.

The Hon. the PREMIER presented a petition from W. B. Bendel and others of Battle Harbor, Labrador, which was received and read, praying that a provision may be made by the Legislature to extend the benefits of Education to that settlement.

*Ordered,*—That the said petition do lie upon the Table.

The Hon. SURVEYOR GENERAL presented a petition from I. R. Veriker and others of Great Placentia, which was received and read, praying for a grant to build a Breakwater at the Blockhouse there.

*Ordered,*—That the said petition do lie upon the Table.

He also presented a petition from Thomas O'Rielly and others, of Great Placentia, which was received and read, praying for a grant to erect a Bridge over Colinet River.

*Ordered,*—That the said petition do lie upon the Table.

The Hon. COLONIAL SECRETARY presented a petition from George Skelton and others, of Greenspond, which was received and read, praying for the establishment of a Ferry between that settlement and Ship Island.

*Ordered,*—That the said petition do lie upon the Table.

Mr. RORKE presented a petition from James Forward, of Carbonear, which was received and read, praying compensation for Land taken for the use of the public.

*Ordered*,—That the said petition do lie upon the Table.

Mr. CARTER presented a petition from Henry Collins and others, of Flat Islands, which was received and read, praying for the appointment of a Road Board there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. the PREMIER presented a petition from J. W. James and others, of Hearts Content, which was received and read, praying for the appointment of a Stipendiary Magistrate there.

*Ordered*,—That the said petition do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By the Hon. the PREMIER, from Wm. Tobin and others, Northern Bay, Henry Stacey and others, of Garia, and from James King and others, of Deer Harbor, Trinity Bay.

By the Hon. SURVEYOR GENERAL, from James Griffin and others, of N. E. Arm, Great Placentia.

By Mr. RORKE, from James Colbourn and others, Carbonear.

By the Hon. ATTORNEY GENERAL, from Joseph Morgan and others, Seal Cove.

By the Hon. RECEIVER GENERAL, from Richard Dunphy and others, Fermeuse.

By Mr. ROGERSON, from John Moores and others, Adams Cove, Robert Penney and others, Western Bay, Wm. Wilcox of Western Bay, Stephen Sillars of Western Bay, Maurice Walsh of Western Bay, Samuel Royal of Job's Cove and Red Lands, Joseph Hudson and others, Adams Cove, Edward Tinan and others, Lower Island Cove, Joseph Tough and others, Lower Island Cove, and from Thomas Puddister and others, of Northern Bay.

*Ordered*,—That the said several petitions do lie upon the Table.

Mr. CARTER gave notice that, on to-morrow, he will move an Address to the Governor on petition from Flat Islands for a Road Board.

Then the House adjourned till Monday next at four of the clock.

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**Monday, 12th February, 1872.**

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the following documents:

Statement of the Affairs of the Union Bank, for the year 1871.

Statement of the Affairs of the Commercial Bank, for the year 1871.

Report of the Inspector of Protestant Schools, for the year 1871.

Report of the Inspector of Roman Catholic Schools, for the year 1871.

Report of General Superintendent of the Fisheries, for the year 1871.

Report on Protection of Fisheries at Cape John, for 1871.

Report on Protection of Fisheries at Belle Isle, for 1871.

Report of Wardens of Salmon Fishery, for 1871.

Report of Vail's Joint Stock Baking Company, for 1871.

Report of Floating Dry Dock Company, for 1871.

Report of Judge Pinsent on Labrador Circuit Court, for 1871.

School Returns relating to the Labrador, for 1871.

Consolidated Statement of Relief of the Poor, for 1871.

Statement of the Affairs of the New York, Newfoundland and London Telegraph Company, for 1871.

Vaccination Returns, for 1871.

Statement of the Affairs of the Harbour Grace Water Company, for 1871.

*(For which see Appendix.)*

*Ordered,*—That the said documents do lie upon the Table.

The Hon. RECEIVER GENERAL, by command of His Excellency the Governor, presented to the House, Customs Consolidated Account Current of receipts and payments, for 1871.

*(For which see Appendix.)*

*Ordered,*—That the said document do lie upon the Table.

The Hon. SURVEYOR GENERAL, by command of His Excellency the Governor, presented to the House Accounts of Expenditure by the Board of Works, for the year 1871.

*(For which see Appendix.)*

*Ordered,*—That the said documents do lie upon the Table.

Pursuant to Order of the Day, the Bill to Continue the Act 33rd Vic., Cap. 5, to extend the Jurisdiction of Quarter Sessions, was read a second time.

*Ordered,*—That the House do on to-morrow resolve itself into Committee of the Whole upon the said Bill.

Pursuant to Order of the Day, the House resolved itself into Com-



mittee of the Whole upon the Bill to Organize and Maintain an efficient Police Force in this Colony.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the Bill to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again on Thursday next.

Captain PARSONS, pursuant to notice and leave granted, presented a Bill to Provide for the Abolition of Royalties on Mines in this Colony, which was read a first time.

*Ordered,*—That the said Bill be read a second time to-morrow.

The Hon. SURVEYOR GENERAL, pursuant to notice and leave granted, presented a Bill to amend the "Act to Regulate the Making and Repairing Roads, Streets and Bridges," which was read a first time.

*Ordered,*—That the said Bill be read a second time on Thursday next.

Mr. EMERSON, pursuant to notice and leave granted, presented a Bill to amend the Act for the Trial of Controverted Elections in this Island, which was read a first time.

*Ordered,*—That the said Bill be read a second time on Thursday next.

On motion of Mr. CARTER, seconded by Mr. EMERSON,

*Resolved,*—That the following Addresses be severally presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly respectfully request that your Excellency

will be pleased to furnish them with a copy of any communication he or the Government may have received from any official or other authority of the United States, on the subject of the *Monticello*; also a copy of any reply made thereto.

House of Assembly,  
February 12th, 1872.

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the accompanying Petition from the inhabitants of Flat Islands on the subject of a Road Board, respectfully request your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
February 12th, 1872.

*Ordered*,—That the said several Addresses be engrossed, and presented to His Excellency the Governor by such Members of this House as are of the Honorable Executive Council.

Mr. FENELON gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the Table of the House petitions from Bay-de-Verds and Brigus, or any other District, asking the Governor to issue Proclamations for Elections under the Temperance Act of 1871, and all other documents in relation thereto from said Districts.

Mr. EMERSON gave notice that, on to-morrow, he will move the adoption of an Address to His Excellency the Governor, respectfully requesting that His Excellency will be pleased to lay upon the table of the House any Despatches received from the Imperial Government relative to the French Shore, and the Survey of Grants and Licenses in that locality.

Mr. MCKAY gave notice that, on to-morrow, he will ask leave to

bring in a Bill for the erection of a Light House in the District of Twillingate and Fogo.

The following petitions, praying for grants to open and complete Roads, were severally presented, received and read:

By the Hon. COLONIAL SECRETARY, from George Skelton and others, Greenspond.

By Mr. BATTCOCK, from John Battcock and others, of Brigus.

By Mr. GRAHAM, from Edward Gardiner and others, British Harbor, Thomas Donovan and others, Bird Island Cove, Michael Burk and others, Grates Cove, and from Jonathan Benson and others, Cance Cove.

*Ordered*,—That the said several petitions do lie upon the Table.

The Hon. SURVEYOR GENERAL presented a petition from L. R. Veriker and others, of Placentia, which was received and read, praying that a House of Refuge may be established between Croake's House and Placentia.

*Ordered*,—That the said petition do lie upon the Table.

Mr. GRAHAM presented a petition from Pierce Currie and others, of Britannia Cove, Smith's Sound, which was received and read, praying for a grant to build a Public Wharf there.

*Ordered*,—That the said petition do lie upon the Table.

'Then the House adjourned till to-morrow at four of the clock.

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**Tuesday, 13th February, 1872.**

On motion of the Hon. RECEIVER GENERAL, seconded by Mr. CARTER,

*Resolved*,—That whereas a Telegram was received this morning, announcing the death of Thomas Bennett, Esq., a gentleman well known in this city, where he resided over half a century, much

and deservedly respected by all classes for his kind and amiable disposition, and who, as a Stipendiary Magistrate for St. John's, for a long period performed the important duties connected therewith with credit to himself and satisfaction to the community; therefore

In respect to his memory, as well as regard to his brother, the Hon. C. F. Bennett, Premier of the Government, this House do now adjourn till Thursday next, and that the sympathy of this House be tendered to the Hon. the Premier.

Then the House adjourned till Thursday next at four of the clock.

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### Thursday, 15th February, 1872.

The Hon. RECEIVER GENERAL gave notice that, on an early day, he will move that an Address be presented to His Excellency the Governor on the subject of the French Shore restrictions.

On motion of the Hon. RECEIVER GENERAL, seconded by the Hon. SURVEYOR GENERAL,

*Resolved*,—That the House do on Monday next resolve itself into Committee of the Whole on Ways and Means.

*Ordered*,—That the Committee of the Whole on Ways and Means stand first on the Order of the Day for Monday next.

On motion of Mr. EMERSON, seconded by Mr. CARTER,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Commander-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

The House of Assembly respectfully request that your Excellency

will cause to be furnished to them, copies of any Despatches received from the Imperial Government relative to the French Shore, and to the issuing of Grants and Licenses in that locality.

House of Assembly,

15th February, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such Members of this House as are of the Hon. Executive Council.

Mr. MCKAY, pursuant to notice and leave granted, presented a Bill to provide for the Erection of a Light House between Fogo Island and Twillingate, which was read a first time.

*Ordered*,—That the Bill be read a second time on Monday next.

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the following documents:

Financial Clerk's Statement of Expenditure, Consolidated, for the year 1871.

Financial Clerk's Detailed Statement of Expenditure for certain services, for the year 1871.

Report of Captain Malcolm, of H. M. S. *Danaë*, and of his successor in command, Captain Brown, on protection of the Fisheries of Newfoundland and Labrador, for 1871.

Statement of the Affairs of the Notre Dame Bay Mining Company, for 1871.

Report of the Union Marine Insurance Company, for 1871.

*(For which see Appendix.)*

*Ordered*,—That the said documents do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, were severally presented, received and read:

By Mr. GRAHAM, from James Jales and others, of Grates Cove.

By Mr. ROGERSON, from Michael Boozan and others, of Western Bay, Wm. Tobin and others, of Western Bay, James Follet and others, of Western Bay.

By Mr. MCKAY, from Henry Knight and others, Kings Cove and Jackson's Arm, M. Glavene and others, of Fortune Harbor, and from John Dwyer and others, Tilton Harbor.

*Ordered*,—That the said several petitions do lie upon the Table.

Mr. TESSIER presented a petition from John Williams and others, of Petty Harbor, which was received and read, praying for a grant to deepen the Gut there.

*Ordered*,—That the said petition do lie upon the Table.

*Ordered*,—That the House at its rising do adjourn till Monday next.

Then the House adjourned till Monday next at four of the clock.

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**Monday, 19th February, 1872.**

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon Ways and Means.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again on Friday next and stand first on the Order of the Day.

Mr. BRENNAN presented a petition from James McLoughlan and others, of Pokeham Path, which was received and read, praying for the extension of Sewerage to that locality.

*Ordered*,—That the said petition do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

## Tuesday, 20th February, 1872.

Mr. SPEAKER informed the House that he had received the following communication from the Private Secretary, which he read:

GOVERNMENT HOUSE,

20th February, 1872.

THE HON THE SPEAKER,—

I have the honor, by order of His Excellency the Governor, to acknowledge the receipt of your communication of the 15th inst., in which the House of Assembly request to be furnished with "copies of any Despatches received from the Imperial Government relative to the French Shore, and to the issuing of Grants and Licenses in that locality." In reply, I am directed by the Governor to intimate to you, for the information of the Hon. the House of Assembly, that on reference being made to the Journals of the House of Assembly of this Colony for the years 1867 and 1869, such correspondence respecting the French Shore as rests in the power of His Excellency to make public will be found.

I have the honor to be, Sir,

Your most humble servant,

HENRY SHEA, R. A.,

A. D. C. and P. S.

Mr. SPEAKER informed the House that he had received the following communication from the Hon. the Premier, which he read:

ST. JOHN'S, 14th February, 1872.

TO THE HON. THE SPEAKER,—

SIR,—

I beg leave to acknowledge the receipt of your communication of yesterday, containing copy of the Resolution of the House of Assembly, so highly complimentary and gratifying to me in the notice they have taken of the death of my late brother, and the sympathy they express towards myself, for which I beg to return my heartfelt thanks.

I am, Sir,

Your obedient Servant,

C. F. BENNETT.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to Organize and Maintain an efficient Police Force in the Colony of Newfoundland.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had made some amendments thereon, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House.

Ordered,—That the Bill as amended be engrossed, and read a third to-morrow.



Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to Continue the Act 33rd Vic., Cap. 5, to extend the Jurisdiction of Quarter Sessions.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had made some amendments thereon, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House.

*Ordered*,—That the Bill as amended be engrossed, and read a third time to-morrow.

On motion of Mr. MUNN, seconded by Mr. RORKE,

*Resolved*,—That a Select Committee be appointed to consider the best means of carrying out the Labrador Steam Service.

*Ordered*,—That Mr. Munn, Mr. Rorke, Mr. Rendell, Mr. Duder and Mr. Tessier, do form the Committee.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to amend the Act 31 Vic., entitled "an Act to amend and Consolidate the Laws relating to Nuisances and Dogs, and to establish certain Municipal Regulations."

Mr. EMERSON gave notice that, on Monday next, he will move the House into Committee of the Whole on the Fishing and Maritime Rights of this Colony, and on the illegal prosecution of the Seal Fishery from the Ports of this Colony by the S. S. *Monticello*, and that this notice take precedence of all other business.

The Hon. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to Assimilate the Tonnage Dues on Foreign Vessels to those of British.

Mr. ROGERSON gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary, upon what authority the Post Master General has imposed a Postage of two cents on Provincial, Colonial and other Newspapers, and extra postage on Periodicals.

The following petitions, praying for grants to open and repair Roads, were severally presented, received and read:

By the Hon. the PREMIER, from Wm. Hannon and others, of Old Perlican.

By Mr. WALSH, from Ezra Churchill and others, Portugal Cove, J. Howe and others, Maggotty Cove, and from John Savage and others, of Logy Bay.

By the Hon. COLONIAL SECRETARY, from Wm. Kirby and others, of Keels, Joseph Matthews and others, of Indian Arm, Wm. Moss and others, of Musgrave Town, Patrick Larkin and others, Broad Cove, Wm. Kirby and others, of Kings Cove, and from John Coffin and others, of Kings Cove.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. WALSH presented a petition from Wm. Kennedy and others, of Lance Cove, which was received and read, praying for a grant to build a Public Wharf there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. COLONIAL SECRETARY presented a petition from John Baily and others, of Red Bay, Labrador, which was received and read, praying that the salary of the Schoolmaster there may be increased.

*Ordered*,—That the said petition do lie upon the Table.

'Then the House adjourned till to-morrow at four of the clock.

Wednesday, 21st February, 1872.

Mr. EMERSON presented a petition from John Cunningham and others, of Burgeo, which was received and read, praying for a grant to complete the Canal between Little Barrasway and Grandy's Brook.

*Ordered,*—That the said petition do lie upon the Table.

The Hon. SURVEYOR GENERAL presented a petition from Thomas Henneberry and others, of Trepassey, Renews, Fermeuse, Ferryland, Conception Bay, St. John's, and other settlements, which was received and read, praying for the erection of a Light House on the Powels Head at the entrance of Trepassey.

*Ordered,*—That the said petition do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, were severally presented, received and read:

By Mr. RENDELL, from Wm. Knight of Catalina.

By Mr. FENELON, from Michael Heffron and others, of Maddox Cove, and from John White and others, of Petty Harbor.

*Ordered,*—That the said petitions do lie upon the Table.

Mr. FENELON presented a petition from Michael Heally and others, of Blackhead, which was received and read, praying that compensation may be made them for the destruction of their sheep by dogs.

*Ordered,*—That the said petition do lie upon the Table.

Mr. KENNEDY presented a petition from John Veitch and others, of the District of Harbor Main, which was received and read, praying that additional safety may be furnished Mariners passing Cape St. Francis by the erection of a Light House or Fog Alarm there.

*Ordered,*—That the said petition do lie upon the Table.

Mr. RENDELL presented a petition from Levi March and others, which was received and read, praying for a grant to erect a Public Wharf there.

*Ordered,*—That the said petition do lie upon the Table.

The Hon. RECEIVER GENERAL gave notice that, on Monday next, he will move that a Supply be granted to Her Majesty.

Mr. MCKAY gave notice that, on to-morrow, he will move the House into Committee of the Whole on the Bill for the erection of a Light House between Twillingate and Fogo.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the Table of the House, all correspondence relative to the propriety of extending the Circuit Court to Channell.

Mr. RENDELL gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary, for particulars and details of returns made, and report given by the Inspector of Weights and Measures, for the District of St. John's, viz.: names of parties and the Inspection made of Weights and Measures for each party, and where they reside.

The Hon. RECEIVER GENERAL presented to the House a Return of Duties and Light Dues collected at each Port in the Island, with the exception of the Port of St. John's, since the year 1862.

*(For which see Appendix.)*

*Ordered,*—That the said document do lie upon the Table.

The Hon. COLONIAL SECRETARY presented to the House the following documents:

Report of Cashier of Newfoundland Savings' Bank, for 1871.

Report of the Inspector of Weights and Measures, for 1871.

Report of the Post Master General upon extra charge made upon papers coming from Canada.

*(For which see Appendix.)*

*Ordered,*—That the said documents do lie upon the Table.

The Hon. SURVEYOR GENERAL presented to the House the following documents:

Report of Mr. Inspector Dooley on Main Lines of Road, viz.: St.

John's East and West, Placentia and St. Mary's, Conception Bay and Bay-de-Verds Districts, for 1871.

Report of J. Kavanagh, Esq., on Main Roads in the Western Districts, for 1871.

Report of Thomas Long, Esq., on Main Roads in Trinity and Bonavista Bays, for 1871.

*(For which see Appendix.)*

*Ordered,*—That the said documents do lie upon the Table.

The following Bills, pursuant to notice and leave granted, were severally presented, received and read:

By the Hon. RECEIVER GENERAL, a Bill to Abolish Certain Crown Rents.

A Bill to Assimilate Tonnage Dues on British and Foreign Shipping.

By the Hon. ATTORNEY GENERAL, a Bill to amend the Nuisance Act, 31st Vic.

*Ordered,*—That the said Bills be severally read a second time to-morrow.

Pursuant to Order of the Day, the following Bills, as engrossed, were severally read a third time:

The Bill to provide for the Organization and Maintenance of a Constabulary Force in the Colony of Newfoundland.

The Bill to Continue the Act 33 Vic., Cap. 5, in reference to the Jurisdiction of Quarter Sessions.

*Ordered,*—That the first Bill do pass, and be entitled “an Act to Organize and Maintain an efficient Constabulary Force, and for the appointment of Special Constables in this Colony.”

*Ordered,*—That the second Bill do pass, and be entitled “an Act to Continue an Act passed in the 33rd year of the Reign of Her present Majesty, entitled, ‘An Act to extend the Jurisdiction of the

Court of Quarter Sessions, and of the Magistrates for the Central District, and for other purposes." "

*Ordered*,—That the Hon. ATTORNEY GENERAL and Mr. EMERSON do take the said several Bills to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the Bill to Provide for the Abolition of Royalties on Mines in this Colony was read a first time.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole upon the said Bill.

Mr. EMERSON moved, seconded by Mr. CARTER,

That the Bill for the Trial of Controverted Elections be now read a second time,

And the question being put thereon, the House divided, when there appeared—

*For the Motion*—4.

Mr. Emerson,  
“ Carter.  
“ Green,  
“ Rendell.

*Against the Motion*—16.

Hon. the Premier,  
“ Colonial Secretary,  
“ Attorney General,  
“ Receiver General,  
“ Surveyor General,  
Mr. Parsons,  
“ Brennan,  
“ Battcock,  
“ Barnes,  
“ Winton,  
“ Wood,  
“ Walsh,  
“ Jordan,  
“ Tessier,  
“ Kennedy,  
Capt. Parsons.

So it passed in the negative, and

*Ordered*,—Accordingly.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow,

he will ask leave to introduce a Bill to amend the Act for the Trial of Controverted Elections.

Then the House adjourned till to-morrow at four of the clock.

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**Thursday, 22nd February, 1872.**

Mr. EMERSON presented a petition from John Cunningham and others, of Upper and Lower Burgeo, which was received and read, praying for a grant to open a road from Upper Burgeo to Grandy's Brook.

*Ordered,*—That the said petition do lie upon the Table.

Mr. RORKE presented a petition from B. T. H. Gould and others, of Carbonear, which was received and read, praying for a reduction of duties on Imports into this Colony.

*Ordered,*—That the said petition do lie upon the Table.

Mr. MUNN presented a petition from George Brown and others, of Conception Bay, which was received and read, praying for a grant to erect a Light House on Cape St. Francis.

*Ordered,*—That the said petition do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, were severally presented, received and read:

By Mr. RORKE, from John Malone and others, of Mosquitto.

By Mr. WINTON, from Adam Skiffington and others, of Tickle Cove, Philip Matthews and others, of Broad Cove, Wm. Kirby and others of Broad Cove, and from Thomas Walsh and others, of Broad Cove.

*Ordered,*—That the said petitions do lie upon the Table.

*Ordered*,—That the Order of the Day for the second reading of the St. John's Rebuilding Act be withdrawn.

The Hon. SURVEYOR GENERAL, pursuant to notice and leave granted, presented a Bill to amend the St. John's Rebuilding Act, which was read a first time.

*Ordered*,—That the said Bill be read a second time to-morrow.

Pursuant to Order of the Day, the following Bills were severally read a second time:

The Bill for the Abolition of Certain Crown Rents.

The Bill to Assimilate the Tonnage Dues on Foreign Vessels to those of British.

The Bill to amend the Nuisance Act, and for other purposes.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole on the said several Bills.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill for the Abolition of Royalties on Mines in this Colony.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed, and read a third time to-morrow.

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House copy of Correspondence relative to extending the sittings of the Southern Circuit Court to Charleston.

*(For which see Appendix.)*

*Ordered*,—That the said document do lie upon the Table.



The HON. SURVEYOR GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to regulate the erection and maintenance of Boundary Fences by the owners of improved Agricultural Lands in this Colony, and for other purposes.

*Ordered,*—That the notice of motion for Committee of the Whole on the Bill to provide for the erection of a Light House between Fogo Island and Twillingate, on the Northern Coast of this Island, be withdrawn.

Mr. MCKAY, on leave granted, presented a Bill to provide for the erection of a Light House on the Northern Coast of this Island, which was read a first time.

*Ordered,*—That the Bill be read a second time to-morrow.

The following petitions, praying for grants to open and repair Roads, were severally presented, received and read:

By Mr. RENDELL, from John Short and others, of Hants Harbor.

By the HON. SURVEYOR GENERAL, from Edward Quigley and others, of Harry Cove.

By Mr. WINTON, from James Saint and others, of Mockbeggar, Bonavista, and James Miffen and others, of Bonavista.

*Ordered,*—That the said petitions do lie upon the Table.

Mr. ROGERSON presented a petition from John B. Penny and others, of Western Bay, which was received and read, praying for a grant to enable them to procure a supply of Fresh Water there.

*Ordered,*—That the said petition do lie upon the Table.

Mr. TESSIER presented a petition from Edwin Duder and others, of St. John's, which was received and read, praying for a reduction in the present Tariff.

*Ordered,*—That the said petition do lie upon the Table.

He also presented a petition from Thomas Foster and others, of St.

John's, which was received and read, praying for the extension of Sewerage from Patrick Street to Pokeham Path.

*Ordered*,—That the said petition do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

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### Friday, 23rd February, 1872.

Pursuant to Order of the Day, the Bill for the Abolition of Royalties in this Colony, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act for the Abolition of Royalties in this Colony.”

*Ordered*,—That the HON. ATTORNEY GENERAL and HON. RECEIVER GENERAL do take the Bill to the Legislative Council, and desire their concurrence.

Mr. WALSH presented a petition from J. & W. Pitts and others, of St. John's, which was received and read, praying for a reduction of the Duty on Live Stock imported into this Colony.

*Ordered*,—That the said petition do lie upon the Table.

Mr. MUNN presented a petition from Stewart Munn and others, of Harbor Grace and other settlements in Conception Bay, which was received and read, praying for a reduction of Duties on Molasses, Tea, Fishing Tackle and Salt imported into this Colony.

*Ordered*,—That the said petition do lie upon the Table.

The HON. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House correspondence in reference to erection of Marine Fog Whistle at Cape Race.

*(For which see Appendix.)*

*Ordered*,—That the said document do lie upon the Table.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the further consideration of Ways and Means.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the business to them referred, and had come to certain Resolutions thereon, which they had directed him to report to the House, and he handed the Resolutions in at the Clerk's Table, where they were read as follows:

*Resolved*,—That it is the opinion of this Committee that the Table of Duties upon Goods, Wares and Merchandize imported into Newfoundland and its Dependencies, as prescribed in an Act of the General Assembly passed in the 34th year of the Reign of Her present Majesty, entitled "An Act for granting to Her Majesty Certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies," be adopted.

*Resolved*,—That it is the opinion of this Committee that the several provisions contained in the said Act, providing for and connected with the collection of said Duties imposed under the same, and the exemptions therein contained, be re-enacted for one year, from the 20th day of May, One Thousand Eight Hundred and Seventy-two.

*Ordered*,—That the said Resolutions be adopted.

The Hon. RECEIVER GENERAL, in accordance with Resolutions reported from Committee of the Whole on Ways and Means, on leave granted, presented a Bill for granting to Her Majesty Certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies, which was read a first time.

*Ordered*,—That the said Bill be read a second time to-morrow.

Pursuant to Order of the Day, the Bill to amend the St. John's Rebuilding Act was read a second time.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole on the said Bill.

Pursuant to Order of the Day, the House resolved itself into Com-

mittee of the Whole upon the Bill to Assimilate Dues upon British and Foreign Tonnage.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same to the House without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed, and read a third time to-morrow.

Mr. PARSONS, pursuant to notice and leave granted, presented a Bill for the erection of a Light House on Cape St. Francis, which was read a first time.

*Ordered*,—That the Bill be read a second time to-morrow.

The Hon. SURVEYOR GENERAL, pursuant to notice and leave granted, presented a Bill to regulate Boundary Fences on improved Agricultural Lands, which was read a first time.

*Ordered*,—That the said Bill be read a second time to-morrow.

The Hon. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to Authorize the Consolidation of part of the Public Debt of this Colony.

'Then the House adjourned till to-morrow at four of the clock.

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### Monday, 26th February, 1872.

Pursuant to Order of the Day, the Bill to Assimilate the Tonnage Dues on Foreign and British Vessels was read a third time, as engrossed.

*Ordered*,—That the Bill do pass, and be entitled "an Act to Assimilate the Tonnage Dues on Foreign Vessels to those of British."

*Ordered*,—That the Hon. RECEIVER GENERAL and Mr. RENDELL do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to amend the Act to Consolidate the Laws relating to Nuisances and Dogs, and to Establish Certain Municipal Regulations.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the Bill to them referred, and had gone through the same with some amendments, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House.

*Ordered*,—That the Bill as amended be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the following Bills were severally read a second time:

The Bill for the erection of a Light House on the Northern Coast of this Island.

The Bill for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies.

The Bill for the erection of a Light House on Cape St. Francis.

The Bill for the Regulation of Farm Boundary Fences.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole on the said several Bills.

The Hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a Bill to amend the Act for the Trial of Controverted Elections, which was read a first time.

*Ordered*,—That the Bill be read a second time to-morrow.

On motion of the Hon. RECEIVER GENERAL, seconded by the Hon. SURVEYOR GENERAL,

*Resolved*,—That a Supply be granted to Her Majesty.

The Hon. RECEIVER GENERAL, pursuant to notice and leave granted, presented a Bill to Consolidate a Portion of the Public Debt of the Colony, which was read a first time.

*Ordered*,—That the Bill be read a second time to-morrow.

The Hon. RECEIVER GENERAL gave notice that, on Friday next, he will move that the House do resolve itself into Committee of the Whole on Supply.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to amend the Jury Acts.

Mr. EMERSON gave notice that, in Committee of the Whole upon the Fishery Rights of this Colony, and on the illegal prosecution of the Seal Fishery by the American S. S. *Monticello*, he will move the following Resolutions:

*Resolved*,—Whereas the United States Steamer *Monticello* has for the past two years been manned and fitted out for the prosecution of the Seal Fishery from Ports in this Colony, and has arrived this year for the purpose of again engaging in this enterprise; and whereas such a proceeding by Foreigners is illegal, and attended with great danger to the Commercial interests and trade of this Colony; therefore

*Resolved*,—That this House hereby protests against the entering and clearing from this Colony of the United States Steamer *Monticello* for the prosecution of the Seal Fishery, and her return and manufacture of Seals into Oil here, as a violation of our Maritime and Territorial Rights, and that for the preservation of the integrity of those Rights and of so important a branch of our Commercial enterprises as the Seal Fishery from an interference and rivalry so injurious to the trade and interests of this Colony, an Address be presen-

ted to His Excellency the Governor, praying that such measures may be introduced for the preservation of those rights and prevention of any violation of them as may be found necessary.

*Ordered*,—That the House at its rising do adjourn till Wednesday next.

Then the House adjourned till Wednesday next at four of the clock.

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### Wednesday, 28th February, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. WALSH, from William Noseworthy and others, of Pouch Cove, Michael Rodgers and others, of Seals Cove, George Field and others, of Indian Meal Road.

By Mr. PARSONS, from Philip Grouchy and others, of Pouch Cove.

By Mr. JORDAN, from Thomas Moulton and others, of Pouch Cove, and Richard Reddy and others, of Flat Rock.

By Mr. FENELON, from James Tucker and others, of Broad Cove.

By Mr. WOOD, from Wm. Andrews and others, of Port-de-Grave, Jacob Hartford and others, of Ship Cove, and from Robert Morgan and others, of Blow-me-down, Port-de-Grave.

By the Hon. the PREMIER, from G. & T. Dunphy and others, North East Arm, Great Placentia.

By Mr. ROGERSON, from Wm. Whiteway and others, Crummey's

Hole, and from H. W. Garland and others, of Burnt Woods, North Shore, Conception Bay.

By the HON. SURVEYOR GENERAL, from Michael English and others, of Branch and Distress, and from Henry Waddleton and others, of Trepassey.

*Ordered*,—That the said petitions do lie upon the Table.

The HON. SURVEYOR GENERAL presented a petition from J. W. English and others, of Gooseberry, Cape Shore, Placentia Bay, which was received and read, praying for a grant to build a Breakwater at Gooseberry Cove.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from J. W. English and others, of Branch, which was received and read, praying for a grant to erect a Breakwater there.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from John Ryan and others, of Little Placentia, which was received and read, praying for a grant to establish a Commercial School there.

*Ordered*,—That the said petition do lie upon the Table.

Mr. KENNEDY presented a petition from John Kennedy and others, of Holyrood, Conception Bay, which was received and read, praying that the public marshes in that neighbourhood may be allowed to remain as hitherto public grazing grounds, and not sold to private individuals.

*Ordered*,—That the said petition do lie upon the Table.

Mr. WOOD presented a petition from Emma Norman, of Cupids, which was received and read, praying compensation for the destruction of her house and property by fire in July last.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from Robert J. C. Leamon and others,



of Brigus, which was received and read, praying for a reduction of the present Tariff on Tea, Molasses and Fishing Gear.

*Ordered,*—That the said petition do lie upon the Table.

Mr. GREEN presented a petition from Thomas S. Calpin and others, of Harbour Grace and Bay Roberts, which was received and read, praying for a decrease in the present Tariff of Duties.

*Ordered,*—That the said petition do lie upon the Table.

He also presented a petition from Stephen Parsons and others, of Bay Roberts, which was received and read, praying for the erection of a Light House on Cape St. Francis.

*Ordered,*—That the said petition do lie upon the Table.

Mr. FENELON presented a petition from Samuel Allen and others, of Black Head, which was received and read, praying for a grant to complete the Public Landing Place there.

*Ordered,*—That the said petition do lie upon the Table.

Mr. WALSH presented a petition from Wm. Staunton and others, of St. John's, which was received and read, praying for the extension of Sewerage to the Town of St. John's.

*Ordered,*—That the said petition do lie upon the Table.

Mr. WALSH presented a petition from Ebenezer Parsons and others, of Conception Bay and Outports, which was received and read, praying that measures may be taken for the establishment of a Public Wharf in St. John's.

*Ordered,*—That the said petition do lie upon the Table.

Pursuant to Order of the Day, the Bill to amend the Act relating to Nuisances, as engrossed, was read a third time.

*Ordered,*—That the Bill do pass, and be entitled "An Act to amend an Act passed in the 31st year of the Reign of Her present Majesty, entitled 'An Act to amend and consolidate the Laws relating to Nuisances and Dogs, and to establish certain Municipal Regulations.'"

*Ordered,*—That the Hon. ATTORNEY GENERAL and Hon. SURVEYOR GENERAL do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to amend the St. John's Rebuilding Acts.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had instructed him to report the same to the House with some amendments, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House.

*Ordered,*—That the Bill as amended be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bills for the erection of Light Houses on the Coasts of this Colony.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had passed the following several Bills to them referred, without amendment:

The Bill for the Erection of a Light House on the Northern Coast of this Island, and the Bill for the Erection of a Light House on Cape St. Francis, and he handed the said several Bills in at the Clerk's Table.

*Ordered*,—That the said several Bills be engrossed, and read a third to-morrow.

Pursuant to Order of the Day, the Bill to Consolidate a portion of the Public Debt of the Colony was read a second time.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole upon the said Bill.

Mr. WALSH gave notice that, on to-morrow, he will move an Address to the Governor on the petition of Ebenezer Parsons, Wm. H. Andrews and others, on the subject of a Public Wharf at St. John's.

Then the House adjourned till to-morrow at four of the clock.

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### Thursday, 29th February, 1872.

*Ordered*,—That Mr. GRAHAM, Member for the District of Trinity, have leave of absence from this House during the remainder of the Session.

The following petitions, praying for grants to open and complete Roads, Streets and Bridges, were severally presented, received and read:

By Mr. GRAHAM, from Joseph Stafford and others, of New Harbor, Joshua Pitcher and others, of Old Bonaventure, Wm. Armstrong and others, of Lance Cove, and George Vardy and others, of Random South.

By Mr. WINTON, from William Kirby and others, of Kings Cove, and Thomas Carrol and others, of Bonavista.

By Mr. WOOD, from Alfred Smith and others, of Cupids, and Rip Raps, and from John Smith and others, of Cupids and Brigus.

By Mr. WALSH, from David Hickey and others, of Torbay.

By the Hon. the PREMIER, from Albert Pittman and others, of New Perlican.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. EMERSON presented a petition from J. H. Sorsoleil and John Furneaux, Justices of the Peace for the District of Burgeo and La Poile, which was received and read, praying for an increase of the Constabulary Force there.

*Ordered*,—That the said petition do lie upon the Table.

Mr. ROGERSON presented a petition from Wm. Locure and others, of Ochre Pit Cove and other settlements, North Shore of Conception Bay, which was received and read, praying for the erection of a Breakwater at Ochre Pit Cove.

*Ordered*,—That the said petition do lie upon the Table.

Pursuant to Order of the Day, the Bill for the Erection of a Light House on the Northern Coast of this Island, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act to provide for the Erection of an Ocean Sea Light in the District of Twillingate and Fogo, on the Northern Coast of Newfoundland.”

*Ordered*,—That Mr. MCKAY and Mr. GREEN do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the Bill for the Erection of a Light House on Cape St. Francis, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act for the Erection of a Light House on or near Cape St. Francis, on the Northern Coast of Newfoundland.”

*Ordered*—That Mr. PARSONS and Mr. WALSH do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Com-

mittee of the Whole upon the Bill for the Abolition of certain Crown Rents.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had made certain amendments thereon, which they had directed him to report to the House, together with the Bill, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House.

*Ordered,*—That the Bill as amended be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the Bill to amend the Act for the Trial of Controverted Elections was read a second time.

*Ordered,*—That the House do, on to-morrow, resolve itself into Committee of the Whole upon the said Bill.

The Hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a Bill to amend the Jury Act, which was read a first time.

*Ordered,*—That the Bill be read a second time to-morrow.

On motion of Mr. WALSH, seconded by Mr. JORDAN,

*Resolved,*—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the ac-

companying Petition of Ebenezer Parsons and others, praying for a Public Wharf in St. John's, respectfully request your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
February 29th, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such Members of this House as are of the Honorable Executive Council.

Mr. BRENNAN presented a petition from Edward Power and others, Farmers of St. John's, which was received and read, praying for the Construction of a Public Wharf to enable them more easily to land Manure.

*Ordered*,—That the said petition do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

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### Friday, 1st March, 1872.

Pursuant to Order of the Day, the Bill for the Abolition of Certain Crown Rents, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled "An Act for the Abolition of Certain Crown Rents in this Colony."

*Ordered*,—That the Hon. RECEIVER GENERAL and Mr. ROGERSON do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the Bill for the amendment of the St. John's Rebuilding Acts was read a third time, as engrossed.

*Ordered*,—That the Bill do pass, and be entitled "An Act to amend an Act passed in the 15th year of the Reign of Her Present

Majesty, entitled 'An Act to Consolidate and Amend the St. John's Rebuilding Acts.' ”

*Ordered*,—That the Hon. SURVEYOR GENERAL and Mr. PARSONS do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Revenue Bill.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the Bill to amend the Jury Act was read a second time.

*Ordered*,—That the House do resolve itself into Committee of the Whole upon the said Bill to-morrow.

On motion of the Hon. RECEIVER GENERAL, seconded by Hon. SURVEYOR GENERAL,

*Resolved*,—That the House do resolve itself into Committee of the Whole on Supply.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made

some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again on Tuesday next.

*Ordered*,—That the House at its rising do adjourn till Tuesday next.

The Hon. the PREMIER gave notice that, on to-morrow, he will introduce a Resolution on the subject of Direct Steam between this Island and Great Britain.

Then the House adjourned till Tuesday next at four of the clock.

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### Tuesday, 5th March, 1872.

Pursuant to Order of the Day, the Revenue Bill, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act to Continue the Act 34 Vic., Cap. 1, granting to Her Majesty Certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies.”

*Ordered*—That the Hon. RECEIVER GENERAL and Mr. GREEN do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on Supply.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed



him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again on Friday next.

*(A Message from the Legislative Council.)*

The Acting Master-in-Chancery to the Legislative Council brought down the following written Messages:

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled “An Act to extend the Jurisdiction of the Court of Quarter Sessions and of the Magistrates for the Central District, and for other purposes,” without amendment.

EDWARD MORRIS,

*President.*

Legislative Council, }  
4th March, 1872. }

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled “An Act to amend an Act passed in the 31st year of the Reign of Her present Majesty, entitled ‘An Act to amend and Consolidate the Laws relating to Nuisances and Dogs, and to establish certain Municipal Regulations,’” with an amendment, to which they request the concurrence of the Assembly.

EDWARD MORRIS,

*President.*

Legislative Council, }  
5th March, 1872. }

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled “An Act for the erection of an Ocean Sea Light in the District of Twillingate and Fogo, on the

Northern Coast of Newfoundland," with some amendments, to which they request the concurrence of the Assembly.

EDWARD MORRIS,

*President.*

Legislative Council, }  
5th March, 1872. }

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled "An Act to Assimilate the Tonnage Dues on Foreign Vessels to those of British," without amendment.

EDWARD MORRIS,

*President.*

Legislative Council, }  
5th March, 1872. }

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled "An Act to Organize and Maintain an Efficient Constabulary Force, and for the appointment of Special Constables in this Colony," with some amendments, to which they request the concurrence of the Assembly.

EDWARD MORRIS,

*President.*

Legislative Council, }  
5th March, 1872. }

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled "An Act for the erection of a Light House on or near Cape St. Francis, on the Northern Coast

of Newfoundland," with an amendment, to which they request the concurrence of the Assembly.

EDWARD MORRIS,

*President.*

Legislative Council, }  
5th March, 1872. }

And then the Messenger withdrew.

*Ordered*,—That the said Messages do lie upon the Table.

The amendments of the Legislative Council in and upon the Bills sent up from the Assembly, severally entitled "An Act to amend an Act passed in the Thirty-first year of the Reign of Her Present Majesty, entitled 'An Act to amend and Consolidate the Laws relating to Nuisances and Dogs, and to Establish Certain Municipal Regulations'"—

An Act for the erection of an Ocean Sea Light in the District of Twillingate and Fogo on the Northern Coast of Newfoundland—

An Act to Organize and Maintain an Efficient Constabulary Force and for the appointment of Special Constables in this Colony—

An Act for the Erection of a Light House on or near Cape St. Francis, on the Northern Coast of Newfoundland—were severally read a first time.

*Ordered*,—That the said amendments be severally read a second time to-morrow.

'Then the House adjourned till to-morrow at four of the clock.

### Wednesday, 6th March, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. WINTON, from James Moody and others, of Salmon Cove, and from Martin Pickham and others, of Trinity, North Side.

By Mr. WALSH, from Thomas Noseworthy and others, of Pouch Cove, William Allen and others, of Pouch Cove, and from J. Easterbrook and others, of Pouch Cove.

*Ordered*,—That the said petitions do lie upon the Table.

He also presented a petition from Edward Everson and others, of Flat Rock, which was received and read, praying for a grant to enable them to procure a supply of Fresh Water.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from Charles Rankin and others, of Gower Street, St. John's, which was received and read, praying for the extension of Sewerage to that locality.

*Ordered*,—That the said petition do lie upon the Table.

Mr. WINTON presented a petition from the Rev. Solomon Matthews and others, of Greenspond, which was received and read, praying for a grant to enable them to improve the Grave Yard there.

*Ordered*,—That the said petition do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. WOOD, from John Daw and others, of Drogheda and Springfields, Brigus, G. Makinson and others, of Juniper Stump, District of Brigus, and from Richard Webber and others, of Cupids.

By the Hon. the PREMIER, from George Butler and others, of Clarke's Beach and Brigus, and from Stephen Noseworthy and others, of LaManche.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. WOOD presented a petition from J. Wilcox and others, of Brigus, which was received and read, praying for the appointment of a District Surgeon there.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from B. G. Gardner and others, of

Brigus and Port-de-Grave, which was received and read, praying that the Election recently had in that District under the provisions of the Temperance Act may be set aside.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. the PREMIER presented a petition from Thomas Avery and others, of Grates Cove, which was received and read, praying for a grant to build a Breakwater there.

*Ordered*,—That the said petition do lie upon the Table.

On motion of the Hon. the PREMIER, seconded by the Hon. ATTORNEY GENERAL,

*Resolved*,—Whereas it is the opinion of this House that Direct Steam Communication between this Colony, the United Kingdom and the United States of America or the Dominion of Canada is desirable; therefore be it

*Resolved*,—That the Executive Government be authorised to conclude arrangements with such Person or Company as shall engage to run a Steamer or Steamers, of sufficient capacity and power, fortnightly or monthly as may be agreed upon, between some Port in the United States or Dominion of Canada and the United Kingdom, calling at St. John's each outward and homeward voyage, and to complete the arrangements for the performance of the service.

*Resolved*,—That the concurrence of the Legislative Council be solicited to the foregoing resolution.

*Ordered*,—That the Hon. the PREMIER and the Hon. RECEIVER GENERAL do take the Resolution and Message to the Legislative Council.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to Provide for the Erection of Boundary Fences on improved Agricultural Lands.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made

some progress in the Bill to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again on Monday next.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to Provide for the Consolidation of a Portion of the Public Debt.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same to the House without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the amendments of the Legislative Council on the following Bills, were severally read a second time:

The Bill for the Amendment of the Nuisance Act.

The Bill for the Erection of a Light House in the District of Twillingate and Fogo.

The Bill for the Organization of a Constabulary Force in this Island.

The Bill for the Erection of a Light House on Cape St. Francis.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole upon the said several Bills.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay upon the Table of the House a Return in Detail of all Dogs licensed under the provisions of the Nuisance Act, for the years 1870 and 1871, with the names of the owners of such Dogs, and the amount paid for each.

The Hon. the COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the Post Master General's Report and Accounts, for the year 1871.

(For which see *Appendix*.)

*Ordered*,—That the said documents do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

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### Thursday, 7th March, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. RENDELL, from A. B. Cohu and others, of South West Arm, Random and Chance Cove, John Head and others, of Lance Cove, William Swan and others, of North West Arm Random, Abraham Button and others, of Sibley's Cove, John Froud and others, of Old Perlican, John Barnes and others, of Old Perlican and Bissen Cove, Azariah Sparks and others, of Sibley's and Seals Cove, James Chinly and others, of Old Perlican, Eli Barret and others, of same place, and from Solomon Pilly of Hant's Harbor and Caplin Cove.

By the Hon. the PREMIER, from D. Ryan and others, of the Cod Roy Rivers, setting forth—

That Petitioners, being located on the above named Rivers, some a considerable distance from the salt water, and having no Mercantile Establishment among us—for the reason that our rivers are so difficult of access, not being navigable for crafts of any size, and in heavy weather quite inaccessible—we are obliged to come to Channel, a distance of some 25 or 30 miles around by water, to trade. We are thus exposed to great dangers, and are sometimes detained weeks together by contrary winds or storms, so that our loss of time is great, not to speak of expenses. Our dealings in Channel—a port of revenue since our settling in this country—have amounted to over £50,000, which shows that we contribute to the public

revenue as well as any others. Still we are left till this day without the benefit of any internal arrangements, without *Law or Order, School or Road*.

As farmers, having teams, 15 miles of a road would place us in daily communication with the harbor of Grand Bay and Channel, Port-aux-Basque, to the Eastward of Cap Ray, the natural outlets of this our fertile valley.

Therefore, we now come, for the first time, to lay our Petition before you, praying your Honorable House to grant us the following considerations:—

First,—The *right* conceded to all British subjects,—that of a voice in the Legislature of our country; as we have, heretofore, been contributing and are still willing to contribute towards its revenue.

Secondly,—A participation in school grants, and other public grants.

Thirdly,—To accede to us the right to take grants for the lands which we occupy, as we are willing to purchase them of the Government at the ordinary costs of Crown Lands.

Fourthly,—In view of our rightful claims being heretofore ignored, we now consider that our demand cannot be thought exorbitant, if we ask our Government a sum sufficient to open out these fifteen miles of a road, once for all. The cost of road making is computed at £100 per mile, hence £1,500 will be expected. This sum may appear large, but when the following facts are carefully considered, we believe no honest Member will withhold his vote:—

First,—It can be proved that our contributions towards the public revenue, since our advent to this country, will amount to something like £5,000.

Secondly,—The latter fact would entitle us to a certain Bonus, conceded in other parts of the Colony out of the public funds. That is the *bounty* of two pounds (£2) per acre given during the last four years to persons clearing new land. Our improvements during that period, collectively, would be about 325 acres, for which we should receive £650. But this claim we freely relinquish now, and for all time to come, preferring to see our country opened out with roads, knowing as we do, that if our lands are not worth cultivating for their own intrinsic value, the bounty system will scarcely be effectual.



Thirdly,—The lands we now occupy are worth £1,400, at the ordinary value; this sum we are willing to pay so soon as access is given us by land to a good seaport, and grants accorded.

Furthermore, if required, each householder of us is willing to give six days labor gratis towards our great object.

By attending to this our reasonable Petition, your Honorable House will confer a favor, and your Petitioners as in duty bound will ever pray.

(Signed,)

	No. in family.	No. of years residing in this part.	Amt. of dealing per year in Channel & other ports East of Cape Ray.	Total amount.
Denis Ryan .....		10	£30	£300 0 0
Michael Ryan .....		20	30	300 0 0
William Ryan .....		20	30	300 0 0
James Ryan.....		20	30	300 0 0
Archibald McKinnon .....		4	15	60 0 0
James Downey .....	41	25	50	1250 0 0
Donald Gillis .....	12	18	50	900 0 0
Michael Downey .....	12	21	50	1050 0 0
James Gale .....		38	50	1900 0 0
Paul Hall .....		38	60	2280 0 0
John Hall.....		38	50	1900 0 0
John Gale.....		50	50	2500 0 0
Thomas Gale .....		8	30	240 0 0

	No. in family.	No. of years residing in this part.	Amt. of deal- ing per year in Channel & other ports East of Cape Ray.	Total amount.		
Daniel Jennings .....		18	60	1080	0	0
Lactantius Hynes and Father .....		31	40	1240	0	0
Peter Murphy .....		19	50	950	0	0
Widow Kennedy & Parents ..		37	60	1320	0	0
Hugh McNeil .. .. .		21	30	630	0	0
John McNeil ... . .		5	30	150	0	0
Alex. Gillies .....		8	40	320	0	0
Hugh McLean... .. .		20	60	1200	0	0
John McLean .....		6	40	240	0	0
Exepiere O'Quinn .....		19	100 to 60	1140	0	0
Thomas Downey .....		27	45	1215	0	0
Magliore Blanchard. ....		21	55	1155	0	0
William McLellan .....		6	30	180	0	0
Onesima O'Quinn .....		13	45	585	0	0
Mesmar O'Quinn .....		19	50	950	0	0
John Gale... .. .		10	40	400	0	0
Hugh Gessen, Jr. ....		16	30	480	0	0
Patrick Chesson .....		16	40	640	0	0
Dona Chough .....		6	30	180	0	0
Patrick Chesson, Sr. ....		13	40	520	0	0

	No. in family.	No. of years residing in this part.	Amt. of dealing per year in Channel & other ports East of Cape Ray.	Total amount.		
Angus A. McIsaac . . . . .		11	£30	£330	0	0
Lewis McArthur . . . . .		4	25	100	0	0
Daniel McNeil . . . . .		19	30	570	0	0
Daniel McIsaac . . . . .		9	30	270	0	0
Isedore Cormic . . . . .		19	50	950	0	0
Archibald McIsaac . . . . .		12	40	480	0	0
Angus McIsaac . . . . .		16	50	800	0	0
Alex. McIsaac . . . . .		6	40	240	0	0
Benjamin Benoit . . . . .		8	30	240	0	0
Andrew Gabriel . . . . .		19	60	1140	0	0
Angus McArthur . . . . .		16	50	800	0	0
John Peck . . . . .		18	40	720	0	0
Frank Mattbew . . . . .		21	60	1260	0	0
Joe Frank . . . . .		38	60	2280	0	0
James George . . . . .		37	50	1850	0	0
John Michael . . . . .		8	40	320	0	0
Frank Matthew, Jr. . . . .		5	40	200	0	0
James Gale, Jr. . . . .		4	40	160	0	0
John McNeil . . . . .		21	45	945	0	0
Allen Campbell . . . . .		13	40	520	0	0

	No. in family.	No. of years residing in this part.	Amt. of dealing per year in Channel & other ports East of Cape Ray.	Total amount.
John McNeil . . . . .	25	60	1500 0 0	
James McNeil . . . . .	4	35	140 0 0	
Mrs. McIsaac . . . . .	11	45	490 0 0	
John McDougall . . . . .	18	30	540 0 0	
Alex. McDonald . . . . .	6	30	180 0 0	
James McLellan . . . . .	12	30	360 0 0	
Allen McQuarry . . . . .	12	40	480 0 0	
James McDonald . . . . .	16	60	960 0 0	
Dan. Campbell . . . . .	16	40	640 0 0	
Arch. Campbell . . . . .	13	30	390 0 0	
Donald McDonald . . . . .	7	40	280 0 0	
Angus McIsaac . . . . .	19	50	950 0 0	
Angus Beaton . . . . .	10	30	300 0 0	
John McIsaac . . . . .	8	50	400 0 0	
Neil McIsaac . . . . .	13	30	390 0 0	
Donald McRoen . . . . .	9	25	225 0 0	
Ronald McIsaac . . . . .	19	40	760 0 0	
Allen McArthur . . . . .	4	30	120 0 0	
Angus McDougald . . . . .	9	30	270 0 0	
Angus McDonald . . . . .	9	35	315 0 0	

	No. in family.	No. of years residing in this part.	Amt. of dealing per year in Channel & other ports East of Cape Ray.	Total amount.
Edward Hall . . . . .		12	20	240 0 0
Charles Anstead . . . . .		13	55	715 0 0
John Young . . . . .		16	55	880 0 0
Total . . . . .			£3030	£52555 0 0

*Ordered*,—That the said petitions do lie upon the Table.

Captain PARSONS presented a petition from Thomas Ryan and others, Cape Shore, which was received and read, praying that a Post Office may be established in that locality.

*Ordered*,—That the said petition do lie upon the Table.

Captain PARSONS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the foregoing petition.

Mr. PARSONS gave notice that, on an early day, he will ask leave to introduce a Bill for Homestead Protection.

Mr. WINTON gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary for a detailed statement of the Poor Expenditure in the District of Bonavista, for the year 1871.

Capt. PARSONS gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of the House a return in detail of the names of all persons convicted during the year 1871 before the Magistrate or the Court of Sessions of this Town, of the number fined and imprisoned, and the amount of fines paid into the Treasury.

Mr. WALSH gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of the House the Report of the District Surgeons for St. John's East, for the year 1871.

Pursuant to Order of the Day, the Bill to Authorize the Consoli-

dation of a Portion of the Public Debt of the Colony, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act to Authorize the Consolidation of part of the Public Debt of this Colony.”

*Ordered*,—That the Hon. RECEIVER GENERAL and Mr. GREEN do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon amendments of the Legislative Council upon the following Bills:

The amendments on the Bill to amend the Nuisance Act.

The amendments on the Bill to provide for the erection of a Light House on the Northern Coast of this Island.

The amendments on the Bill to provide for the maintenance of an efficient Constabulary Force in this Colony.

The amendments on the Bill to provide for the erection of a Light House on Cape St. Francis.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the amendments on the said several Bills to them referred, and had agreed to the same without amendment, and he handed the said Bills and amendments in at the Clerk's Table.

*Ordered*,—That the amendments on the said several Bills do pass.

*Ordered*,—That a message be sent to the Legislative Council, acquainting them that this House have passed the amendments on the said several Bills, without amendment.

*Ordered*,—That the Hon ATTORNEY GENERAL, Mr. MCKAY, Mr.

WINTON, Mr. PARSONS, Mr. EMERSON and Mr. DUDER, do take the message to the Legislative Council.

Then the House adjourned till to-morrow at four of the clock.

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**Friday, 8th March, 1872.**

Captain PARSONS presented a petition from J. W. English and others, of Patrick's Cove, which was received and read, praying for a grant to improve the Dock there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. COLONIAL SECRETARY presented petitions from James Hancock and others, of Happy Adventure, Henry Brown and others, of Salvage, and from Joseph Brown and others, of same place, which were severally received and read, praying for grants to open and repair Roads and Bridges.

*Ordered*,—That the said petitions do lie upon the Table.

The Hon. COLONIAL SECRETARY presented to the House the Account Current of the Newfoundland Agricultural Society, for the year 1871.

*(For which see Appendix.)*

*Ordered*,—That the said document do lie upon the Table.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of Supply.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made

some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again on Tuesday next.

*(A Message from the Legislative Council.)*

The Acting Master-in-Chancery to the Legislative Council brought down the following Message:

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled “An Act to amend an Act passed in the 15th Year of the Reign of Her present Majesty, entitled ‘An Act to amend and Consolidate the St. John’s Rebuilding Acts.’” Also a Bill sent up, entitled “An Act for the Abolition of Certain Crown Rents in this Colony,” without amendment.

EDWARD MORRIS,  
*President.*

Legislative Council, }  
8th March, 1872. }

And then the Messenger withdrew.

*Ordered*,—That the said Message do lie upon the Table.

Mr. CARTER gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to place on the Table copies of all Tenders, Agreements or Contracts for Inter-Colonial and Coastal, including Labrador, Steam; also in what papers here or elsewhere advertisements appeared for Tenders, and for what period, with respective copies of advertisements.

*Ordered*,—That the House at its rising do adjourn till Tuesday next.

Then the House adjourned till Tuesday next at four of the clock.



**Tuesday, 12th March, 1872.**

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the further consideration of Supply.

The **SPEAKER** left the Chair.

Mr. **DUDER** took the Chair of the Committee.

The **SPEAKER** resumed the Chair, the Black Rod being at the door.

The Acting Master-in-Chancery to the Legislative Council brought down the following Messages:

**MR. SPEAKER,—**

The Legislative Council acquaint the House of Assembly that they have passed the Resolution sent up from the Assembly on the subject of Direct Steam Communication between this Colony, the United Kingdom, and the United States or the Dominion of Canada, without amendment.

**EDWARD MORRIS,**

*President.*

Council Chamber,  
11th March, 1872.

**MR. SPEAKER,—**

The Legislative Council acquaint the House of Assembly that they have passed the bill sent up from the Assembly, entitled, "An Act to continue the Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandizè imported into this Colony and its Dependencies," without amendment.

**EDWARD MORRIS,**

*President.*

Council Chamber,  
12th March, 1872.

And then the Messenger withdrew.

*Ordered,*—That the said Messages do lie upon the Table.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again on Tuesday next.

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the following documents:

Returns from the Judge of the District Court of St. John's, for the year 1871.

Return from Dr. Simms, District Surgeon for St. John's East, for 1871.

Report of Alexander Murray, on Geological Survey of Newfoundland, for 1871.

Detailed Poor Returns for Bonavista Bay, for the year 1871.

Returns relating to Coastal and Labrador Steam Services, for 1871.

Agreement with Gulf Ports Steam Ship Company for conveyance of Mails to and from Pictou.

*(For which see Appendix.)*

*Ordered,*—That the said documents do lie upon the Table.

The Hon. the PREMIER gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, to accompany the joint Resolution of the Legislative Council and Assembly on Direct Steam Communication.

Mr. ROGERSON gave notice that, on to-morrow, he will ask the Hon. Surveyor General for copy of the Bye Laws that govern him in granting Bonuses to Agriculturists under the Act for the decrease of Pauperism.

Then the House adjourned till to-morrow at four of the clock.

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### Wednesday, 13th March, 1872.

The following petitions, praying for grants to open and repair Roads and Bridges, were severally presented, received and read:

By Mr. ROGERSON, from M. Parsons and others, of Freshwater; Thomas Reed and others, of Lower Island Cove; Francis Nophtal and others, of Broad Cove, North side; John Butler and others, of Clown's Cove; Joseph Reed and others, Adam's Cove; John Halliday and others, Lower Island Cove; T. Kinsella and others, of Job's Cove, James Parsons and others, of Ochre Pit Cove; and John English and others, of Job's Cove.

By the Hon. the PREMIER, from Abraham Smith and others, of Chance Cove, Trinity Bay; John Lynch and others, Tickle Harbour, Trinity Bay; Nathaniel Critch and others, of Lower Island Cove; Azariah Garland and others, of North Shore, Conception Bay, and Azariah Garland and others, of Lower Island Cove.

By Mr. WOOD, from John Snow and others, of Salmon Cove, Port-de-Grave, Wm. LeDrew and others, of Cupids, Rip Raps and Salmon Cove; Thomas Butler and others, of the Dock, Port-de-Grave; and from J. Wilcox and others, of Brigus, Cupids, Salmon Cove, and Southern River.

By Mr. PARSONS, from Joseph Tricquo and others, of Torbay Road.

By Mr. WALSH, from Patrick Murray and others, of Coady's Well; Henry Bartlett and others, of Cemetery Road, New Town; Daniel McCarthy and others, of Outer Cove; John Craig and others, of White Hills; Philip Wheeler and others, of Williams' Pound, and Thomas Martin and others, of White Hills.

By Mr. JORDAN, from George Cook and others, of White Hills and Logy Bay Road; and from George Cook and others, of Quidi Vidi and Logy Bay.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. WALSH presented a petition from John Manning and others, of Torbay, which was received and read, praying for a grant to erect a Public Wharf there.

*Ordered*,—That the said petition do lie upon the Table.

Mr. GREEN presented a petition from W. C. Shears and others, of Bay Roberts, which was received and read, praying for the appointment of a District Surgeon there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. ATTORNEY GENERAL presented a petition from Charles Furey and others, of Colliers and Harbor Main, which was received and read, praying that a District Surgeon may be appointed for the District of Harbour Main.

*Ordered*,—That the said petition do lie upon the Table.

Mr. ROGERSON presented a petition from Thomas Neil and others, of Bay-de-Verds, which was received and read, praying for a grant to place a Mooring Chain and Buoy there.

*Ordered*,—That the said petition do lie upon the Table.

Also from Timothy Hayden and others, of Small Point, for a grant to build a Bridge to their Fishing Rooms.

*Ordered*,—That the said petition do lie upon the Table.

Mr. ROGERSON gave notice that, on to-morrow, he will move an Address to the Governor on the petition from Bay-de-Verds for a Mooring Chain.

Mr. WALSH gave notice that, on to-morrow, he will ask the Hon. Surveyor General if it is the intention of the Government to complete the Sewerage of the Town of St. John's this Summer.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon.

Colonial Secretary if there has been lately any correspondence between the Government and the Judge of the Central District, or any communication from him to the Government, relative to the room at present used as a Police Office, and formerly used as a Barristers' Robing Room and as the Chambers of the Judges of the Supreme Court, and if so, to lay the same on the Table of the House.

Mr. WOOD gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition from J. Wilcox and others, of Brigus, on the subject of the road to Southern Water.

On motion of the Hon. the PREMIER, seconded by the Hon. ATTORNEY GENERAL,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly beg to submit, for Your Excellency's information, the accompanying Joint Resolution of the Legislative Council and Assembly, on the subject of Direct Steam Communication between this country and Great Britain.

House of Assembly,  
March 13, 1872.

Whereas it is the opinion of this House that Direct Steam Communication between this Colony, the United Kingdom and the United States of America or the Dominion of Canada, is desirable; therefore be it

*Resolved*,—That the Executive Government be authorised to conclude arrangements with such Person or Company as shall engage to run a Steamer or Steamers, of sufficient capacity and power, fortnightly or monthly as may be agreed upon, between some Port in the United States or Dominion of Canada and the United Kingdom, call-

ing at St. John's each outward and homeward voyage, and to complete the arrangements for the performance of the service.

Passed the House of Assembly, 6th March, 1872.

T. R. BENNETT,

*Speaker.*

Passed the Legislative Council, 11th March, 1872.

EDWARD MORRIS,

*President.*

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. Executive Council.

On motion of Captain PARSONS, seconded by Mr. FENELON,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under their consideration the accompanying Petition from the inhabitants of Cape Shore and Branch, in reference to a Post Office in that locality, respectfully request that Your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as Your Excellency may deem reasonable.

House of Assembly,  
13th March, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

Pursuant to Order of the Day, the House resolved itself into Com-

mittee of the Whole on the Bill to amend the Act in reference to Controverted Elections.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the Bill to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to Amend the Jury Act.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had instructed him to report the same to the House, without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed and read a third time to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of the Bill to Provide for the Erection of Boundary Fences on Improved Agricultural Property.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made

some progress in the Bill to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again.

Mr. WALSH gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary for a return of the amount received on account of the Public Wharf at St. John's, at present in the occupancy of Messrs. Clift, Wood & Co., the term of the lease, and the yearly rental thereof.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. Surveyor General to lay on the table of the House the report in full of John Kavanagh, Esq., Inspector of Roads in the Western Districts, for the year 1871.

Captain PARSONS gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay upon the table of the House a return in detail of the names of all persons convicted and of all persons fined during the year 1871 before the Magistrate or the Court of Sessions of St. John's, the amount of fine in each case, and the amount of fines paid into the Treasury.

Mr. RENDELL presented petitions from William Power and others, of Whales Brook, Trinity Bay South, William Rowe and others, of same settlement, and from John Brown and others, of Lance Cove, Trinity Bay, which were severally received and read, praying for grants to complete roads in those localities.

*Ordered,*—That the said several petitions do lie upon the Table.

*Ordered,*—That the House at its rising do adjourn till Friday next.

Then the House adjourned till Friday next at four of the clock.



**Monday, 18th March, 1872.**

At a quarter past four o'clock the names of members present were called over by the Clerk, viz:

Hon. Attorney General,  
" Receiver General,

Hon. Surveyor General,  
" Colonial Secretary.

When Mr. Speaker adjourned the House for want of a quorum.

**Tuesday, 19th March, 1872.**

The SPEAKER read to the House the following communications from the Private Secretary, by order of His Excellency the Governor, in reply to Addresses of the House of Assembly:

No. 30.

5th MARCH, 1872.

SIR,—

I am directed by His Excellency the Governor to acknowledge the receipt of your communication of the 29th ultimo, enclosing a petition from Ebenezer Pike and others, praying for a Public Wharf in St. John's, and to inform you on behalf of His Excellency that the Governor will be most happy to recommend the prayer of the petition in question for the favourable consideration of the Honorable the Executive Council.

I have the honor to be,

Sir,

Your most obedient, humble servant,

HENRY SHEA, P. S.

The Hon. the SPEAKER,  
&c., &c., &c.

No. 34.

16TH MARCH, 1872.

SIR,—

I am directed by His Excellency the Governor to acknowledge the receipt of your communication of the 14th instant, transmitting "Joint Resolutions of the Legislative Council and House of Assembly on the subject of Direct Steam Communication between this country and Great Britain," and to inform you that His Excellency will have much pleasure in submitting to his Executive Council the Resolutions in question.

The Governor feels assured that his Advisers will in this instance use every exertion to forward the wishes of the Council and Assembly; and I am to add that His Excellency is much flattered at the very prompt manner in which both branches of the Legislature have taken action to carry out the recommendation respecting direct steam which the Governor advanced in His Excellency's Speech at the opening of the present Session.

I have the honor to be,

Sir,

Your most obedient, humble Servant,

HENRY SHEA, P. S.

The Honble. the SPEAKER,

&amp;c., &amp;c., &amp;c.

No. 35.

16th MARCH, 1872.

SIR,—

I am directed by His Excellency the Governor to acknowledge the receipt of your communication of the 14th instant, transmitting a peti-

tion from the Inhabitants of Cape Shore, &c., &c., in reference to a Post Office in that locality, and to inform you that His Excellency will be happy to refer the petition in question for the consideration of the Honorable the Executive Council.

I have the honor to be,

Sir,

Your most obedient, humble servant,

HENRY SHEA, P. S.

The Hon. the SPEAKER,

&c., &c., &c.

*Ordered*,—That the said documents do lie upon the Table.

Pursuant to Order of the Day, the Bill to amend the Jury Acts, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled "An Act to amend the Jury Acts."

*Ordered*,—That the Hon. ATTORNEY GENERAL and the Hon. SURVEYOR GENERAL do take the Bill to the Legislative Council, and desire their concurrence.

The Hon. RECEIVER GENERAL, by command of His Excellency the Governor, presented to the House a Supplementary Estimate of the Expenditure of the Colony, for the year 1872.

*(For which see Appendix.)*

*Ordered*,—That the said document be referred to the Committee on Supply.

The Hon. COLONIAL SECRETARY, by command of His Excellency the Governor, presented to the House the Account Current and Report of the General Water Company, for the year 1871.

*(For which see Appendix.)*

*Ordered*,—That the said document do lie upon the Table.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of Supply.

The **SPEAKER** left the Chair.

Mr. **BARNES** took the Chair of the Committee.

The **SPEAKER** resumed the Chair, the Black Rod being at the door.

The Acting Master-in-Chancery to the Legislative Council brought down the following Messages:

**MR. SPEAKER**,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up from the Assembly, entitled, "An Act to Authorize the Consolidation of Part of the Public Debt of this Colony," without amendment.

**EDWARD MORRIS**,  
*President.*

Council Chamber,

19th March, 1872.

And then the Messenger withdrew.

*Ordered*,—That the said Message do lie upon the Table.

The **SPEAKER** left the Chair.

Mr. **BARNES** took the Chair of the Committee.

The **SPEAKER** resumed the Chair.

The **CHAIRMAN** reported from the Committee that they had considered the business to them referred, and had come to certain Resolutions thereon, which they had directed him to report to the House, and he handed the Resolutions in at the Clerk's Table, where they were read as follows:

*Resolved*,—That there be granted to Her Majesty, Her Heirs and Successors, the sum of Three Hundred and Ninety Nine Thousand Four Hundred and Eighty Five Dollars and Twenty Eight Cents, which said sum shall be applied in payment of the following charges for the year commencing on the first day of January, One Thousand Eight Hundred and Seventy-two, and ending on the Thirty-first day of December in the same year, that is to say:

The Private Secretary to the Governor, nine hundred and twenty-four dollars.

First Clerk in Colonial Secretary's Office, nine hundred and twenty-four dollars.

Second Clerk in Colonial Secretary's Office, six hundred dollars.

Clerk in Receiver General's Office, nine hundred and twenty-four dollars.

Draughtsman and Assistant in Surveyor General's Office, eight hundred dollars.

The Superintendent of Public Buildings and Clerk, seven hundred dollars.

The Topographical Surveyor in Surveyor General's Office, eight hundred dollars.

The Inspector and Surveyor of Roads and Bridges, six hundred and fifty dollars.

The Keeper of Colonial Building, two hundred and seventy-seven dollars.

The Office Keeper, Colonial Secretary's Office, three hundred and twenty-four dollars.

The Keeper, Halfway House, Salmonier, one hundred and sixty-two dollars.

The Gate Keeper at Government House Lodge, and Preserver of Grounds about the same, two hundred and seventy-seven dollars.

The Financial Clerk in Secretary's Office, eight hundred dollars.

The Governor's Orderly, one hundred and eighty dollars.

The Messenger to the Board of Works, two hundred and fifty dollars.

The Chief Clerk and Registrar, Supreme Court and Central Circuit Court, one thousand six hundred and sixteen dollars, and ninety-three dollars for the purchase of printed forms.

The Clerk in the Office of the Chief Clerk and Registrar of the Supreme Court, five hundred dollars.

Sheriff's Bailiff, in the Central District, two hundred and thirty-one dollars.

The Crier and Tipstaff of the Supreme Court, St. John's, two hundred and seventy-seven dollars.

The Chief Clerk and Registrar, Northern Circuit Court, nine hundred and twenty-four dollars.

The sum of two thousand dollars to defray the expenses of Crown Prosecutions.

The sum of seven hundred dollars to defray the expenses of Coroners.

The sum of one thousand six hundred dollars towards defraying the expenses of Judges and Officers on Circuit, and of Crown Prosecutions thereon.

**New Police Force, viz:**

One Inspector, one thousand two hundred dollars.

One Sub-Inspector, four hundred dollars.

Five Sergeants, one thousand four hundred dollars.

Two Acting Sergeants, five hundred and twenty dollars.

Forty-three Constables, ten thousand three hundred and twenty dollars.

For probable cost of Clothing, one thousand six hundred dollars.

For probable repairs of Barracks, eight hundred dollars.

For probable supply of Coals, one hundred and sixty dollars.

For probable incidental expenses, one hundred and sixty dollars.

For probable cost of Furniture, one hundred and sixty dollars.

Allowance to Clerk, Barrack Master, Sergeant and Store Keeper, forty-eight dollars.

For probable cost of Clothing for Police at Harbor Grace, Carbonear and one at Brigus, five hundred and sixty-seven dollars.

For incidental expenses, sixty-four dollars.

To the Clerk of the Peace, St. John's, one thousand and sixteen dollars.

The Gaoler at St. John's, six hundred and ninety-three dollars.

The Turnkey at St. John's, two hundred and thirty-one dollars.

Two Assistant Turnkeys at St. John's, three hundred and ninety-three dollars.

The Keeper of the Court House at St. John's, two hundred and fifty-four dollars.

The Keeper of the Court House, Harbor Grace, forty-seven dollars.

The sum of nine thousand four hundred and seventy-one dollars to defray the Salaries of the undermentioned Outport Magistrates, as follows:

A Magistrate at Brigus and Fort-de-Grave, six hundred and ninety-three dollars.

A Magistrate at Harbor Grace, nine hundred and twenty-four dollars.

A Magistrate at Carbonear, six hundred and ninety-three dollars.

A Magistrate at Old Perlican, six hundred and ninety-three dollars.

A Magistrate at Trinity, six hundred and ninety-three dollars.

A Magistrate at Bonavista, six hundred and ninety-three dollars..

A Magistrate at Twillingate and Fogo, six hundred and ninety-three dollars.

A Magistrate at Bay Bulls, four hundred and sixty-two dollars.

A Magistrate at Ferryland, six hundred and ninety-three dollars.

A Magistrate at St. Mary's, two hundred and thirty-one dollars.

A Magistrate at Placentia, six hundred and ninety-three dollars.

A Magistrate at Burin, six hundred and ninety-three dollars.

A Magistrate at Grand Bank, six hundred and ninety-three dollars.

A Magistrate at Harbor Briton, four hundred and sixty-two dollars.

A Magistrate at Burgeo and LaPoile, four hundred and sixty-two dollars.

The sum of two thousand three hundred and nine dollars towards defraying the Salaries of the undermentioned Clerks of the Peace, as follows:

A Clerk of the Peace for Brigus and Port-de-Grave, two hundred and seventy-seven dollars.

A Clerk of the Peace at Harbor Grace, six hundred and ninety-three dollars.

A Clerk of the Peace at Carbonear, five hundred and eight dollars.

A Clerk of the Peace for Trinity, two hundred and seventy-seven dollars.

A Clerk of the Peace for Bonavista, two hundred and seventy-seven dollars.



A Clerk of the Peace for Twillingate and Fogo, two hundred and seventy-seven dollars.

The sum of nine thousand two hundred and ninety-one dollars towards defraying the Salaries of Outport Constables, as follows:

One Constable at Petty Harbor, ninety-three dollars.

One Constable at Torbay, ninety-three dollars.

One Constable at South Shore, one hundred and sixteen dollars.

One Constable at Harbor Main, ninety-three dollars.

One Constable at Cats Cove, ninety-three dollars.

Four Constables at Brigus and Port-de-Grave, five hundred and ninety-four dollars.

Three Constables at Bay Roberts, two hundred and twenty-eight dollars.

Twelve Constables at Harbor Grace, two thousand nine hundred and eighty-seven dollars.

Eight Constables at Carbonear, one thousand five hundred and ninety-five dollars.

One Constable at Western Bay, fifty-six dollars.

One Constable at Hant's Harbor, fifty-six dollars.

One Constable at Old Perlican, ninety-three dollars.

One Constable at Hearts Content, fifty-six dollars.

Two Constables at Trinity, one hundred and seventy-two dollars.

One Constable at New Harbor, fifty-six dollars.

One Constable at Catalina, one hundred and sixteen dollars.

Two Constables at Bonavista, one hundred and twelve dollars.

One Constable at Tickle Cove, fifty-six dollars.

One Constable at Salvage, fifty-six dollars.

- One Constable at Greenspond, one hundred and sixteen dollars.
- Three Constables at Twillingate and Fogo, two hundred and twenty-eight dollars.
- One Constable at Exploits, fifty-six dollars.
- One Constable at Bay Bulls, one hundred and sixteen dollars.
- One Constable at Witless Bay, fifty-six dollars.
- One Constable at Bishop's Cove, fifty-six dollars.
- One Constable at Lower Island Cove, fifty-six dollars.
- One Constable at Toad's Cove, fifty-six dollars.
- One Constable at Brigus, South, fifty-six dollars.
- One Constable at Cape Broyle, fifty-six dollars.
- One Constable at Caplin Bay, fifty-six dollars.
- One Constable at Ferryland, one hundred and sixteen dollars.
- One Constable at Aquaforte, fifty-six dollars.
- One Constable at Fermeuse, fifty-six dollars.
- One Constable at King's Cove, ninety-three dollars.
- One Constable at Renew's, fifty-six dollars.
- One Constable at St. Mary's, one hundred and sixteen dollars.
- One Constable at Placentia, one hundred and sixteen dollars.
- One Constable at Little Placentia, ninety-three dollars.
- One Constable at Oderin, fifty-six dollars.
- One Constable at Merasheen, fifty-six dollars.
- One Constable at Burin, one hundred and sixteen dollars.
- One Constable at St. Lawrence, fifty-six dollars.

One Constable at Grand Bank, fifty-six dollars.

One Constable at Lamaline, fifty-six dollars.

One Constable at Jersey Harbor, fifty-six dollars.

One Constable at Harbor Briton, one hundred and sixteen dollars.

Two Constables at Burgeo and LaPoile, one hundred and twelve dollars.

One Constable at Hermitage Bay, fifty-six dollars.

One Constable at Spaniard's Bay, fifty-six dollars.

One Constable at Channel, fifty-six dollars.

One Constable at Trepassey, fifty-six dollars.

One Constable at Bird Island Cove, fifty-six dollars.

The sum of one thousand two hundred and six dollars towards defraying the Salaries of the undermentioned Outport Gaolers, as follows:

A Gaoler at Brigus and Port-de-Grave, forty-seven dollars.

A Gaoler at Harbor Grace, four hundred and sixteen dollars.

A Gaoler at Trinity, one hundred and sixteen dollars.

A Gaoler at Bonavista, one hundred and sixteen dollars.

A Gaoler at Greenspond, seventy dollars.

A Gaoler at Twillingate and Fogo, ninety-three dollars.

A Gaoler at Ferryland, one hundred and sixteen dollars.

A Gaoler at Placentia, one hundred and sixteen dollars.

A Gaoler at Burin, one hundred and sixteen dollars.

The District Surgeon for St. John's, including provision for medicines, nine hundred and twenty-five dollars.

The Gaol Surgeon for St. John's, one hundred and eighty-five dollars.


The District Surgeon for Conception Bay, four hundred and eighty-five dollars.

The Gaol Surgeon for Conception Bay, one hundred and thirty-nine dollars.

The Physician of the Lunatic Asylum, one thousand three hundred and eighty-five dollars.

The Medical Attendance at St. John's Hospital, nine hundred dollars.

The sum of one thousand one hundred and fifty-four dollars towards defraying the salary of the Commissioner of the Poor.

 The sum of four hundred and sixteen dollars towards defraying the salary of the Inspector of the Poor.

The sum of two hundred dollars towards defraying the salary of the Assistant Inspector of the Poor.

The sum of two hundred and seventy-seven dollars towards defraying the salary of the Keeper of the Poor Asylum.

The sum of seventy-one thousand dollars towards the relief of the Permanent and Casual Poor of St. John's and the Outports.

The sum of fifteen thousand dollars towards defraying the expenses of Servants and Lunatic Paupers at the Lunatic Asylum.

The sum of seven thousand dollars towards defraying the expenses of Servants and Paupers at the Poor Asylum.

The sum of eight thousand dollars towards defraying the expenses of Servants and Paupers at the St. John's Hospital.

The sum of two thousand one hundred and sixty-eight dollars towards defraying the expenses of the undermentioned Ferrymen, as follows:

A Ferryman at Great Placentia, one hundred and thirty-nine dollars.

A Ferryman at Salmonier, one hundred and sixteen dollars.

A Ferryman at Mall Bay, fifty-six dollars.

A Ferryman at Collinet, one hundred and sixteen dollars.

A Ferryman at Portugal Cove, one hundred and sixteen dollars.

A Ferryman at Trinity, one hundred and thirty-nine dollars.

A Ferryman at Topsail, one hundred and sixteen dollars.

A Ferryman at Harbor Grace, one hundred and thirty-nine dollars.

A Ferryman at Random Sound, Trinity Bay, eighty dollars.

A Ferryman at Little St. Lawrence, forty-seven dollars.

Two Ferrymen at Holyrood, one hundred and forty dollars.

A Ferryman from Burin to Mud Cove, one hundred and sixteen dollars.

A Ferryman at Aquaforte, seventy dollars.

A Ferryman at Mortier Bay, one hundred and sixteen dollars.

A Ferryman at Connaigre Bay, one hundred and thirty-nine dollars.

A Ferryman at Fogo or Dead Man's Bay, forty-seven dollars.

A Ferryman from King's Cove to Upper Amherst Cove, one hundred and sixteen dollars.

A Ferryman at Harbor Briton and Jersey Harbor, one hundred and twenty dollars.

A Ferryman at Burgeo and LaPoile, eighty dollars.

A Ferryman at Greenspond, eighty dollars.

A Ferryman at Twillingate and Fogo, eighty dollars.

The sum of ninety dollars towards defraying the expenses of two men at Fort Amherst for firing Fog Gun.

The sum of forty dollars towards defraying the expenses of one man at Signal Hill for firing Noon-day gun.

The sum of eight hundred dollars towards the cost of Ammunition for firing Fog and Noon-day Guns.

The sum of three hundred and sixty dollars for the salaries of two men at the Block House Signal Station, namely—one at two hundred dollars, and the other at one hundred and sixty dollars.

The sum of seventy dollars for Fuel and Light for Block House Signal Station.

The sum of eight hundred dollars towards defraying the expenses of repairs on the St. John's Court House.

The sum of four hundred dollars towards defraying the expenses of repairs on the St. John's Penitentiary.

The sum of two thousand dollars towards defraying the expenses of repairs on Outport Court Houses and Gaols.

The sum of twelve hundred dollars towards defraying the expenses of repairs on Lunatic Asylum.

The sum of six hundred dollars towards defraying the expenses of repairs on Poor Asylum.

The sum of four hundred dollars towards defraying the expenses of repairs of St. John's Hospital.

The sum of two hundred dollars towards defraying the expenses of repairs on Custom House.

The sum of one thousand dollars towards defraying the expenses of repairs on the Colonial Building.

The sum of two hundred dollars towards defraying the expenses of Block House repairs.

The sum of two thousand four hundred dollars for repairs of Imperial property handed over to Newfoundland.

The sum of two hundred and eighty dollars for repairs of Guard Room, Lodge and Gardener's House.

The sum of four hundred dollars for repairs of Factory.

The sum of one hundred and twenty dollars for repairs of Drill Shed.

The sum of four hundred dollars towards defraying the expenses of Fuel and Light at the Custom House, St. John's.

The sum of nine hundred and twenty-four dollars towards defraying the expenses of Fuel and Light at Government House.

The sum of seven hundred dollars towards defraying the expenses of Fuel and Light at Colonial Building.

The sum of six thousand dollars towards defraying the ordinary expenses of Court Houses and Gaols in this Colony.

The sum of twenty-six thousand dollars towards defraying the expenses of Postal Steam with Halifax in Winter and Pictou in Summer.

The sum of seventeen thousand six hundred dollars towards defraying the expenses of Postal Steam to the Westward of this Island.

The sum of twelve thousand eight hundred dollars towards defraying the expenses of Postal Steam to the Northward of this Island.

The sum of four thousand eight hundred dollars towards defraying the expenses of Postal Steam at Labrador.

The sum of six thousand four hundred and sixty-two dollars for the Steam Service in Conception Bay.

The sum of three thousand dollars towards defraying the expenses of Steam for conveying Judges on Circuit.

The sum of one thousand six hundred and fifty dollars towards defraying the expenses of Lighting St. John's with Gas.

The sum of three hundred and forty-six dollars to the Harbor Grace Gas Light Company towards defraying the expenses of Lighting Harbor Grace with Gas.

The sum of four thousand dollars towards defraying the expenses of Shipwrecked Crews.

The sum of one hundred and fifteen dollars and thirty-eight cents towards the support of the Dorcas Society at Harbor Grace.

The sum of one hundred and fifteen dollars and thirty-eight cents towards the support of the Dorcas Society at Carbonear.

The sum of two hundred and thirty dollars and seventy-seven cents towards the support of the Dorcas Society at St. John's.

The sum of one thousand four hundred and fifty-three dollars and eighty-four cents towards the support of the Agricultural Society, St. John's, (one half for the Outports other than Conception Bay.)

The sum of five hundred and sixty-one dollars and fifty-four cents towards the support of the Agricultural Society in Conception Bay, (the District of Harbor Main to receive its proportionate share.)

The sum of forty-seven dollars, allowance to Patrick Burke.

The sum of four hundred and sixty-one dollars and fifty-four cents towards the employment of the Poor in the Factory of St. John's.

The sum of two thousand dollars towards the general repairs of Roads and Bridges in this Colony.

The sum of two thousand six hundred dollars towards the expenses of the Protection of the Fisheries.

The sum of two thousand five hundred dollars towards defraying the expenses of the Labrador Court and Revenue Cruiser.

The sum of three hundred and forty dollars towards defraying the expenses of carrying the Crown Lands Act into operation.

The sum of two hundred and thirty dollars and seventy-seven cents towards the support of the Industrial Department of the Orphan Asylum School at St. John's.

The sum of six thousand dollars for Printing and Stationery.

The sum of four hundred dollars towards the expenses of Postages and other Incidentals.

The sum of one hundred and eighty-five dollars to the widow of the late Lionel T. R. Chancey.



The sum of one hundred and sixteen dollars to the widow of the late William Buckley.

The sum of one hundred and thirty-nine dollars to the widow of the late Jeremiah Dunn.

The sum of one thousand three hundred and eighty-four dollars towards defraying the expenses of Insuring Public Buildings.

The sum of two thousand three hundred and seven dollars to defray Unforeseen Contingencies.

The sum of sixteen thousand six hundred and three dollars to be appropriated and expended to defray the expenses of the Postal Service of this Colony.

The sum of sixty-nine dollars and twenty-three cents towards defraying the expenses of repairing the Town Clock.

The sum of four thousand five hundred dollars towards defraying the expenses attending the Geological Survey of this Island.

The sum of ninety-three dollars towards defraying the Salary of Inspector of Weights and Measures.

The sum of one thousand six hundred dollars for cleansing St. John's Streets.

The sum of one hundred and sixteen dollars for the Newfoundland Almanac.

The sum of eight hundred dollars in aid of Sewerage Account.

The sum of one hundred and sixty-seven dollars and twenty cents in aid of the General Water Company.

The sum of six thousand dollars in aid of Light Houses.

The sum of four thousand dollars for four trips of the steamship "Tiger" to Halifax.

The sum of eight thousand dollars on account of Consolidation of Laws.

The sum of six hundred dollars for a Lock-up House at Heart's Content.

The sum of four hundred dollars towards defraying the expenses of Vaccination.

The sum of two thousand seven hundred and twenty-two dollars and twenty cents for balance of Steam Contract per "City of Halifax" from first of January to sixteenth of February, one thousand eight hundred and seventy-two.

The sum of thirty thousand dollars to be expended in and about Public Works in the following Districts, viz.:

Twillingate and Fogo, two thousand dollars.

Bonavista, two thousand dollars.

Trinity, two thousand dollars.

Bay-de-Verds, two thousand dollars.

Carbonear, two thousand dollars.

Harbor Grace, two thousand dollars.

Brigus, two thousand dollars.

Burgeo and LaPoile, two thousand dollars.

Fortune Bay, two thousand dollars.

Burin, two thousand dollars.

Placentia and St. Mary's, two thousand dollars.

Ferryland, two thousand dollars.

Harbor Main, two thousand dollars.

St. John's East, two thousand dollars.

St. John's West, two thousand dollars.

The sum of two thousand eight hundred dollars for repairing and fitting up St. George's Hospital.

The sum of two thousand eight hundred dollars for repairing and fitting up Quidi Vidi Hospital.

The sum of twelve thousand dollars for a Light House on Cape St. Francis.

The sum of twelve thousand dollars for an Ocean Sea Light between Twillingate and Fogo.

The sum of two thousand three hundred and thirty-one dollars and forty-three cents for balance of interest due Government on Sewerage Account.

The sum of two thousand eight hundred dollars for the erection of a Building for the security of Public Records.

The sum of six hundred dollars for repairs of Custom House Wharf.

The sum of twelve hundred dollars in aid of Harbor Lights.

The sum of two thousand dollars for Custom House, Harbor Grace.

*Ordered*,—That the said report be adopted.

The Hon. RECEIVER GENERAL, in accordance with the Resolutions reported from Committee of the Whole on Supply, presented a Bill for granting to Her Majesty a sum of money to defray the expenses of the Civil Government of this Colony, for the year 1872, which was read a first time.

*Ordered*,—That the said Bill be read a second time to-morrow.

The Hon. SURVEYOR GENERAL laid on the Table of the House the Report of the Physician of the Hospital for the Insane, for the year 1871, and the Report of the Superintendent of Public Buildings, for the year 1871.

*(For which see Appendix.)*

*Ordered*,—That the said documents do lie upon the Table.

The Hon. SURVEYOR GENERAL gave notice that, on to-morrow, he will move the House into Committee of the Whole on Roads and Bridges.

Mr. WOOD gave notice that, on to-morrow, he will move an Address

to His Excellency the Governor on the petition of B. G. Gardner and others of Brigus on the subject of the Temperance Act.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. the Premier whether it is the intention of the Government to extend the Southern Circuit Court to Channell this year.

On motion of Mr. ROGERSON, seconded by Mr. RENDELL,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of James Moores and others, inhabitants of Bay-de-Verds, on the subject of a Mooring Anchor and Chain, respectfully request that your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
19th March, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

On motion of Mr. WOOD, seconded by Mr. WINTON,

*Resolved*,—That the following Address be presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Com-  
mander-in-Chief in and over the Island  
of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under their consideration the accompanying Petition of John Wilcox and others on the subject of

a Road leading through the Goulds Valley towards Hamilton Waters, Brigus, thence towards Trinity and Placentia Bays, respectfully request that your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
19th March, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. Executive Council.

Then the House adjourned till to-morrow at four of the clock.

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### Wednesday, 20th March, 1872.

Mr. RENDELL presented petitions from James Ward and others, of Lance Cove Bight, Simon Avery and others, of Grates Cove, and from Levi March and others, of Old Perlican, which were severally received and read, praying that the Stipendiary Magistrate of Old Perlican may not be removed to Hearts Content.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. ROGERSON presented a petition from Charles Wicks and others, of Burnt Point, North Shore, Conception Bay, which was received and read, praying for a grant to build a Dock or Hauling Place for their Boats at Wick's Cove.

*Ordered*,—That the said petition do lie upon the Table.

Mr. RENDELL presented a petition from Stephen Rendell, President of the Newfoundland Agricultural Society, which was received and read, praying for an increase to the annual grant in aid of the Institution.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from W. Christian and others, of Old

Perlican, which was received and read, praying for a grant to enable them to open a New Cemetery there.

*Ordered*,—That the said petition do lie upon the Table.

Mr. WOOD presented a petition from R. H. Taylor and others, of Brigus, which was received and read, praying for a grant to enable them to complete the Breakwater there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. RECEIVER GENERAL presented a petition from John King of Renews, praying compensation for labour incurred by him on account of the delivery of the Mails there.

*Ordered*,—That the said petition do lie upon the Table.

The following petitions, praying for grants to open and repair Roads and Bridges, were severally presented, received and read:

By Mr. ROGERSON, from George Perry and others, of Western Bay, John English and others, of Job's Cove.

By Mr. JORDAN, from James McGuire and others, of Torbay, North Side.

By Mr. ROGERSON, from Thomas Rose and others, Salmon Cove, George Chamberlain and others, of Caplin Cove and Low Point, James Butler and others, of Northern Bay, and from Edward King and others, of Small Point.

By Mr. WOOD, from John Coveyduck and others, of Salmon Cove.

By the Hon. RECEIVER GENERAL, from Richard Dunphy and others, of Renews and Fermeuse, and from Thomas Condon and others, of Caplin Bay.

By Mr. WALSH, from Michael Fennessey and others, of Middle Cove, Richard Cuddihy and others, of White Rock Pond, and from Robert Thorburn and others, of Long Pond Road.

*Ordered*,—That the said several petitions do lie upon the Table.

The HON. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to bring in an Indemnity Bill.

Mr. WOOD gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of the Rev. R. H. Taylor and J. Whelan and others, of Brigus.

On motion of the HON. SURVEYOR GENERAL, seconded by the Hon. RECEIVER GENERAL,

*Resolved*,—That the House do now resolve itself into Committee of the Whole on Roads and Bridges.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again to-morrow.

Pursuant to Order of the Day, the Supply Bill was read a second time.

*Ordered*,—That the House do on to-morrow resolve itself into Committee of the Whole on the said Bill.

Then the House adjourned till to-morrow at four of the clock.

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### Thursday, 21st March, 1872.

The following petitions, praying for grants to open and repair Roads and Bridges, were severally presented, received and read:

By the Hon. SURVEYOR GENERAL, from Philip Power and others, of Odein.

By the Hon. the PREMIER, from Stephen March and others, of Old Perlican, and from R. Carrol and others, of Point Verd.

By Mr. ROGERSON, from John Butt and others, of Perry's Cove, and from Thomas Fahey and others, of Northern Bay.

By Capt. PARSONS, from Wm. Bunton and others, of Lance Cove, Oderin.

*Ordered*,—That the said petitions do lie upon the Table.

The Hon. SURVEYOR GENERAL presented a petition from John Ryan and others, of Little Placentia, which was received and read, praying for a grant to erect a Harbor Light on Latina Point.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from J. W. English and others, of Ship Cove, which was received and read, praying for the Construction of a Dock there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. SURVEYOR GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to continue the Act 33 Vic. Cap. 9, Amalgamating the Offices of Surveyor General and Chairman of the Board of Works.

The Hon. SURVEYOR GENERAL, by command of His Excellency the Governor, presented to the House the following documents:

Return of Grants issued, for the year 1871.

Return of Expenditure under Act 29th Vic., Cap. 5, for Reduction of Pauperism by encouraging Agriculture.

*(For which see Appendix.)*

*Ordered*,—That the said documents do lie upon the Table.

On motion of Mr. WOOD, seconded by Mr. WALSH,

*Resolved*,—That the following Address be presented to His Excellency the Governor:



*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under their consideration the accompanying Petition of the Rev. R. H. Taylor and others, of Brigus, on the subject of a Breakwater, respectfully request that your Excellency will be pleased to take the said Petition into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,

March 21st, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Supply Bill.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed and read a third time to-morrow.

The Hon. RECEIVER GENERAL, pursuant to notice and leave granted, presented a Bill to Indemnify the Governor of Newfoundland for certain sums of money advanced from the Colonial Treasury for the service of the Colony, which was read a first time.

*Ordered*,—That the Bill be read a second time to-morrow.

*Ordered*,—That the House at its rising do adjourn till Monday next.

Then the House adjourned till Monday next at four of the clock.

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### Monday, 25th March, 1872.

Pursuant to Order of the Day, the Supply Bill, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act for granting to Her Majesty a sum of Money for Defraying the Expenses of the Civil Government of this Colony,” for the year ending the 31st Dec. 1872, and for other purposes.”

*Ordered*,—That the Hon. RECEIVER GENERAL and Mr. GREEN do take the Bill to the Legislative Council and desire their concurrence.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to amend the Act for the Trial of Controverted Elections.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had made some amendments therein, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question put thereon, agreed to by the House.

*Ordered*,—That the Bill as amended be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the Bill to Indemnify His Excellency the Governor for Certain Expenditures on account of the Public Service, was read a second time.

*Ordered*,—That the House do on to-morrow resolve itself into Committee of the Whole upon the said Bill.

*(A Message from the Legislative Council.)*

The Acting Master-in-Chancery to the Legislative Council brought down the following Message:

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled “An Act for the Abolition of Royalties in this Colony, with some amendments, to which they request the concurrence of the Assembly.

EDWARD MORRIS,  
*President.*

Legislative Council, }  
22nd March, 1872. }

And then the Messenger withdrew.

*Ordered*,—That the said Message do lie upon the Table.

The amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled “An Act for the Abolition of Royalties in this Colony,” were read a first time, and are as follows:

“First Section—After the word “Act,” on the first line, expunge the remainder of the section and insert in place thereof the following:—

“Save as by this Act excepted, all Royalties, Taxes or Duties which by any Act, Order in Council, Patent, Grant or Lease are imposed, reserved or made payable for or in respect of any Ores or Minerals extracted from the lands granted by such Patent, Grant or Lease, and lying within this Colony, are hereby repealed, released and abandoned, and such lands, ores and minerals shall henceforth be free and exempt from every such Royalty, Tax or Duty, or from forfeiture on account of the non-payment of any such Royalty, Tax or Duty, and from all such now due, and from all Fines for and on account of renewal of Leases.”

(“ Add Sections.”)

“ Second—In all Patents for mining purposes there shall be a reservation for necessary roads and public works, and all Patents heretofore issued shall be subject to the same reservation, whether so expressed or not in any Patent, as the Governor in Council may in either case direct.”

“ Third—When selection is made or Patent issued for part of the land under license to search, the residue shall, before being granted, be put up to Public Auction in lots as the Governor in Council may direct, after three months’ notice in the *Royal Gazette*; and the highest bidder being qualified by Law shall, on payment of the purchase money, be entitled to a grant, subject however to the provisions of this Act.”

“ Fourth—Notwithstanding any thing contained in the Act Twenty Third Victoria, Chapter Three, or in any Rule of the Governor in Council, or Grant or Lease made or issued thereunder, no such Grant or Lease shall be forfeited on account of the non-working of the mines or minerals included therein after the period of two years required by the said Act and Rules for the actual and effective working of the same from the date of such Grant or Lease, if the grantee, lessee or assignee do within five years from the date aforesaid *bona fide* lay out and expend the sum of ten thousand dollars [in and about the working of such mines or minerals;] and a further sum of ten thousand dollars within six years from the expiration of the said five years, or a *bona fide* expenditure in the aggregate of twenty thousand dollars, in and about such working; otherwise, on default in either case, the provisions of the said Act, prescribing the mode of effectuating a forfeiture, may be put into operation: Provided always, that should the said grantee, lessee, or assignee *bona fide* have expended the aforesaid sum of twenty thousand dollars within the aforesaid eleven years, he shall be entitled to a Grant in fee simple of the said lands, and all mines and minerals therein contained, free from all forfeiture.”

“ Fifth—At all reasonable times there shall be free access by the Agents of the Government to inspect and see the state of the works under any such Grant or Lease, and true books of account shall be kept by such grantee, lessee or assignee, which shall always be open to the inspection of the Surveyor General, or such Agents as the Governor in Council may appoint therefor.”

“ Sixth—All Acts inconsistent with this Act are hereby repealed; but nothing in this Act contained shall extend or affect, or be construed to extend to or affect any Grant or Patent already issued or to be issued under the Provisions of an Act passed in the Seventeenth

Year of the Reign of Her present Majesty, entitled "An Act to Incorporate a Company under the Style and Title of the New York, Newfoundland and London Telegraph Company," or under any Acts or parts of Acts in amendment thereof: Provided, that there shall be a remission of all past and future Royalty, and forfeiture on account thereof, payable or incurred under a grant to the said Company, bearing date the Sixth day of March, Anno Domini one thousand eight hundred and fifty-seven, from ores and minerals extracted from lands in the said grant, to the extent of one square mile in one block, to be defined by survey, and to include the mine on which a large expenditure has been made, and known as the LaManche Mine.

**Seventh**—The term "Colony," in this Act, shall include dependencies.

In the preamble, at the end thereof, add "and to make further provision for the encouragement of mining operations."

In the title, at the end thereof, add "and its Dependencies, and for other purposes."

*Ordered*,—That the said amendments be read a second time to-morrow.

The Hon. SURVEYOR GENERAL, pursuant to notice and leave granted, presented a Bill to continue the Act to Amalgamate the Offices of Surveyor General and Chairman of the Board of Works, which was read a first time.

*Ordered*,—That the said Bill be read a second time to-morrow.

Then the House adjourned till to-morrow at four of the clock.

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**Tuesday, 26th March, 1872.**

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. WALSH—From J. Hanlon and others, of Picot's Pond, Michl.

Burn and others, of Torbay, North Side, and Gallows Cove, and from Patrick Neary and others, of Protestant Town Road, near Portugal Cove.

By Mr. MUNN, from Thomas Hayes and others, of Blockmaker's Road, South Side of Harbor Grace.

By Mr. TESSIER, from Wm. Atwell and others, of Topsail and Mount Pearl Road, and from Benjamin Squires and others, of Broad Cove.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. WALSH presented a petition from G. T. Rendell and others, of St. John's, which was received and read, praying for an Act to regulate the Copper Coinage of this Colony.

*Ordered*,—That the said petition do lie upon the Table.

Mr. RORKE presented a petition from Michael Dwyer and others, of Carbonear, which was received and read, praying for the erection of a Police Station there.

*Ordered*,—That the said petition do lie upon the Table.

He also presented a petition from B. T. H. Gould and others, of Carbonear, which was received and read, praying for the erection of a Light House on Cape St. Francis.

*Ordered*,—That the said petition do lie upon the Table.

Also, a petition from Thomas Fitzgerald and others, of Carbonear, which was received and read, praying for the erection of a Harbor Light or Beacon on Crocker's Cove Point.

*Ordered*,—That the said petition do lie upon the Table.

Mr. WALSH presented a petition from J. Winter and others, Officers of Customs, St. John's, which was received and read, praying that a bonus may be granted them in consideration of their increased work during the last two years.

*Ordered*,—That the said petition do lie upon the Table.

Mr. MUNN gave notice that, on to-morrow, he will ask the Hon.

Colonial Secretary what provision the Government propose making for Education at Labrador.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Indemnity Bill.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same to the House, without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered,*—That the Bill be engrossed and read a third time to-morrow.

Pursuant to Order of the Day, the Bill to continue the Act to amalgamate the offices of Surveyor General and Chairman of the Board of Works, was read a second time.

*Ordered,*—That the House do, on to-morrow, resolve itself into Committee of the Whole on the said Bill.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the further consideration of Roads and Bridges.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered,*—That the Committee have leave to sit again to-morrow.

*Ordered*,—That the House, at its rising, do adjourn till Tuesday next.

Then the House adjourned till Tuesday next at four of the clock.

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**Tuesday, 2nd April, 1872.**

The Hon. RECEIVER GENERAL presented a petition from Benjamin S. Morry and others, of Aquaforte, which was received and read, praying for a grant to make a road from Spout Bridge to Flat Rocks.

*Ordered*,—That the said petition do lie upon the Table.

Mr. WALSH gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of J. Winter, E. L. Moore, T. E. Gaden and Wm. Reddin, on the subject of compensation for extra work.

Also on the petition of G. T. Rendell and others, on the subject of regulating the Copper Currency.

Mr. DUDER gave notice that, on to-morrow, he will move an Address to the Governor on the petition of Robert Willen and others, of Ladle Cove, on the subject of a Ferry.

Mr. DUDER, from the Select Committee appointed to inquire into the best means of carrying out Steam Communication with the Labrador, presented the Report, which he handed in at the Clerk's Table, where it was read as follows:

The Select Committee appointed by your Honorable House on the subject of Labrador Steam Service, beg to report that they have considered the matter to them referred, and after having the opinion of



several witnesses connected with the matter, have adopted the following route of the Steamer to be employed in that service.

All of which is respectfully submitted.

CHARLES DUDER,

*Chairman.*

STEPHEN RENDELL,

JOHN MUNN,

LEWIS TESSIER,

JOHN RORKE.

Committee Room,  
House of Assembly,  
2nd April, 1872.

*(For which see Appendix.)*

*Ordered,*—That the said Report do lie upon the Table.

Mr. MUNN gave notice that, on to-morrow, he will move an Address to His Excellency the Governor in Council on the report of the Select Committee on Labrador Steam.

On motion of Mr. WOOD, seconded by the Hon. RECEIVER GENERAL,

*Resolved,*—That the following Address be presented to His Excellency the Governor:

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,**

The House of Assembly, having had under consideration the accompanying Petition of B. G. Gardner and others, of Brigus, in reference to the Temperance Act, respectfully request that Your Excel-

lency will be pleased to take the said Petition into consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
2nd April, 1872.

*Ordered*,—That the Address be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

The Hon. SURVEYOR GENERAL, by command of His Excellency the Governor, presented to the House Report of Physicians of the St. John's Hospital, for the year 1871.

*(For which see Appendix.)*

*Ordered*,—That the said document do lie upon the Table.

Pursuant to Order of the Day, the Indemnity Bill, as engrossed, was read a third time.

*Ordered*,—That the Bill do pass, and be entitled "An Act to Indemnify His Excellency the Governor for certain monies advanced by him on account of the service of the Colony."

*Ordered*,—That the Hon. RECEIVER GENERAL and Mr. GREEN do take the Bill to the Legislative Council and desire their concurrence.

The Order of the Day for the third reading of the Bill to amend the trial of Controverted Elections being read,

On motion of the Hon. ATTORNEY GENERAL, seconded by the Hon. RECEIVER GENERAL,

*Resolved*,—That the said Bill be recommitted to a Committee of the Whole House.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had re-considered the Bill to them referred, and had gone through the same with some amendments, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's Table.

And the said amendments having been read throughout a first and second time, were, upon the question put thereon, agreed to by the House.

*Ordered*,—That the Bill as amended be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the further consideration of Roads and Bridges.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the business to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee stand first on the Order of the Day for to-morrow.

The following petitions, praying for sub-division of the Protestant Education Grant, were severally presented, received and read:

By the HON. RECEIVER GENERAL, from Richard Bradshaw, E. Colley, James Walkins, and from Snook Buffet and others, Members of the Church of England, Fortune Bay.

By Mr. ROGERSON, from Wm. Meadus and others, Grates Cove and Bay-de-Verds.

By Mr. WOOD, from Robert Holland Taylor and others, of Brigus.

By Mr. DUDER, from Hay Findlater and others, of Fogo.

By Mr. TESSIER, from Geo. A. Moulton and others, of Pouch Cove, Petty Harbor and Torbay.

By Mr. CARTER, from James Hellyer and others, Lamaline, Wm. Rogers and others, Burin, and from Daniel Bishop and others, of Burin.

*Ordered,*—That the said several petitions do lie upon the Table.

The following petitions against further sub-division of the Protestant Education Grant, were severally presented, received and read:

By Mr. GREEN, from Robert Daw and others, of Bay Roberts.

By Mr. RENDELL, from Charles Ladner and others, of Grates Cove, and from Levi March and others, of Old Perlican and vicinity.

By Mr. RORKE, from Charles Comben and others, of Carbonear.

By Mr. MUNN, from Thomas Harris and others, of Harbor Grace.

By Mr. RENDELL, from Joseph Pasco and others, of Lower Island Cove.

*Ordered,*—That the said several petitions do lie upon the Table.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. DUDER, from James Elsworth and others, of Little Seldom-come-by, John Russell and others, Musgrave Harbor, and from Robert Willen and others, of Ladle Cove.

By Mr. EMERSON, from John Furneaux and others, of Rose Blanche and Harbor La Cou, and from P. H. Sorsoleil and others, of same settlements.

*Ordered,*—That the said petitions do lie upon the Table.

Then the House adjourned till to-morrow at four of the clock.

**Wednesday, 3rd April, 1872.**

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. JORDAN, from James Cantwell and others, of Torbay; Philip Malone and others, of Torbay; Joseph White and others, of Torbay; Thomas Larkin and others, of Torbay; James Burke and others, of Flat Rock; James Ryan and others, of Torbay; and from Robert Bassett and others, of Pouch Cove.

By the Hon. ATTORNEY GENERAL, from John Holden and others, of Manuels, South Shore.

By Mr. FENELON, from George Atwell and others, of Bay Bulls Road; James Fitzgerald and others, of Broad Cove; and from George Beer and others, of Freshwater Bay.

By Mr. WOOD, from R. H. Taylor and others, of Brigus North.

By the Hon. SURVEYOR GENERAL, from Matthew Carew and others, of Salmonier.

By Mr. MCKAY, from John Campbell and others, of Little Bay Islands.

By the Hon. RECEIVER GENERAL, from Michael Breen and others, of Bay Bulls.

By Mr. PARSONS, from William Lambert and others, of Logy Bay, and from Wm. Dyer and others, of Logy Bay.

By Mr. MCKAY, from Wm. Stirling and others, of Twillingate.

By the Hon. COLONIAL SECRETARY, from John White and others, of Sandy Cove; John Babstock and others, of Sailor's Harbor, Bonavista Bay; Moses Davis and others, of Flat Islands.

By Mr. WALSH, from James Moran and others, Pouch Cove, Terrence Kelly and others, of Torbay Road, Simon Roach and others, of Torbay, Pierce Dunphy and others, of Torbay, Patrick Ryan and others, Logy Bay, David Whelan and others, of Pouch Cove, Wm. Evans and others, of Pouch Cove, James Larkin and others, Tor-

bay, John Butler and others, Pouch Cove, Peter Ellard and others, Torbay Road, and from Christopher White and others, of Torbay, South Side.

*Ordered*,—That the said several petitions do lie upon the Table.

Mr. WALSH presented a petition from Robert Grieve and others, Members of the Church of Scotland, St. John's, which was received and read, praying for a Grant to enable them to build a Retaining Wall at the back of the Church, to prevent the main road under Fort Townshend from falling in.

*Ordered*,—That the said petition do lie upon the Table.

The following petitions, praying that no further sub-division of the Protestant Education Grant may be made, were severally presented, received and read:

By Mr. ROGERSON, from G. Forsey and others, of Blackhead.

By Mr. WINTON, from Solomon Matthews and others, of Greenspond.

By Mr. EMERSON, from G. F. Willey and others, of Port-aux-Basque, and

By Mr. BARNES, from Gideon Way and others, Musgrave Town, and from John S. Phinney and others, of Bonavista.

*Ordered*,—That the said several petitions do lie upon the Table.

The following petitions, praying for a further sub-division of the Protestant Education Grant, were severally presented, received and read:

By Mr. WOOD, from Thomas Fox and others, of Port-de-Grave.

By the Hon. ATTORNEY GENERAL, from Joseph Whitten and others, of South Shore, Conception Bay.

By the Hon. RECEIVER GENERAL, from Thomas W. Bulley and others, Wm. Grandy and others, Wm. Kepple White and others, and from James Grandy and others, Members of the Church of England, Fortune Bay.

By Mr. EMERSON, from Charles DeQuitville and others, of Burgeo, and from Charles Hutchings and others, of LaPoile.

By Mr. WINTON, from Wm. Netten and others, of Catalina.

By the Hon. COLONIAL SECRETARY, from George Gardner and others, of Hearts Content, and from Henry Petley and others, of New Harbor.

*Ordered*,—That the said several petitions do lie upon the Table.

The Hon. COLONIAL SECRETARY presented a petition from James Parsons and others, of Pinchard's Island, which was received and read, praying for a grant to establish a School there.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. ATTORNEY GENERAL presented a petition from the Rev. J. O'Donnell and others, of Cat's Cove and Harbor Main, which was received and read, praying for a grant in aid of Education there.

*Ordered*,—That the said petition do lie upon the Table.

Mr. PARSONS presented a petition from Patrick Dyer, of Logy Bay, which was received and read, praying compensation for loss of his Flake and Stage on the 11th March last.

*Ordered*,—That the said petition do lie upon the Table.

Mr. PARSONS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the subject of the petition of P. Dyer, of Logy Bay.

The Hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will move an Address to the Governor on the petition of the Rev. J. O'Donnell, in reference to encouragement of Education in the District of Harbor Main.

*Resolved*,—That the following Addresses be severally presented to His Excellency the Governor:

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Com-  
mander-in-Chief in and over the Island  
of Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

The House of Assembly, having had under their consideration the accompanying Report of the Select Committee on the subject of Labrador Steam Service, respectfully request that your Excellency will be pleased to take the same into your consideration, and make such order thereon as may appear reasonable.

House of Assembly,  
3rd April, 1872.

The Select Committee appointed by your Honorable House on the subject of Labrador Steam Service, beg to report that they have considered the matter to them referred, and after hearing the opinion of several witnesses connected with the matter, have adopted the following route of the Steamer to be employed in that service.

All of which is respectfully submitted.

CHARLES DUDER,  
*Chairman.*

STEPHEN RENDELL,  
JOHN MUNN,  
LEWIS TESSIER,  
JOHN RORKE.

Committee Room,  
House of Assembly,  
2nd April, 1872.

*(For Route see Appendix.)*

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,**

The House of Assembly, having had under their consideration the petition of G. T. Rendell and others, of St. John's, on the subject of



the Copper Currency, respectfully request that your Excellency will be pleased to take the said petition into your consideration and make such order thereon as may appear reasonable.

House of Assembly,  
3rd April, 1872.

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Com-  
mander-in-Chief in and over the Island  
of Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

The House of Assembly, having had under their consideration the accompanying petition of J. Winter and others, of H. M. Customs, on the subject of compensation for Extra Services, respectfully request that Your Excellency will be pleased to take the said petition into consideration and make such order thereon as may appear reasonable.

House of Assembly,  
3rd April, 1872.

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

The House of Assembly, having had under their consideration the accompanying petition of Robert Willan and others, of Ladle Cove, on the subject of a Ferry, respectfully request that your Excellency will be pleased to take the said petition into consideration and make such order thereon as may appear reasonable.

House of Assembly,  
3rd April, 1872.

*Ordered,*—That the said several Addresses be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

Pursuant to Order of the Day, the Bill to amend the Act for the trial of Controverted Elections, as engrossed, was read a third time.

*Ordered,*—That the Bill do pass, and be entitled “An Act to amend an Act passed in the twenty-third year of the Reign of Her present Majesty, entitled ‘An Act to regulate the trial of Controverted Elections, or Returns of Members to serve in the House of Assembly.’”

*Ordered,*—That the Hon. ATTORNEY GENERAL and Mr. EMERSON do take the Bill to the Legislative Council and desire their consent.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the further consideration of Roads and Bridges.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the business to them referred, and had come to certain resolutions thereon, which they had directed him to report to the House, and he handed the Resolutions in at the Clerk's Table, where they were read as follows:

*Resolved,*—That there be granted to Her Majesty, Her Heirs and Successors, the sum of One Hundred and Eighteen Thousand Six Hundred and Sixty-one Dollars and Fifty-three Cents, to be expended in the constructing, repairing and improving Main and other Roads, Streets, and Bridges, as follows:

On the Road from St. John's to Portugal Cove, five hundred dollars.

On the Road from St. John's to Pouch Cove, seven hundred dollars.

On the Road from St. John's to Cape Spear, six hundred dollars.

On the Road on South Side of Harbor, St. John's East and West, four hundred dollars.

On the Road to Outer Cove, Middle Cove and Logy Bay, two hundred dollars.

On the Road from Torbay to Bauline, four hundred dollars.

On the Road from Bennett's Mill to Waterford Bridge, two hundred dollars.

On the Road from Waterford Bridge to Goulds, four hundred dollars.

On the Road from Pouch Cove to Cape St. Francis, five hundred dollars.

On the Road from Bauline to Pouch Cove, five hundred dollars.

On the Road from Quidi Vidi to Logy Bay, by White Hills, two hundred dollars.

On the Road from Brigus, Goulds, to Long Harbor, Placentia, four thousand dollars.

On the Road from St. John's to Brigus North, two thousand eight hundred dollars.

On the Road from Manuels, South Shore, to Price's, Topsail Road, two hundred dollars.

On the Road from Gasters, Salmon Cove, towards New Farms, two hundred and fifty dollars.

On the Road from Brigus to Carbonear, eleven hundred dollars.

On the Road North East Arm of Holyrood, towards Salmonier Line, one hundred and fifty dollars.

On the Road from Carbonear to New Perlican, one thousand and twenty dollars.

On the Road from Carbonear to Heart's Content, one hundred and eighty dollars.

On the Road from Spaniard's Bay to New Harbor, six hundred and thirty dollars.

On the Road from Cats Cove to Collier's and Bacon Cove, one hundred dollars.

On the Road from Carbonear to Bay-de-Verds, twelve hundred and fifty dollars.

On the Road from Seal's Cove Main Line, South Shore, one hundred dollars.

On the Road from Brigus North to Nine Island Pond, two hundred dollars.

On the Road from Bay-de-Verds to Red Head, one hundred dollars.

On the Road from Red Head to Grates Cove, two hundred dollars.

On the Road from Salmon Cove Bridge to Heart's Content Road, four hundred dollars.

On the Road from New Perlican to Grates Cove, eight hundred and eighty dollars.

On the Road from New Harbor to Hearts' Delight, four hundred dollars.

On the Road from Hearts' Delight to Heart's Content, two hundred dollars.

On the Road from Dildo to Chance Cove, four hundred dollars.

On the Road from Dildo to New Harbor, one hundred dollars.

On the Road from Heart's Ease to Butter Cove, eighty dollars.

On the Road from Old Perlican towards Lower Island Cove, four hundred dollars, half to be expended at each end of line.

On the Road from Grates Cove to Bay-de-Verds, two hundred dollars, half to be expended at each end of line.

On the Road from Old Perlican to Bay-de-Verds, two hundred dollars, half to be expended at each end of line.

On the Road from Trinity to Bonavista, one thousand and eighty dollars.

On the Road from Trinity to Kings Cove, one thousand dollars.

On the Road from Trinity to Plate Cove, three hundred dollars.

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On the Road between Catalina Road and Bird Island Cove, three hundred dollars.

On the Road from Bonavista to Bird Island Cove, one hundred dollars.

On the Road from Trinity to British Harbor, six hundred dollars.

On the Road from King's Cove to Tickle Cove, two hundred dollars.

On the Road from King's Cove to Plate Cove, two hundred dollars.

On the Road from Blackhead Bay to Catalina, three hundred dollars.

On the Road from Knight's Cove to Amherst Cove, four hundred dollars.

On the Road from Seal Cove to Indian Arm, two hundred dollars.

On the Road from Greenspond Island to English Harbor, two hundred dollars.

On Road from main land, rear of Greenspond, towards Indian Bay, one thousand dollars.

On Road from James's Cove to Musgrave Town, Bonavista Bay, one thousand dollars.

On the Road from Brooklands to Southern Bay, two hundred dollars.

On the Road from Cat Harbor to Ragged Harbor, two hundred dollars.

On the Road from Seldom-come-bye to Fogo, three hundred and eighty dollars.

On the Road from Tizzard's Harbor to Moreton's Harbor, two hundred dollars.

On the Road from Moreton's Harbor to Western Head, over Brown Marsh, one hundred dollars.

On the Road from Western Head to New Bay Head, one hundred dollars.

On the Road from Exploits Harbor to Sergeant's Cove, one hundred and twenty dollars.

On the Road from Cape Freels to Gander Bay, (fifty miles,) four hundred dollars.

On the Road from New Bay Head to Fortune, one hundred dollars.

On the Road from Twillingate to Bluff Head and Gillard's Cove, one hundred and ten dollars.

On the Road from Tilton Harbor to Fogo, two hundred dollars.

On the Road from Round Harbor to Tilt Cove, three hundred dollars.

On the Bridge at Twillingate, one thousand dollars.

On the Road from Jackson's Arm to King's Cove, head of Green Bay, two hundred dollars.

On the Road from North West Arm to Burton's Pond, three hundred dollars.

On the Road from Round Harbor to Snook's Arm, two hundred dollars.

On the Road from Bard Island to Joe Batt's Arm, one hundred dollars.

On the Road from Snook's Arm to Burton's Pond, one hundred dollars.

On the Road from Twillingate to Long Point, four hundred dollars.

On the Road from Holyrood to Witless Bay, one thousand dollars.

On the Postal Road, Harbor Grace, twelve hundred dollars.

On the Road from the Goulds to Renew's, South, eighteen hundred dollars.

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On the Road from Renewes to Trepassey, two thousand dollars.

On the Road from Holyrood to Placentia, (Little,) two thousand dollars.

On the Road from Salmonier to St. Mary's, seven hundred and forty dollars.

On the Road from Placentia to Cape Shore, twelve hundred dollars.

On the Roads Western Shore of Placentia Bay, Long Island and Isle-of-Valen, three hundred dollars.

On the Road from St. Mary's, Holyrood Pond, two hundred dollars.

On the Road from Branch to Distress, eight hundred dollars.

On Collinet Bridge, two thousand dollars.

On the Road from Burin to Grand Bank, two thousand two hundred dollars.

On the Road from Burin to Garnish, four hundred and ninety dollars.

On the Road from Grand Bank to Garnish, two hundred dollars.

On the Road from Harbor Briton to Gaultois, two hundred dollars.

On the Road from Harbor Briton to Bellorem, one thousand dollars.

On the Road from Harbor Briton to Connaigre, six hundred dollars.

On the Road from Hermitage Cove to Pass Island, four hundred dollars.

On the Road from Bean Harbor, Placentia, to Bay L'Argent, Fortune Bay, one thousand dollars.

On Burgeo and LaPoile Roads, seven hundred dollars.

On the Road between Upper and Lower Burgeo, two hundred dollars.

On the Road from LaPoile to Plant, Western Point, two hundred dollars.

On the Road from Rose Blanche to Channell, six hundred dollars.

On the Road from Harbor LeCou to Rose Blanche, two hundred dollars.

On the Road from Channell to Cod Roy Rivers, one thousand dollars.

On the Road from Cod Roy Rivers to Sandy Point, St. George's Bay, four hundred dollars, to be surveyed before any money is expended.

In aid of the following Roads, viz:

On the Old Placentia Road, beyond Knight's, Topsail Road, five hundred dollars.

On the LeMarchant Road, St. John's West, one thousand dollars.

On completion, to the satisfaction of the Government, of Retaining Wall on East Side of Cathedral Street, St. John's East, the Proprietors of the land to receive four hundred dollars.

**LOCAL APPROPRIATIONS AT THE RATE OF 45 CENTS PER HEAD FOR EACH DISTRICT.**

St. John's East .....	\$7,741.80
St. John's West .....	5,240.73
Harbor Main .....	2,943.90
Brigus and Port-de-Grave .....	3,391.20
Harbor Grace .....	5,733.00
Carbonear .....	2,534.85
Bay-de-Verds.....	3,175.65
Trinity .....	6,217.65
Bonavista.....	5,202.00
Twillingate and Fogo .....	5,880.15



Ferryland .....	2,695.95
Placentia and St. Mary's .....	3,957.30
Burin .....	3,028.95
Fortune Bay .....	2,354.85
Burgeo and LaPoile .....	2,303.55

*Ordered*,—That the said Resolutions be adopted.

The Hon. SURVEYOR GENERAL, in accordance with the Resolutions reported from Committee of the Whole on Roads and Bridges, presented a Bill for granting to Her Majesty a sum of money for making and repairing Roads, Streets and Bridges, which was read a first time.

*Ordered*,—That the Bill be read a second time to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to continue the Act to amalgamate the offices of Surveyor General and Chairman of the Board of Works.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same to the House without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered*,—That the Bill be engrossed, and read a third time to-morrow.

Pursuant to Order of the Day, the amendments of the Legislative Council upon the Bill for the abolition of Royalties were read a second time.

*Ordered*,—That the House do, on to-morrow, resolve itself into Committee of the Whole on the said amendments.

Mr. WALSH gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of Robert

Grieve and others, on the subject of a Retaining Wall at the rear of St. Andrew's Church.

Then the House adjourned till to-morrow at four of the clock.

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**Thursday, 4th April, 1872.**

The Order of the Day for the third reading of the Bill to continue the Act to amalgamate the offices of Surveyor General and Chairman of the Board of Works being read,

On the question put thereon the House divided, when there appeared,—

*For the motion—12.*

Hon. the Premier,  
 “ Colonial Secretary,  
 “ Attorney General,  
 “ Receiver General,  
 “ Surveyor General,  
 Mr. Battcock,  
 “ Duder,  
 “ Barnes,  
 “ Winton,  
 “ Jordan,  
 “ Fenelon,  
 Captain Parsons.

*Against the motion—6.*

Mr. Carter,  
 “ Munn,  
 “ Rorke,  
 “ Emerson,  
 “ Rogerson,  
 “ Green.

So it passed in the affirmative.

And the said Bill was read a third time accordingly.

*Ordered,*—That the Bill do pass, and be entitled, “An Act to continue an Act passed in the Thirty-third year of the Reign of Her present Majesty, entitled, ‘An Act to amalgamate the offices of Surveyor General and Chairman of the Board of Works.’ ”

*Ordered,*—That the Hon. SURVEYOR GENERAL and Mr. FENELON do take the Bill to the Legislative Council and desire their concurrence.

Pursuant to Order of the Day, the Bill for granting to Her Majesty a Sum of Money for making and repairing Roads, Streets and Bridges in this Colony, was read a second time.

*Ordered,*—That the House do, on to-morrow, resolve itself into Committee of the Whole upon the said Bill.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the amendments of the Legislative Council upon the Bill for the abolition of Royalties on Mines and Minerals.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the amendments to them referred, and had gone through the same with an amendment, which they had directed him to report to the House, and he handed the amendments, as amended, in at the Clerk's Table.

And the said amendments, as amended, having been read throughout a first and second time, were, upon the question put thereon, agreed to by the House.

*Ordered,*—That the said amendments, as amended, be engrossed and read a third time to-morrow.

*Ordered,*—That the following Addresses be severally presented to His Excellency the Governor:

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under their consideration the accompanying petition of Robert Grieve and others, on the subject of a Retaining Wall at St. Andrew's Church, respectfully request

that Your Excellency will be pleased to take the said petition into consideration and make such order thereon as may appear reasonable.

House of Assembly,  
4th April, 1872.

*To His Excellency STEPHEN JOHN HILL,  
Esquire, C. B., Governor and Comman-  
der-in-Chief in and over the Island of  
Newfoundland and its Dependencies.*

**MAY IT PLEASE YOUR EXCELLENCY,—**

The House of Assembly, having had under their consideration the accompanying petition from the Inhabitants of Cat's Cove and adjacent settlements in the District of Harbor Main, on the subject of a School House, respectfully request that your Excellency will be pleased to take the said petition into consideration and make such order thereon as may appear reasonable.

House of Assembly,  
4th April, 1872.

*Ordered,*—That the said several Addresses be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By the Hon. the PREMIER, from John Garland and others, Lower Island Cove, Eli Garland and others, Lower Island Cove, Isaac Snelgrove and others, Lower Island Cove, and from Thomas Garland and others, of Lower Island Cove.

By Mr. WALSH, from Patrick Ryan and others, Logy Bay, and from Thomas Cadigan and others, Logy Bay.

By Mr. TESSIER, from David Baird and others, of Waterford Bridge.

*Ordered,*—That the said several petitions do lie upon the Table.

The Hon. the PREMIER presented a petition from George Newhook and others, of New Harbor, which was received and read, praying for a grant to build a Breakwater there.

*Ordered,*—That the said petition do lie upon the Table.

Mr. MCKAY presented a petition from John Gudger and others, of Cat Harbor, which was received and read, praying for a grant to enable them to support a School Teacher there.

*Ordered,*—That the said petition do lie upon the Table.

He also presented a petition from James J. Winser and others, of Dominion Point, Exploits, which was received and read, praying for a grant in support of Education in that settlement.

*Ordered,*—That the said petition do lie upon the Table.

He also presented a petition from Charles Collins and others, of Tilt Cove, Members of the Church of England, which was received and read, praying that the grant for Protestant Education may be sub-divided.

*Ordered,*—That the said petition do lie upon the Table.

Mr. DUDER presented a petition from Isaac Harris and others, of Fogo, which was received and read, praying that no further division of the Protestant Education grant may be made.

Mr. MCKAY gave notice that, on to-morrow, he will move an Address to the Governor on the petitions from the Inhabitants of Cat Harbor and Tilt Cove on Education.

Mr. BATTCOCK presented a petition from Michael and John Carew of Witless Bay, which was received and read, praying compensation for loss sustained from the destruction of their Stores by fire in November last.

*Ordered,*—That the said petition do lie upon the Table.

Mr. BATTCOCK gave notice that, on to-morrow, he will move an

Address to the Governor on the foregoing petition of Michael and John Carew.

*Ordered*,—That the House at its rising do adjourn till Monday next.

Then the House adjourned till Monday next at four of the clock.

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### Monday, 8th April, 1872.

At half-past four o'clock, the names of members present being called over by the Clerk, viz:

Hon. the Premier,  
Mr. Wood,  
“ Rogerson,

Hon. Colonial Secretary,  
Mr. Walsh,

Mr. SPEAKER adjourned the House for want of a quorum.

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### Tuesday, 9th April, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received, and read:

By Mr. JORDAN, from John Moran, Martin Butler, Thomas Connors and others, of Pouch Cove; from David Doody, Wm. Walsh, Patrick Larkin, James McGrath, Dennis McGrath, Wm. Martin, Jonathan Martin, and others, of Torbay; from Nicholas Connors and James Newal and others, of Pouch Cove, and from Thomas Roche and others, of Middle Cove.

By Mr. WALSH, from Philip Grace and James Phellan and others, of Torbay, and from John Butt, of Pouch Cove.

*Ordered*,—That the said petitions do lie upon the Table.

Mr. WOOD presented a petition from Thomas Fox and others, of Port-de-Grave, which was received and read, praying for a grant in aid of the Wesleyan School there.

He also presented a petition from Wm. Horwood, Assayer of Weights and Measures, of Brigus North, praying that a salary may be fixed for his office.

*Ordered*,—That the said petitions do lie upon the Table.

The Hon. SURVEYOR GENERAL presented a petition from Bridget Fox, President, and Ellen Kitchin, Secretary, of the St. Vincent-de-Paul Society, which was received and read, praying for a grant in aid of the Institution.

*Ordered*,—That the said petition do lie upon the Table.

The Hon. the PREMIER presented a petition from the Right Rev. the Lord Bishop of Newfoundland and Clergymen of the Church of England, which was received and read, praying for a sub-division of the Protestant Education grant.

*Ordered*,—That the said petition do lie upon the Table.

*(A Message from the Legislative Council.)*

The Acting Master-in-Chancery to the Legislative Council brought down the following Message:

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled "An Act for granting to Her Majesty a sum of money for defraying the expenses of the Civil Government of this Colony for the year ending the thirty-first day of

December, one thousand eight hundred and seventy-two, and for other purposes," without amendment.

EDWARD MORRIS,

*President.*

Legislative Council,  
8th April, 1872.

And then the Messenger withdrew.

*Ordered*,—That the said Message do lie upon the Table.

Pursuant to Order of the Day, the amendments of the Legislative Council upon the Bill for the abolition of Royalties, as amended, were read a third time.

*Ordered*,—That the amendments, as amended, do pass, and that a Message be sent to the Legislative Council requesting their concurrence in the amendment made by the House.

*Ordered*,—That Captain PARSONS and Mr. FENELON do take the Bill and Message to the Legislative Council.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Road Bill.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the Bill to them referred, and had instructed him to ask leave to sit again on the further consideration thereof.

*Ordered*,—That the Committee have leave to sit again to-morrow.

*Ordered*,—That the following Addresses be severally presented to His Excellency the Governor:



*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under their consideration the accompanying petition from the Inhabitants of Cat Harbor and Dominion Point, in Exploits Bay, on the subject of Education, respectfully request that your Excellency will be pleased to take the said petition into your consideration and make such order thereon as may appear reasonable.

House of Assembly,  
9th April, 1872.

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under their consideration the accompanying petition of Michael and John Carew, for loss by Fire last Fall, respectfully request that your Excellency will be pleased to take the said petition into consideration and make such order thereon as may appear reasonable.

House of Assembly,  
9th April, 1872.

*Ordered,*—That the said several Addresses be engrossed, and presented to His Excellency the Governor by such members of this House as are of the Hon. the Executive Council.

Mr. CARTER gave notice that, on to-morrow, he will ask the Hon. the Premier and Hon. Colonial Secretary to lay on the Table all Correspondence had by them and between the Chairman of the Protestant Educational District of Brigus and the Rev. Mr. Taylor, Rev. Mr. Harvey, Rev. Mr. Shenstone, and J. Wilcox, Esq., respecting the appointment of a Teacher at Clark's Beach, with copy of Minutes of Board transmitted to the Colonial Secretary.

Mr. EMERSON gave notice that, on to-morrow, he will ask the Hon. Surveyor General for a return, in detail, of expenditure on main lines of road in the District of Burgeo and La Poile, for the years 1870 and 1871, shewing the amount unexpended and to the credit of said District.

Then the House adjourned till to-morrow at four of the clock.

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### Wednesday, 10th April, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. PARSONS, from John Savage and others, Logy Bay, Nicholas Roach and others, Middle Cove, and from James Power and others, of Middle Cove.

By Mr. GREEN, from James Sheppard and others, of Spaniard's Bay.

By the Hon. RECEIVER GENERAL, from John Joseph Nugent and others, of Cape Broyle.

*Ordered,*—That the said several petitions do lie upon the Table.

Mr. JORDAN presented a petition from John Prowse, Keeper of the St. John's Hospital, which was received and read, praying compensation for Compounding Medicines for the Inmates of the Poor Asylum.

*Ordered,*—That the said petition do lie upon the Table.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Road Bill.

The SPEAKER left the Chair.

Mr. BARNES took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had gone through the Bill to them referred, and had directed him to report the same to the House without amendment, and he handed the Bill in at the Clerk's Table.

*Ordered,*—That the Bill be engrossed and read a third time to-morrow.

Mr. PARSONS, pursuant to notice and leave granted, presented a Bill to Establish a Homestead Law in this Colony, which was read a first time.

Mr. JORDAN gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of John Prowse, Keeper of the St. John's Hospital.

The Hon. SURVEYOR GENERAL gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of the Lady President of the St. Vincent-de-Paul Society.

Then the House adjourned till to-morrow at four of the clock.

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### Thursday, 11th April, 1872.

The following petitions, praying for grants to open and repair Roads, Streets and Bridges, were severally presented, received and read:

By Mr. ROGERSON, from Jabez Pike and others, of Broad Cove, Francis Parsons and others, of Freshwater, from Thomas Pennel and others, of Ochre Pit Cove, Francis Parsons and others, of Clown's Cove, Francis Parsons and others, of Heart's Content Road, Francis Parsons and others, of Otterbury, and from Francis Parsons and others, Clown's Cove.

*Ordered,*—That the said several petitions do lie upon the Table.

He also presented a petition from James Crummy and others, of Western Bay, which was received and read, praying for a grant to complete the Breakwater at Tacker's Cove.

*Ordered*,—That the said petition do lie upon the Table.

Mr. ROGERSON gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the foregoing petition of James Crummev and others, for a Landing Place at Tacker's Cove.

*(A Message from the Legislative Council.)*

The Acting Master-in-Chancery to the Legislative Council brought down the following Message:

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up from the Assembly, entitled "An Act to amend the Jury Acts," with some amendments, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,

*President.*

Legislative Council,  
11th April, 1872.

And then the Messenger withdrew.

*Ordered*,—That the said Message do lie upon the Table.

The amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act to amend the Jury Acts," were read a first time.

*Ordered*,—That the amendments be now read a second time.

And the amendments were read a second time accordingly.

*Ordered*,—That the amendments do pass, and that a Message be sent to the Legislative Council acquainting them that the House concur therein.

*Ordered*,—That the Hon. ATTORNEY GENERAL and Mr. EMERSON do take the Message to the Legislative Council.

Pursuant to Order of the Day, the Road Bill as engrossed was read a third time.

*Ordered*,—That the Bill do pass, and be entitled “An Act for granting to Her Majesty a Sum of Money for constructing and repairing Roads, Streets and Bridges in this Colony.”

*Ordered*,—That the Hon. SURVEYOR GENERAL and Mr. RORKE do take the Bill to the Legislative Council and desire their concurrence.

*Ordered*,—That the following Addresses be severally presented to His Excellency the Governor:

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the accompanying petition of John Prowse for compensation, respectfully request your Excellency will be pleased to take the said petition into your consideration and make such order thereon as may appear reasonable.

House of Assembly,

11th April, 1872.

*To His Excellency* STEPHEN JOHN HILL,  
*Esquire, C. B., Governor and Com-*  
*mander-in-Chief in and over the Island*  
*of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the accompanying petition of the Ladies of the St. Vincent-de-Paul Society, respectfully request your Excellency will be pleased to take the said petition into your consideration and make such order thereon as may appear reasonable.

House of Assembly,

11th April, 1872.

**Board of Works.**

**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Repairs of Lunatic Asylum, for the year 1871.—(Concluded.)*

1871.			
		Brought forward.....	\$572.17
Dec. 30—	To	paid Iron Foundry Company, repairing pipes	27.50
	"	" J. Sheehan, blasting canisters	6.00
	"	" R. O'Dwyer, lead	38.49
	"	" Ewen Stabb, brick	4.50
			<hr/>
			<b>\$648.66</b>

**H. RENOUF,**  
*Chairman Board Works.*

**JOHN STUART,**  
*Secretary.*

Examined and found correct.

**RICHARD HOWLEY,**  
*Auditor of Public Accounts.*

Board of Works, }  
31st Dec., 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Court Houses and Gaols, for the year 1871.*

1871.

Jan.	7	To paid	Gamberg, glazing Gaol.....	\$3.50
	10	"	Sand for Court House .....	0.15
	13	"	Nails and hinges .....	0.59
	19	"	Putty and glass .....	1.60
	"	"	John Sheehan, tinwork .....	1.72
	27	"	Peace & Co., grate, Ferryland Court House .....	2.10
	"	"	Do soapstone do ..	1.50
	"	"	J. McNeil, repairs Court House, Carbonear .....	13.88
	28	"	Lime for Lock-up.....	1.40
	"	"	Do Greenspond .....	3.60
	"	"	Free stone for Court House .....	11.78
	"	"	Iron railing do .....	9.78
Feb.	3	"	Peace & Co., grate, Magistrate's Office .....	19.84
	4	"	Carpenter work, Court House .....	9.60
	11	"	Do do .....	1.00
	18	"	Cartage .....	1.60
	25	"	Pickets for Gaol .....	6.00
March	1	"	Do do .....	1.50
	4	"	J. Cooper, Grate, Harbor Grace Court House, Registrar's Office .....	13.00
	"	"	Carpenter work .....	6.00
	16	"	P. Drohan, pickets for Gaol.....	9.00
	31	"	Wm. McGrath, smith work, Gaol.....	21.14
	"	"	P. McPherson, brick .....	0.70
	"	"	Repairs, Carbonear Court House.....	1.95
April	5	"	Henry Foster, plumber, Court House ..	13.44
	"	"	John Strathie, iron work, Harbor Grace ..	8.45
	"	"	Charles Parsons, carpenter, Court House, Harbor Grace .....	8.15

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Carried forward ..... \$172.97

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Court Houses and Gaols, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$172.97
April	5—To paid	Wm. McGrath, smithwork, Court House	18.90
	"	" Do. do. Judges' Chambers	8.80
	15	" James Gleeson, nails, Court House ....	0.84
	"	" Carpenter work do. ....	9.60
	22	" Do do. ....	7.50
	29	" Do do. ....	13.50
	"	" Peace & Co., grate, Magistrate's Office, St. John's .....	11.60
May	6	" M. Williams, repairs Court House fence and yard, Bay Bulls.. ..	17.90
	"	" F. Harley, plaster work ... .	6.40
	"	" Do. do .....	1.60
	27	" Papering Matron's room .....	4.00
June	3	" F. Harley, plastering .....	4.10
	23	" Mullooney & Gamberg, painting .....	20.00
	30	" Pinnock & Andrews, plumbers, Gaol .....	7.76
	"	" Wm. McGrath, smith work .....	3.65
	"	" C. Parsons, carpenter, Harbor Grace Court House .....	23.05
	"	" Foundry Company, beam plates for Gaol	6.75
July	6	" J. Gleeson, nails .....	6.45
	"	" W. Grieve & Co., room paper .....	5.00
Aug.	10	" Wm. McGrath, smith work, Gaol .....	22.80
	19	" Mason work, Court House .....	13.20
	"	" Gamberg, painting .....	20.00
	24	" Paper, Magistrate's Office .....	2.40
Sept.	11	" B. Sweetland, repairs, Court House and Gaol, Trinity .....	57.98
	23	" Carpenter, Police Office .....	3.60
Oct.	3	" Ensign for Ferryland Court House ....	6.80
	"	" Paper for Gaol .....	1.20
		Carried forward .....	\$478.35



## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Court Houses and Gaols, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$478.35
Oct. 6	—To paid R. O'Dwyer, stoves for Brigus Court House and Gaol .....		27.00
"	" J. & W. Boyd, board, Brigus Court House .....		20.85
"	" Do. do. plank, do .....		45.25
17	" C. Parsons, carpenter, Harbor Grace ..		7.95
"	" R. Teace & Co., soap stone .....		3.60
"	" Carpenter work, Court House, 22nd to 29th July .....		34.50
31	" Repairs Court House, Placentia .....		3.28
Nov. 4	" Do do .....		14.00
11	" Carpenter work, Court House .....		2.10
13	" Repairs gaol, Twillingate .....		8.40
14	" Do do .....		45.00
17	" P. Fardy, carpenter, Court House, Brigus ..		49.00
"	" Wm. Green do .....		38.06
"	" J. Crosbie do .....		10.40
18	" J. Smith do .....		60.20
"	" Do do .....		17.20
"	" Wm. Horwood do .....		49.20
"	" P. Nowlan, Brigus Court House .....		46.88
21	" Freight, lumber, St. Mary's Court House ..		7.50
22	" J. Tarahan, on account Brigus do ..		21.60
"	" J. Wilcox, orders, repairs Brigus Court House ..		46.83
		Carried forward.....	\$1,037.15

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Court Houses and Gaols, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$1,037.15
Nov. 29	—	To paid J. & W. Stewart, room paper, Court House .....	15.34
30	"	Freight, per <i>Tiger</i> to Trinity do	3.20
Dec. 7	"	W. Grieve & Co., nails, do	3.20
"	"	Ditto paint and nails, Twillingate do	41.40
8	"	J. Wilcox, repairs Brigus Court House	13.90
12	"	J. Peyton, do Twillingate do ..	54.50
"	"	Mason work, kitchen range and boilers for St. John's Gaol .....	38.94
"	"	J. Wilcox, repairs, Brigus Court House	20.60
"	"	J. Peyton, do Twillingate do ...	9.63
"	"	Thomas McGrath, plank, Court House	0.60
30	"	J. & W. Boyd, board, St. Mary's Court House .....	38.00
"	"	Plank and palings do ..	16.67
"	"	Clift, Wood & Co., shingles, Twillingate Court House .....	24.60
"	"	R. Peace & Co., kitchen range, Gaol..	50.00
"	"	P. Hutchins, nails, Court House .....	2.10
"	"	Do do Ferrylard do ....	5.60
"	"	J. & T. Southcott, drain pipes .....	0.94
"	"	T. Burrige, lime for Gaol .....	3.00
"	"	M. Crossman, plumber do .....	7.12
"	"	Wm. McGrath, iron work, Gaol .....	9.90
"	"	Iron Foundry Co., repairing stoves ....	11.50
"	"	J. Strathie, smith work, Harbor Grace	41.00
		Carried forward .....	\$1,448.94

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Court Houses and Gaols, for the year 1871.—(Concluded.)*

1871.

	Brought forward . . . . .	\$1,448.94
Dec. 30—	To paid Charles Parsons, carpenter, Harbor Grace	19.15
“ “	Wm. McGrath, iron work, Court House	8.96
“ “	W. Grieve Co., cloth, Court House Library . . . . .	18.90
“ “	Gamberg, painting . . . . .	2.00
“ “	P. Hutchins, nails for fence . . . . .	19.74
“ “	Painting, Court House and Offices . . . . .	20.32
		\$1,538.01

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, {  
Dec. 31st, 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.*

1871.

Jan.	7.	—To paid Walter Dalton, taking care of grounds, December quarter .....	\$23.08
"	"	Carpenter at fences, omitted Sept. ....	21.20
"	"	Carpenter at Gardener's fence .....	10.00
"	"	Do. do and labor .....	11.20
	13	Stove for Coachman's house .....	25.00
"	"	Bowring Brothers, tape .....	0.20
	14	Carpenter work .....	11.50
"	"	Do do .. .. .	33.00
	19	John Woods, plank .....	3.50
"	"	R. Hanley, papering and painting ser- vants' hall .....	5.60
"	"	Glue, lime, &c .....	4.75
	21	Carpenter work .....	8.95
"	"	McMurdo & Co., carbolic acid .....	2.70
	28	Lime .....	3.20
"	"	Carpenter work .....	8.70
Feb.	4	do do .. .. .	9.10
	11	do do .. .. .	16.70
	18	do do .. .. .	13.00
	21	Glazing and gilding .....	16.00
Mar.	1	Thomas Long, bunting for and making flags .....	66.29
"	"	Carpenter work .....	14.80
	4	do do .. .. .	12.00
"	"	Sawdust .....	1.00
	6	Fishwick's Express, Box .....	5.16
	11	Carpenter work .....	13.96
	16	do do .. .. .	11.00
"	"	do do .. .. .	0.20
	25	do do .. .. .	13.60
	31	J. & W. Boyd, palings .....	72.00
"	"	Pickets .....	2.40
Carried forward .....			\$139.79

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.—(Continued.)*

1871.		Brought forward .....	\$439.79
Mar. 31—	To paid	Carpenter work .....	8.70
"	"	Mason, setting stove .....	9.00
April 5	"	Walter Dalton, quarter's salary, keeper grounds .....	23.07
"	"	Pickets for fence .....	2.40
6	"	Carpenter work .....	9.90
"	"	Wm. McGrath, iron work .....	14.45
"	"	Henry Foster, plumber .....	8.30
12	"	Pickets .....	4.90
15	"	R. O'Dwyer & Co., nails, &c. ....	20.22
"	"	Carpenter work .....	16.07
"	"	Fire clay .....	2.33
22	"	Carpenter work .....	17.50
29	"	Do. do. ....	23.70
May 6	"	Mason and carpenter work. ....	49.55
"	"	R. Hanley, painting, &c. ....	19.20
"	"	Cartage .....	2.40
"	"	Plaster work .....	3.70
"	"	Manure for pleasure ground .....	5.80
8	"	Mrs. Power, washing furniture .....	8.80
13	"	Masons and carpenter work .....	45.20
"	"	Sand .....	7.04
16	"	Paper, billiard room .....	30.00
20	"	Carpenter and labourers .....	35.45
"	"	Andrew O'Keefe on account of area wall .....	20.00
"	"	J. Moore, stone for wall .....	30.00
27	"	Carpenter and labour .....	40.20
"	"	R. Hanley, painting .....	20.00
June 3	"	Mason work .....	48.50
"	"	Carpenters .....	7.20
10	"	Carpenters and masons .....	47.80
"	"	Do. do. ....	34.80
17	"	Do. do. ....	56.40
		Carried forward .....	\$1,112.30

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$1,112.30
June 17	—To	paid R. Hanley, papering and painting .....	28.00
24	"	Do. do. ....	20.00
"	"	Masons and carpenters .....	55.70
"	"	James Moore, stone for wall .....	118.00
"	"	Do. do .....	18.20
"	"	Harvey & Co., bath .....	33.05
"	"	Gear & Co., stove .....	23.00
"	"	Dryer & Greene, flags .....	26.30
"	"	R. Meehan, manure, pleasure ground .....	16.00
"	"	R. Hanley, on account painting .....	20.00
July 1	"	Mason and carpenters .....	54.10
"	"	Masons and carpenters .....	10.80
"	"	Berney & Fitzgibbon, binding .....	5.88
"	"	Foundry Company, brass pin .....	2.65
"	"	A. O'Keefe, balance, area wall .....	52.00
8	"	R. Hanley, painting .....	40.00
"	"	Mason and carpenter work .....	53.00
15	"	R. Hanley, painting .....	32.00
"	"	Mason and carpenters .....	47.35
22	"	Do do .....	55.80
"	"	Do do .....	32.00
"	"	R. Hanley, painting .....	40.00
"	"	R. O'Dwyer, paint, cement, nails, &c. ..	176.60
29	"	Masons and carpenters .....	69.00
"	"	R. Hanley, painting .....	40.00
Aug. 5	"	E. Hayse, setting billiard table .....	10.00
"	"	Carpenters and masons .....	81.40
7	"	R. Hanley, painting .....	40.00
12	"	Mrs. Scott, scrubbing .....	9.10
"	"	Carpenters and masons .....	107.70
"	"	R. Hanley, painting .....	40.00
"	"	Labour, grounds .....	6.40
"	"	Wm. McGrath, iron work .....	50.24
		Carried forward .....	\$2,526.57

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$2,526.57
Aug. 19	To paid	Carpenters and masons .....	94.30
"	"	R. Hanley, painting .....	40.00
25	"	J. Finlay, room paper ..	10.12
26	"	Mason and carpenter work .....	122.70
"	"	F. Harley, plasterer .....	55.40
"	"	R. Hanley, painting .....	40.00
"	"	Labour .....	2.51
"	"	H. Earle, earth closet .....	51.60
28	"	Freight and iron railing .....	10.04
Sept. 2	"	Carpenter and mason work .....	120.65
9	"	Do. do. ....	111.45
"	"	R. Hanley, painting .....	20.00
"	"	Cartage .....	0.70
"	"	F. Harley, setting grates .....	29.40
"	"	Calico for blinds.....	4.60
"	"	F. Harley, cement. ....	5.00
"	"	Motley and Green, wire fencing .....	84.64
16	"	Carpenter and mason work .....	105.48
23	"	Do do ..	70.58
"	"	R. Hanley, painting .....	24.00
30	"	F. Harley, mason work.....	30.80
"	"	Carpenter and mason work.....	46.45
"	"	Hanley, painting .....	24.00
Oct. 3	"	E. Hayse, setting billiard table .....	6.00
"	"	W. & G. Rendell, cements, paints and oil .....	72.45
"	"	R. O'Dwyer, cement, oil, glass, &c....	232.12
"	"	Berney & Fitzgibbon, oil cloth, &c. ..	234.70
7	"	Mason and carpenter work .....	59.80
"	"	R. Hanley, painting .....	24.00
"	"	J. & W. Boylston, plank, &c.....	148.68
		Carried forward .....	\$4,408.74

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.*

1871.

		Brought forward.....	4,408.74
Oct.	10—To paid	John Woods, nails .....	17.26
	14	" Mason and carpenter work .....	73.63
	"	" For sand.....	4.80
	"	" R. Hanley, painting .....	20.00
	21	" Carpenter and mason work .....	46.83
	"	" W. T. Parsons, winding clocks .....	14.50
	"	" J. P. Fox, sand.....	2.10
	"	" W. H. Foster, plumber .....	148.30
	"	" R. Peace & Co., bedroom stove .....	7.00
	28	" Wm. McGrath, iron work .....	113.82
	30	" Carpenter and mason work .....	55.00
	"	" R. Hanley, painting .....	20.00
	"	" Mrs. Power, washing paint work .....	10.80
Nov.	4	" Carpenter and mason work .....	37.70
	"	" R. Hanley, painting .....	20.00
	"	" Do do .....	40.00
	"	" Carpenter and mason work .....	55.05
	19	" Do do .....	8.40
	"	" R. Hanley, painting .....	24.00
	"	" Carpenter work .....	7.20
	26	" Labor .....	10.80
	29	" J. & W. Stewart, room paper .....	84.20
	"	" R. Hanley, painting and papering .....	231.70
	"	" Carpenter and mason work.....	71.00
Dec.	30	" Berney & Fitzgibbon, mats and drugget .....	57.25
	"	" O'Dwyer & Co., glass and cement .....	71.49
	"	" J. & W. Boyd, clapboard and plank ..	28.67
	"	" Iron Foundry Co., boiler and repairs of grates .....	24.70
	"	" Bowring Brothers, door fittings .....	15.14
	"	" H. Foster, plumber work.....	9.60
	"	" Water Company assessment .....	74.80
		Carried forward.....	\$5,814.48



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**Board of Works**


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**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Government House, for the year 1871.—(Concluded.)*

1871.	Brought forward .....	\$5,814.48
Dec. 30—To	paid J. & T. Southcott, mahogany .....	6.18
“	“ G. H. Dearin, varnish .....	6.00
“	“ D. Selater, room paper .....	16.60
“	“ Goodfellow & Co., cement.....	3.70
		<hr/>
		<u>\$5,846.96</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fuel and Light, Colonial Building, for the year 1871.*

1871.

Jan.	13.—To paid	J. Elliott, for lamps .....	\$4.50
	20	“ Billets .....	5.60
Feb.	4	“ Labour at coals .....	1.00
	18	“ Billets .....	3.64
Mar.	6	“ Do. ....	1.92
	8	“ Do. ....	4.25
	11	“ Do. ....	1.08
	18	“ Do. ....	2.85
	25	“ Do. ....	4.00
	31	“ Do. ....	6.00
	“	“ Do. ....	2.05
	“	“ Do. ....	3.00
April	6	“ Do. ....	2.76
	15	“ Do. ....	6.00
	27	“ Do. ....	2.85
	“	“ Do. ....	4.00
	“	“ Do. ....	6.05
May	5	“ Do. ....	4.14
	15	“ Gas Company to 31st March .....	91.36
	30	“ Billets .....	13.15
June	6	“ Coals .....	30.49
	“	“ Gas Company to 30th June .....	23.40
July	8	“ Storing coals .....	8.40
	15	“ Do. do. ....	13.44
	“	“ Theodore Clift, 80 tons coal .....	400.00
Oct.	19	“ Gas Company to 30th September .....	12.32
Nov.	26	“ Storing coals .....	2.40
Dec.	7	“ W. Grieve & Co., firewood ..	4.00
	9	“ Billets .....	11.70
	16	“ Labour at coals .....	1.50
	30	“ Gas Company to date .....	32.29
	“	“ Pinnock & Andrews, gas fitting .....	3.50

Carried forward ..... **\$713.64**

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fuel and Light, Colonial Building, for the year 1871.—(Concluded.)*

1871.

	Brought forward.....	\$713.64
Dec. 30—	To paid S. March & Sons, coals .....	13.30
“	“ J. & R. Kent do .....	10.20
“	“ Billets.....	10.80
		<u>\$747.94</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct.

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st, 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fuel and Light, Custom House, for the year 1871.*

1871.

Jan. 7	—	To paid billets.....	\$5.54
13	"	Do. ....	5.54
31	"	Do. ....	6.85
Feb. 4	"	Do. ....	2.94
Mar. 31	"	Do. ....	5.50
April 6	"	Do. ....	2.60
May 15	"	Gas Company to 31st March.....	11.68
30	"	P. Walsh, billets.....	13.15
June 3	"	Billets .....	5.15
30	"	Gas Company to 30th June.....	4.50
July 22	"	Storing coals .....	9.30
Oct. 19	"	Gas Company to 30th September.....	4.21
"	"	Theodore Clift, 90 tons coal.....	240.00
"	"	Do. 4 tons coals for Marine Office .....	20.80
Dec. 12	"	Billets .....	4.45
30	"	Gas Company to 31st Dec. ....	7.49
"	"	S. March & Sons, coals.....	12.00
			\$361.70

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works. }  
Dec. 31st, 1872. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fuel and Light, Government House, for the year 1871.*

1871.

Feb.	4	—To paid billets.....	\$1.30
"	"	Labour at coals .....	2.70
"	"	Billets .....	1.88
"	"	Do. ....	4.65
	10	Do. ....	2.94
"	"	Do. ....	6.00
	18	Do. ....	3.90
"	"	Do. ....	4.40
	27	Do. ....	5.40
March	6	Do. ....	6.80
	11	Do. ....	2.00
"	"	Cartage .....	0.60
	25	Theodore Clift, 10 tons coal .....	60.00
April	6	Billets .....	2.75
	27	Do. ....	1.00
	29	Cartage, coals.....	1.20
May	15	Gas Company to 31st March.....	169.44
	30	P. Walsh, billets .....	13.20
June	6	Coals ... ..	89.16
	29	Storing coals... ..	24.70
	30	Gas Company to 30th June .....	83.92
Oct.	3	W. & G. Rendell, coals .....	68.20
	19	Gas Company to 30th September .....	64.20
Dec.	16	Labor, removing coals.....	13.50
"	"	J. Woods, 10 tons Anthracite coals .....	134.00
Carried forward .....			<u>\$767.84</u>

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fuel and Light, Government House, for the year 1871.—(Concluded.)*

1871.

	Brought forward .....	\$767.84
Dec. 16—	To paid Theodore Clift, 110 tons Sydney coals....	532.00
“ “	Gas Company to 31st December ... ..	95.70
30 “	Pinnoek & Andrews, gas fittings .....	30.30
		\$1,425.84

**H. RENOUF,**  
*Chairman Board Works.*

**JOHN STUART,**  
*Secretary.*

Examined and found correct,

**RICHARD HOWLEY,**  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs  
and Supplies of Custom House, for the year 1871.*

1871.

Jan. 10	—To paid for brick and sand . . . . .	\$5.52
" "	" R. O'Dwyer & Co., nails and hinges . . . . .	0.80
11	" L. O'Brien & Co., cloth for desks . . . . .	17.90
13	" Nails and hinges . . . . .	0.80
27	" R. Peace & Co., grate . . . . .	24.60
28	" Lime . . . . .	1.20
"	" Labor . . . . .	2.94
March 1	" Carpenter work . . . . .	1.00
31	" P. Hogan, soap, 1870 . . . . .	6.00
April 29	" Carpenter work . . . . .	2.10
"	" J. Gleeson, latch . . . . .	1.00
June 27	" J. McDoitald, labor . . . . .	3.00
30	" Berney & Fitzgibbon, baize, &c. . . . .	3.05
July 8	" J. Gleeson, chain and rope . . . . .	5.00
Aug. 14	" Thomas Haw, mason work . . . . .	120.00
"	" Wm. McGrath, iron work . . . . .	7.65
"	" Soap . . . . .	4.68
Sept. 9	" Painting . . . . .	6.00
Nov. 29	" J. & W. Stewart, carpets . . . . .	92.70
Dec. 16	" Mason work . . . . .	23.20
30	" J. & W. Boyd, board . . . . .	3.81
"	" Wm. McGrath, smith work . . . . .	5.90
"	" Mallowney & Gamberg, painting . . . . .	3.00
		<u>\$541.35</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct.

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Hospital, for the year 1871.*

1871.

Jan.	10	—To paid for roach lime.....	\$1.50
"	"	" R. O'Dwyer & Co., hoop iron.....	2.00
June	3	" Carpenter work.....	11.40
	12	" Do. do.....	7.20
	20	" Berney & Fitzgibbon, paper.....	2.00
July	6	" J. Gleeson, brushes, nails, &c.....	16.22
Aug.	5	" J. Duchemin, pump for Military Hospi- tal.....	27.65
	12	" Wm. McGrath, iron work.....	22.18
Oct.	3	" W. & G. Rendell, board.....	12.50
	"	" R. O'Dwyer & Co., paint and nails....	2.80
	"	" J. & W. Boyd, board.....	7.23
	"	" R. Peace & Co., stoves.....	36.50
Dec.	12	" Setting kitchen range.....	15.22
	"	" P. Hutchins, nails, &c.....	0.60
	"	" J. Gleeson, nails and hinges.....	11.50
			<u>\$176.50</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works. }  
Dec. 31st, 1872. }



## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Fitting up  
Colonial Assembly Room, for the year 1871.*

1871.

Mar.	7	To paid S. Harvey, making desks for House of Assembly . . . . .	\$86.45
"	"	J. & W Boyd, board . . . . .	35.52
"	"	J. Elliott, plumber work . . . . .	5.65
"	"	P. McPherson, chairs . . . . .	17.00
"	"	L. O'Brien & Co., cloth for desks . . . . .	15.29
"	"	W. Grieve & Co., drugget . . . . .	56.85
"	"	Cleansing, &c. . . . .	24.96
Sept.	10	Berney and Fitzgibbon, hinges, curtain fittings, &c . . . . .	72.10
Aug.	3	Do Carpet . . . . .	262.50
"	"	Bennett & Co., room paper . . . . .	115.60
Nov.	4	Carpenter work, alterations, pannelings, &c. . . . .	148.95
"	"	R. Hanley, contract for papering and extra work . . . . .	200.00
			<u>\$1,040.87</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs of Colonial Building and Improving Grounds, &c., for the year 1871.*

1871.

March 1	—	To paid carpenter work, fitting up Assembly and Council Chamber previous to opening of Legislature . . . . .	\$143.69
	"	"	
	"	"	
May 10	"	Cleansing during Session of Assembly . . . . .	58.75
Oct 3	"	Planting trees round Colonial Building . . . . .	148.26
	"	W. & G. Rendell, paints, oil and putty . . . . .	106.70
	"	R. O'Dwyer, nails . . . . .	4.50
	"	F. Harley, plasterer . . . . .	12.70
	"	J. & W. Boyd, board . . . . .	22.67
Dec. 16	"	Clearing snow . . . . .	12.90
	"	Wm. McGrath, smith work . . . . .	15.54
	"	R. Hanley, glazing . . . . .	6.70
	"	P. Hutchins, screws . . . . .	1.65
	31	Water Company, assessment . . . . .	74.80
	"	J. & T. Southcott, mahogany . . . . .	1.10
	"	George Langmead, winding clocks . . . . .	20.00
	"	Muldowney & Gamberg, glazing . . . . .	1.30
	"	J. & W. Boyd, board . . . . .	31.10
	"	S. Knight, board . . . . .	17.34
	"	Mason work . . . . .	38.30
	"	Sawing plank . . . . .	6.30
	"	Attending fires for painters . . . . .	16.20
	"	Carpenter work and labor, cleansing . . . . .	453.63
	"	Iron safe, Board of Works Office . . . . .	12.00
	"	Lindberg, repairing clocks . . . . .	2.50
	"	Wm. McGrath, smith work . . . . .	7.50
	"	Bowring Brothers, putty and glass . . . . .	9.52
		Carried forward . . . . .	\$1,225.65

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Repairs  
of Colonial Building and Improving Grounds, &c., for the  
year 1871.—(Concluded.)*

1871.

	Brought forward .....	\$1,225.65
Dec. 31—	To paid J. Gleeson, nails, &c.....	14.08
“ “	W. Dalton, manure for trees.....	18.00
“ “	Peace & Co., stove and pipes.....	24.85
“ “	Labor, cleansing and carpenter work...	42.69
		\$1,325.27

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct.

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st, 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871.*

1871.

Jan.	7	To paid labor, St. John's East . . . . .	\$8.37
"	"	Theodore Clift, for lumber . . . . .	25.00
10	"	Thomas Berridge, lime . . . . .	1.20
"	"	Candles for watchmen . . . . .	3.97
11	"	James Gleeson, nails, &c. . . . .	11.80
13	"	R. Bradbury, first payment, Portugal Cove wharf . . . . .	12.00
"	"	Bowring Brothers, posts for bridge, South Side . . . . .	20.40
"	"	Do plank for do . . . . .	6.30
"	"	Flags for drains . . . . .	2.40
"	"	Stephen Reddick, repairing bridge, Bay Bulls road . . . . .	1.00
14	"	Labour, St. John's East . . . . .	26.80
"	"	Do. St. John's West . . . . .	17.00
"	"	Do. Job's Cove . . . . .	4.25
19	"	Nails for Gully Bridge, South Shore . . . . .	1.33
"	"	John Sheehan, nails, LaManche bridge . . . . .	6.84
20	"	Candles, watchman, Cathedral sewer . . . . .	1.40
"	"	Labour, St. John's East . . . . .	39.80
"	"	Do. St. John's West . . . . .	22.85
"	"	Fence R. C. Cemetery . . . . .	8.60
"	"	Repairing bridge, Bay Bulls road . . . . .	4.00
28	"	Labour, R. C. Cemetery, fence . . . . .	8.00
"	"	Labour, St. John's East . . . . .	41.60
"	"	Do. St. John's West . . . . .	22.45
"	"	Flags for drains . . . . .	29.20
"	"	Do. do . . . . .	6.85
"	"	Do. do . . . . .	1.20
"	"	Do. do . . . . .	13.60
"	"	Do. do . . . . .	6.00
31	"	Do. do . . . . .	13.60
"	"	Do. do . . . . .	3.50
"	"	Repairing bridge, Brigus . . . . .	1.00
Feb.	3	Flags for drains . . . . .	8.50
Carried forward . . . . .			\$380.81

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$380.81
Feb.	3—To paid	J. Moore, stone for Kings bridge .....	14.17
"	"	Flags for sewers .....	3.30
"	"	Flags for sewers .....	1.60
"	"	Do. do .....	7.15
"	"	Labour, St. John's East .....	45.28
"	"	Do. St. John's West ... ..	46.75
"	"	Repairing R. C. Cemetery fence .....	5.00
"	"	Flags for sewers .....	3.80
"	"	Do. do. ....	4.00
10	"	R. Bradbury, on account contract, Portugal Cove wharf.....	10.00
"	"	J. Doyle, bridges, Belle Isle .....	18.00
"	"	J. Coady, flags for sewers .....	7.10
11	"	J. Tarahan, repairing bridges, Brigus ..	2.45
"	"	Repairing bridge, Harbor Main. ....	1.00
"	"	Clift Wood & Co., lumber .....	8.00
"	"	Kenny, repairing bridge, P. Harbor....	1.68
"	"	R. Skeans, repairing do Belle Isle ....	12.00
18	"	Repairing bridge, Petty Harbor .....	1.00
"	"	Clearing snow, Topsail road .....	1.00
27	"	Cartage to LaManche Bridge.....	1.80
"	"	Repairing Harbor Main Bridge.....	1.00
"	"	Flags for sewers .....	10.80
March 1	"	Clearing snow, Topsail.....	0.50
2	"	N. Nichol, labour, Carbonear.. ..	21.61
"	"	Fencing Fort William Plantation... ..	36.00
"	"	Repairing road, Brigus .....	1.80
"	"	Clift Wood & Co., plank .....	5.80
"	"	Do. do. ....	8.00
4	"	Repairing bridge, Spaniards Bay.....	1.20
13	"	H. W. Seymour, drain pipes .....	6.60
		Carried forward .....	\$669.20

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$669.20
Mar.	13	To paid Repairing bridge, Ferryland .....	5.00
	"	" Cartage powder, Harbor Main .....	1.50
	20	" J. Quigly, clearing snow, Topsail Road .....	4.00
	31	" J. & W. Boyd, plank, &c. ....	25.24
	"	" Wm. Walsh, flags .....	2.00
	"	" E. Brennan, clearing snow, Topsail Road .....	8.00
	"	" G. Makinson, passages laborers to and from Harbor Grace .....	22.70
	"	" G. Carter, clearing snow, Topsail road .....	2.50
	"	" J. Quigly do do .....	3.00
	"	" Labor, Portugal Cove Road .....	20.50
	"	" Do Magotty Cove drain .....	9.00
	"	" Do Waterford Bridge Road. ....	6.00
April	5	" R. O'Dwyer, nails, &c. ....	15.24
	13	" J. Walsh, Placentia, West Shore .....	24.00
	15	" R. O'Dwyer, nails for bridges .....	18.78
	27	" Repairing bridge, Placentia .....	2.40
May	6	" Labor, Bay Bulls Road .....	1.60
	"	" Flags for sewers .....	10.80
	"	" Repairs bridge, Portugal Cove. ....	1.80
	"	" Repairs, Torbay Road .....	0.80
	25	" P. Hogan, for pick handles .....	17.50
	26	" Bradbury, on account contract for Portugal Cove wharf .....	5.00
	"	" J. Elliott, compensation for land in Musgrave Town .....	12.00
	"	" H. Winser, repairing bridges, Ferryland .....	50.00
	30	" Doyle, labor, Pouch Cove Road .....	9.10
June	2	" Repairing bridge, Spaniard's Bay .....	0.50
	"	" Fencing for park .....	8.00
	7	" J. Elliott, compensation for land, Musgrave Town .....	12.00
		Carried forward .....	\$968.16

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Continued.)*

1871.

	Brought forward.....	\$968.16
June 28—	To paid Labor.....	1.70
July 8	“ Do Brigus .....	1.20
10	“ Do Port de Grave.....	1.65
22	“ Do do.....	4.00
“	“ Do do.....	2.00
“	“ J. & W. Boyd, plank for bridges..	23.04
“	“ O’Dwyer & Co., nails for bridges..	4.40
“	“ J. Gleeson, nails and iron do.....	18.54
“	“ P. Walsh, labor, Point Verd .....	12.00
“	“ John Woods, nails for bridges .....	16.05
Aug. 12	“ P. Buckley, iron work.....	4.00
“	“ Labor, Torbay .....	4.50
14	“ Do Bay de Verds.....	4.00
“	“ Do do .....	1.90
“	“ Wm. Blake, nails, picks, &c. ....	15.56
“	“ Wm. McGrath, picks, bolts and iron....	12.56
19	“ Tessier & Co., nails.....	1.26
“	“ R. Bradberry, on account Portugal Cove Wharf .....	1.00
“	“ George Carter, bridge, Topsail.....	1.00
26	“ R. Kelly, drains, Torbay.....	7.00
“	“ Labour, Whiteway’s Bridge .....	6.00
“	“ Do. Salmon Cove do .....	1.30
“	“ Freight, tar, Portugal Cove Wharf ....	1.40
Sept. 12	“ Labour, South Side Harbor Grace ....	28.00
14	“ Do. Bridge, South Shore.....	8.00
“	“ Do. do. Torbay.....	2.40
Oct. 3	“ W. & G. Rendell, plank for bridges...	80.48
	Carried forward .....	\$1,233.10

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Continued.)*

1871.

		Brought forward.....	\$1,233.10
Oct.	3	To paid R. O'Dwyer & Co., nails, &c. ....	15.98
	"	" " Do. do. ....	1.00
	"	" " J. & W. Boyd, plank for bridges.....	14.94
	"	" " Clift, Wood & Co. do. do. . . .	8.59
	25	" " M. Wiltshire, labor, Heart's Delight....	17.51
	"	" " Ditto for bridge.....	44.00
	31	" " W. G. Bradshaw, bridges, S. E. Placentia .....	8.00
Nov.	7	" " St. John's to Pouch Cove, labor .....	75.35
	"	" " Waterford Bridge to Goulds.....	9.75
	"	" " South Side Road .....	37.78
	"	" " Bennett's Mill to Waterford Bridge....	88.42
	9	" " Harbor Breton to Bellorem ..	18.00
	"	" " Placentia to Cape Shore .....	25.10
	"	" " Burin to Garnish.....	19.40
	"	" " King's Cove to Plate Cove.....	63.38
	"	" " Tilton Harbor to Fogo .....	2.04
	"	" " P. Ellard, Torbay .....	4.40
	13	" " Wm. McGrath, gratings, &c. ....	51.84
	25	" " Repairing bridge, Torbay .....	4.80
	"	" " Wm. Hopkins, repairs bridge, Hearts Content .....	10.00
	"	" " Nails .....	1.70
Dec.	1	" " R. Bradbury, balance contract, wharf and hill, Portugal Cove.....	20.00
		Carried forward.....	\$1,775.08



## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Continued.)*

1871.

	Brought forward .....	\$1,775.08
Dec. 1	To paid J. Finlay, repairing Waterford Bridge road.....	4.00
"	" R. Power, iron work for bridges, St. John's East and West ...	51.20
4	" Repairing bridges, Pouch Cove road ..	55.00
"	" Do. do Bauline road . . . . .	11.48
"	" Do. do Cape Spear road ..	12.90
"	" Do. do S. Side St. John's ..	16.00
7	" Do. do Ferryland.....	4.80
"	" Powder for blasting South Side .....	11.68
"	" Repairing bridges, Topsail road .....	4.03
"	" Do. do Bay-de-Verds .....	2.70
"	" Repairing Kings Bridge.....	39.03
"	" Do. do Portugal Cove Wharf	44.00
"	" Do. do Toads Cove Wharf..	42.58
"	" Do. bridge N. E. Arm, Placentia	17.00
16	" Plank, balk, longers and rails, used in repairs bridges.....	168.25
18	" Samuel Knight, balk for Portugal Cove Wharf .....	12.80
21	" R. Bradberry, clearing drains, Fortugal Cove .....	6.00
22	" Repairing bridges, Topsail road.....	1.80
"	" T. Driscoll, painting Mobile bridge .....	2.40
"	" R. Bradberry, labor, Portugal Cove Wharf .....	7.84
	Carried forward .....	<u>\$2,290.57</u>

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of General Repairs of Roads, for the year 1871—(Concluded.)*

1871.

	Brought forward .....	\$2,290.57
Dec. 22—To paid	Wm. Brine, repairing bridge, Torbay ..	6.60
“ “	J. & T. Southcott, paving stones .....	10.00
“ “	Clift, Wood & Co., plank for bridges ..	28.29
		\$2,335.46
	Less received for old plank, &c .....	7.84
		\$2,327.62

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, {  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871.*

1871.

Jan.	7—To paid	P. Walsh, for bog .. . . .	\$11.68
"	"	Mrs. Brine, board of lunatic .. . . .	1.20
"	"	Hurodine, do do .. . . .	1.00
"	"	Martin, do do .. . . .	1.00
"	"	Waggon for lunatic .. . . .	1.00
"	"	Do do .. . . .	0.60
13	"	Mrs. Nowlan, bog .. . . .	23.34
14	"	Mrs. Brine, board, lunatic .. . . .	1.20
"	"	Hurodine, do do .. . . .	1.00
"	"	Martin, do do .. . . .	1.00
"	"	Mrs. Gorman, straw .. . . .	3.44
19	"	Waggon for lunatics .. . . .	3.00
"	"	John Sheehan, tinwork .. . . .	0.75
20	"	Wm. Blake, milk kettle .. . . .	0.70
"	"	Redmond Aylward, potatoes .. . . .	60.00
21	"	Cartage, potatoes .. . . .	6.00
"	"	Mrs. Brine, board, lunatic .. . . .	1.20
"	"	Hurodine do do .. . . .	1.00
"	"	Martin, do do .. . . .	1.00
"	"	Expenses bringing lunatic from Harbor Main .. . . .	5.00
28	"	Gear & Co., for lamp .. . . .	1.20
"	"	Waggon, for lunatic .. . . .	1.00
"	"	Mrs. Brine, board, lunatic .. . . .	1.20
"	"	Hurodine, do do .. . . .	1.00
"	"	Martin, do do .. . . .	1.00
Feb.	3	O'Dwyer & Co. ....	9.15
"	4	Cartage, stores .. . . .	1.50
"	"	Mrs. Brine, board, lunatic .. . . .	1.20
"	"	Hurodine, do do .. . . .	1.00
"	"	Martin, do do .. . . .	1.00
10	"	J. Casey, straw .. . . .	10.94
11	"	Mrs. Brine, board, lunatic .. . . .	1.20
Carried forward .. . . .			\$156.50

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$156.50
Feb. 11—	To paid	Hurodine do. do. ....	1.00
"	"	Martin do. do. ....	1.00
"	"	Doherty do. do. ....	1.00
16	"	Wm. Evans, canvas....	4.80
18	"	Mrs. Nowlan, bog .....	14.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, board, lunatic .....	1.00
"	"	Martin do. do. ....	1.00
"	"	Doherty do. do. ....	1.00
21	"	J. Lindberg, clock .....	6.00
"	"	Dr. Henry Shea, lunatic certificate ..	2.00
25	"	Wm. Barnes, wages .....	19.72
"	"	B. Cowan, cleansing mattresses ..	18.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine do. do. ....	1.00
"	"	Martin do. do. ....	1.00
"	"	Doherty do. do. ....	1.00
"	"	John Casey, straw .....	2.00
March 3	"	Fire wood .....	6.40
4	"	Do do .....	8.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, do do .....	1.00
"	"	Martin, do do .....	1.00
"	"	Doherty, do do .....	1.00
"	"	Waggon for Lunatic .....	1.00
"	"	Cartage .....	0.50
11	"	Cartage .....	0.60
"	"	Mrs. Brine, board, lunatic .....	1.20
		Carried forward .....	\$256.32

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$256.32
Mar.	11	—To paid Hurodine, board, lunatic ... ..	1.00
	"	" " Martin do do .....	1.00
	"	" " Doherty do do .....	1.00
	16	" " L. Fallon, expenses, lunatic from Har- bor Grace .....	11.25
	"	" " P. McBean do do Carbonear .....	10.40
	18	" " Mrs. Brine, board, lunatic .....	1.20
	"	" " Martin do do .....	1.00
	"	" " Hurodine do do .....	1.00
	"	" " Doherty do do .....	1.00
	20	" " Wm. Langon, expenses, lunatic, Fortune Bay .....	18.00
	25	" " J. Flynn, boots and shoes .....	58.80
	"	" " Mrs. Brine, board, lunatic .....	1.20
	"	" " Hurodine do do .....	1.00
	"	" " Martin do do .....	1.00
	"	" " Doherty do do .....	1.00
	"	" " Cartage .....	0.50
	31	" " John Carew, coffins .....	8.40
	"	" " Goodfellow & Co., blankets .....	60.16
	"	" " Graves .....	2.50
	"	" " Do .....	2.00
	"	" " Berney & Fitzgibbon, dry goods .....	248.98
	"	" " Waggon for lunatic .....	1.00
	"	" " Cleansing mattrasses .....	6.00
	"	" " Mrs. Brine, board, lunatic .....	1.20
	"	" " Hurodine, do do .....	1.00
	"	" " Martin, do do .....	1.00
	"	" " Doherty, do do .....	1.00
	"	" " Thomas Mitchell, bread .....	497.25
	"	" " Thomas McConnan, stationery .....	1.30
	"	" " Henry Duder, beef .....	373.42
		Carried forward .....	\$1,571.88

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$1,571.88
Mar.	31	—To paid Robert Cowan, milk.....	126.00
	"	" " Dr. Stabb, servants' wages.....	509.40
	"	" " Mrs. Brine, board, lunatic.....	1.20
	"	" " Hurodine do do.....	1.00
	"	" " Martin do do.....	1.00
	"	" " Doherty do do.....	1.00
	"	" " Waggon for lunatic.....	1.00
	"	" " Wm. Cullen, provisions.....	877.05
	12	" " Expenses, lunatic, Carbonear.....	9.00
	"	" " J. Cooney, kerosene lamps*.....	36.95
	15	" " J. Gleeson, copper wire.....	1.25
	"	" " R. O'Dwyer & Co.....	96.75
	"	" " Wm. Blake, shovels, &c....	7.15
	22	" " Edward Neil, hay.....	22.69
	"	" " P. Murphy, wood.....	3.00
	"	" " Mrs. Brine, board, lunatic.....	1.20
	"	" " Hurodine do do.....	1.00
	"	" " Martin do do.....	1.00
	"	" " Doherty do do.....	1.00
	"	" " Mrs. Brine do do.....	1.20
	"	" " Hurodine do do.....	1.00
	"	" " Martin do do.....	1.00
	"	" " Doherty do do.....	1.00
	27	" " Expenses, lunatic leaving Asylum.....	2.00
	29	" " Waggon hire per lunatic.....	1.00
	"	" " Mrs. Brine, board of lunatic.....	1.20
	"	" " Hurodine, do do.....	1.00
	"	" " Martin, do do.....	1.00
	"	" " Doherty do do.....	1.00
May	1	" " Thomas Flout, wages.....	12.50
		Carried forward .....	\$3,294.42

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$3,294.42
May	6	To paid Mrs. Brine, board, lunatic .....	1.20
	"	" Hurodine, do do .....	1.00
	"	" Martin, do do .....	1.00
	6	" Doherty do do .....	1.00
	13	" Mrs. Brine do do .....	1.20
	"	" Hurodine do do .....	1.00
	"	" Martin, do do .....	1.00
	"	" Doherty do do .....	1.00
	15	" J. Forrestal, boots and shoes .....	60.00
	20	" Waggon per Secretary .....	1.00
	"	" Mrs. Brine, board, lunatic .....	1.20
	"	" Martin, do do .....	1.00
	"	" Doherty do do .....	1.00
	"	" Hurodine, do do .....	1.00
	27	" J. I. Little, expenses, Messervey from Georges Bay .....	40.00
	"	" Cartage .....	1.18
	"	" Hurodine, board, lunatic .....	1.00
	"	" Mrs. Brine, do do .....	1.20
	"	" Martin, do do .....	1.00
	"	" Doherty do do .....	1.00
June	1	" Wm. Scott, brooms .....	12.00
	6	" Expenses lunatic from Carbonear .....	14.20
	"	" R. Aylward, potatoes and oats .....	152.00
	"	" Cartage ... ..	1.50
	"	" Do .....	0.90
	"	" Do .....	1.24
	"	" Hurodine, board lunatic .....	1.00
	"	" Mrs. Brine do do .....	1.20
	"	" Martin do do .....	1.00
	"	" Doherty do do .....	1.00
	10	" Board, lunatic .....	3.00
		Carried forward .....	\$3,602.44

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$3,602.44
June 11—	To	paid cartage, potatoes .....	6.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Doherty do do .....	1.00
"	"	Hurodine do do .....	1.00
"	"	Martin do do .....	1.00
17	"	Carriage for lunatic .....	1.50
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine do do .....	1.00
"	"	Martin do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	John Sheehan, candlesticks .....	2.40
23	"	Potatoes .....	8.10
24	"	Waggon for lunatics .....	2.00
"	"	Do do .....	0.50
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Martin do do .....	1.00
"	"	Hurodine do do .....	1.00
"	"	Doherty do do .....	1.00
30	"	Cartage .....	1.50
"	"	Graves .....	2.00
July 4	"	Waggon per lunatic .....	1.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine do do .....	1.00
"	"	Martin do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	Berney & Fitzgibbon, dry goods .....	288.20
"	"	Theodore Clift, coals .....	13.20
"	"	P. Jordan & Sons, serge, &c. ....	141.38
"	"	Henry Duder, beef .....	437.30
"	"	Robert Cowan, lime and horse hire ...	43.25
"	"	Do do milk .....	129.94
"	"	Thomas Mitchell, bread .....	511.64
		Carried forward .....	\$5,209.15



## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$5,209.15
July	4—To paid	Dr. Stabb, servants' wages, .....	538.48
	"	William Cullen, provisions .....	673.72
	7	H. Duder, short paid on beef, June quarter .....	40.00
	8	Waggon per Chairman .. . . . .	3.00
	"	Mrs. Brine, board, lunatic .....	1.20
	"	Doherty do do .....	1.00
	"	Hurodine do do .....	1.00
	11	Burridge, 20 tons steam coal .....	168.00
	15	Mrs. Brine, board, lunatic .....	1.20
	"	Hurodine do do .....	1.00
	"	Doherty do do .....	1.00
	22	Do do do .. . . . .	1.00
	"	Hurodine do do .....	1.00
	"	Mrs. Brine do do .....	1.20
	"	Matthews do do .....	0.50
	25	John Woods, brooms and chairs .....	15.09
	29	Mrs. Brine, board, lunatic .....	1.20
	"	Hurodine do do .....	1.00
	"	Doherty do do .....	1.00
	"	Matthews do do .....	0.50
Aug.	5	Tallying coals .. . . . .	8.00
	"	Mrs. Brine, board, lunatic .. . . . .	1.00
	"	Doherty do do .....	1.00
	"	Hurodine do do .....	1.00
	"	Matthews do do .....	0.50
	"	Walter Grieve & Co., dry goods . . . . .	188.54
	12	Expenses, lunatic from Brigus .....	6.00
	"	Clift, Wood & Co., potatoes .....	43.50
	"	Fitting up billiard table . . . . .	13.50
	"	Putting in coals .. . . . .	6.60
		Carried forward .....	\$6,930.88

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$6,930.88
Aug. 13	—To paid	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	Wm. Blake, mattocks, scythe, &c. ....	5.49
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Doherty do do .....	1.00
"	"	Hurodine do do .....	1.00
"	"	Tallying coals .....	5.00
26	"	Do do .....	8.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Doherty do do .....	1.00
"	"	Hurodine do do .....	1.00
"	"	Waggon, per Secretary visiting .....	2.00
31	"	Expenses conveying lunatic from Carbonear .....	11.50
Sept. 2	"	Waggon, per lunatic .....	1.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, do do .....	1.00
"	"	Doherty, do do .....	1.00
9	"	Do do do .....	1.00
"	"	Hurodine, do do .....	1.00
"	"	Mrs. Brine, do do .....	1.20
"	"	Storing coals .....	4.50
"	"	Waggon, per lunatic .....	1.00
"	"	Cartage .....	1.50
16	"	Stephen March, 700 tons steam coals ..	1360.00
"	"	Theodore Clift, 30 tons Sydney do ..	144.00
"	"	Waggon, per lunatic .....	1.00
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, do do .....	1.00
"	"	Doherty, do do .....	1.00
		Carried forward .....	\$8,495.07

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$8,495.07
Sept.	23	To paid Doherty, board, lunatic.....	1.00
"	"	Hurodine, do do .....	1.00
"	"	Brine, do do .....	1.20
"	"	Waggon, per lunatic ... ..	0.50
	30	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, do do .....	1.00
"	"	Doherty, do do .....	1.00
Oct.	3	Berney & Fitzgibbon, dry goods....	110.16
"	6	J. Lester, for blubber.....	44.00
"	7	C. Duder, lamps and oil.....	24.24
"	"	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine, do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	M. J. Cooney, lamps and wicks.....	33.74
"	"	P. McPherson, chair and cushion.....	7.20
"	"	Thomas McConnan, stationery .. ..	3.35
"	"	Dr. Stabb, servants wages.....	562.85
"	"	Robert Cowan, milk .....	130.88
"	"	George Hayward, wine .....	38.40
"	"	Henry Duder, beef .....	371.89
"	"	John Carew, coffins.....	5.60
	12	Waggon per Board, visiting .....	2.00
	14	Mrs. Brine, board, lunatic .....	1.20
"	"	Hurodine do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	Byrne do do .....	1.00
	21	Do do do .....	1.00
"	"	Hurodine do do .....	1.00
"	"	Doherty do do .....	1.00
"	"	Brine do do .....	1.20
		Carried forward .....	\$9,847.88

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

	Brought forward .....	\$9,847.88
Oct. 29—	To paid Thomas Mitchell, bread .....	526.50
“ “	“ E. Duder, cloth, &c. ....	98.40
“ “	“ St. Vincent de Paul Society, for hose . .	24.00
“ “	“ Mrs. Brine, board, lunatic .....	1.20
“ “	“ Hurodine do do .....	1.00
“ “	“ Doherty do do .....	1.00
“ “	“ Byrne do do .....	1.00
“ “	“ T. Avery do do .....	1.00
Nov. 3	“ J. Kenna, damage to waggon by lunatic	4.00
4	“ Mrs. Brine, board, lunatic .....	1.20
“	“ Hurodine do do .....	1.00
“	“ Doherty, do do .....	1.00
“	“ Byrne, do do .....	1.00
“	“ Waggon, per board .....	2.00
11	“ Mrs. Brine, board, lunatic .....	1.20
“	“ Hurodine, do do .....	1.00
“	“ Doherty, do do .....	1.00
“	“ Byrne, do do .....	1.00
“	“ Avery, do 2 weeks. ....	2.00
15	“ Wm. Walsh, for straw .....	19.40
20	“ Mrs. Brine, board, lunatic .....	1.20
“	“ Doherty, do do .....	1.00
“	“ Byrne, Avery and Hurodine, board, lunatic .....	3.00
“	“ Waggon per lunatic to Asylum .....	1.00
26	“ Mrs. Brine, Hurodine, Doherty, Byrne and Avery, board, lunatics .....	5.20
“	“ J. & W. Pitts, homespun .....	134.00
“	“ Do carrots .....	10.50
	Carried forward .....	\$10,693.68

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

		Brought forward.....	\$10,693.68
Nov. 26—	To paid	T. Bryan, turnips.....	38.00
Dec. 1	"	James Allen, 2 months wages.....	23.34
2	"	Mrs. Brine, Hurodine, Doherty, Byrne and Avery, board, lunatics.....	6.20
9	"	Waggon for lunatics.....	1.50
"	"	Mrs. Brine, Hurodine, Doherty, Avery and Byrne, board, lunatics.....	5.20
15	"	Waggon and expenses lunatic to Harbor Grace.....	3.00
"	"	Expenses; lunatic, from Fermeuse.....	12.00
16	"	Mrs. Brine, Doherty, Hurodine and Byrne, board, lunatics.....	4.20
"	"	Sleigh for lunatic to Asylum.....	1.00
"	"	Tallying coals ... ..	3.00
"	"	John Woods, anthracite coal.....	145.34
20	"	J. J. Dearin, engine oil.....	3.10
"	"	W. Gyles, passage lunatic from Carbo- near.....	2.00
"	"	P. D. White, for brooms.....	18.00
"	"	Mrs. Brine, Hurodine, Doherty, Byrne and Avery, board, lunatics....	6.20
27	"	Berney & Fitzgibbon, rugs, blankets and dry goods, &c.....	383.32
30	"	Clift, Wood & Co., oats and board....	28.90
"	"	R. Hanley, snuff.....	14.40
"	"	Wm. Cullen, provisions and groceries for September quarter.....	791.04
"	"	George Dearin, seeds.....	11.75
		Carried forward.....	\$12,195.17

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**Board of Works.**


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**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871—(Continued.)*

1871.

	Brought forward . . . . .	\$12,195.17
Dec. 30—	To paid Robert Cowan, milk and potatoes . . . . .	132.05
“	“ Thomas Mitchell, bread . . . . .	526.50
“	“ Dr. Stabb, servants' wages . . . . .	543.55
“	“ Thomas McGrath, waggon repair . . . . .	2.40
“	“ George Gear, repairing boiler . . . . .	3.50
“	“ E. Duder, calico, &c. . . . .	62.98
“	“ Wm. Hogan, repairs harness . . . . .	11.95
“	“ Geo. Hayward, wine and brandy . . . . .	14.40
“	“ Thomas McConnan, stationery . . . . .	4.95
“	“ P. Jordan, sheeting, canvas, &c. . . . .	41.69
“	“ Henry Duder, beef . . . . .	345.15
“	“ Wm. Cullen, groceries . . . . .	785.49
“	“ McMurdo & Co., water proof sheets . . . . .	31.69
“	“ John Sheehan, kettles and pans . . . . .	14.40
“	“ Dr. Stabb, annual allowance . . . . .	115.38
“	“ Do petty disbursements . . . . .	11.30
“	“ Mrs. Philmore, crockery . . . . .	23.50
“	“ Mrs. Mallowney do . . . . .	48.18
“	“ W. Grieve & Co., serge and winsey . . . . .	136.90
“	“ M. Cooney, crockery . . . . .	2.60
“	“ Wm. Maher, smith work . . . . .	2.80
	Carried forward . . . . .	\$15,056.53

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Lunatic Asylum, for the year 1871.—(Concluded.)*

1871.

	Brought forward . . . . .	\$15,056.53
Dec. 30—	To paid Wages, servants, attending lunatics, Poor Asylum . . . . .	364.88
“ “	“ Paid for hog . . . . .	9.96
		<hr/>
		<b>\$15,431.37</b>

**H. RENOUF,**  
*Chairman Board Works.*

**JOHN STUART,**  
*Secretary.*

Examined and found correct,

**RICHARD HOWLEY,**  
*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871.*

1871.

Jan.	11	—To paid J. Wilcox, blankets, Brigus .....	\$8.20
	13	“ J. Butler, diet of prisoners, Brigus .....	2.76
	“	“ Expenses Court House, Bonavista .....	8.34
	19	“ John Sheehan, tin pans, Twillingate Court House and Gaol .....	2.55
	20	“ Wm. Blake, glass and putty, Ferryland Court House .....	4.84
	21	“ Blacksmith, Burin .....	3.60
	“	“ Wm. Murphy, labor, Court House, St. John's .....	10.80
	“	“ C. Granger, diet of prisoners, Trinity ..	8.25
	“	“ J. Garvey, do do Harbor Breton .....	12.78
	27	“ M. Fennell, diet of prisoners, Bonavista ..	3.03
	“	“ Cleaning Court House, do ..	5.00
Feb.	4	“ Clearing snow .....	2.50
	11	“ J. B. Wood, Harbor Grace .....	3.45
	“	“ F. Geary, expenses, Ferryland Court House .....	3.00
	21	“ Short paid, D. Green, Harbor Grace Court House ..	0.91
	22	“ Wm. Murphy, labor, St. John's Court House .....	10.80
March	1	“ Mrs. Tapper, billets .....	5.40
	4	“ Mrs. Walsh, cleansing Court House .....	7.50
	“	“ Billets for Court House and offices .....	4.00
	6	“ N. Fidel, clearing snow, Court House ..	4.75
	“	“ Billets for Court House .....	6.40
	“	“ Do do .....	4.00
	“	“ Do do .....	1.25
	8	“ Do do .....	2.50
	“	“ Carpenter work .....	8.00
		Carried forward .....	\$134.61



## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$134.61
Mar.	16—	To paid Owen & Earle, coals, Twillingate .....	22.00
	18	“ Billets for Court House .....	6.40
	“	“ Clearing snow do .....	5.00
	“	“ Do do do .....	1.00
	25	“ Wm. Murphy, labor, Court House .....	10.80
	“	“ Cartage .....	0.50
	“	“ Clearing snow .....	0.75
	“	“ Thomas Cuddihy, leather for Gaol .....	66.24
	“	“ Industrial Society, clothing .....	120.34
	“	“ Wm. Kitchin, leather for Gaol .....	26.38
	“	“ P. Coonan, bread .....	1.80
	“	“ J. F. Chisholm, stationery .....	1.96
	“	“ J. Fitzgerald, beef for Gaol .....	7.78
	31	“ James Gleeson, lamp for Gaol .....	2.10
	“	“ James Whelan, Gaol barber .....	14.00
	“	“ E. Sinnott, Gaol washing .....	26.19
	“	“ T. W. Spry, provisions, Gaol .....	83.09
	“	“ J. Rice, Twillingate, expenses diet .....	5.20
	“	“ Do do diet prisoners .....	3.38
	“	“ Billets, Court House .....	3.00
	“	“ Cartage .....	0.50
	“	“ Mrs. Molloy, diet, Lock-up .....	78.62
April	6	“ Clearing snow .....	1.00
	“	“ J. Murphy, diet prison, Burin .....	25.15
	“	“ David Rodgers, diet prisoners, Harbor Grace .....	99.60
	“	“ Do incidentals .....	8.40
	“	“ Do wages, Gaol servant .....	63.47
	“	“ Do do female do .....	8.00
	“	“ M. Murphy, washing do .....	12.18
		Carried forward .....	\$839.44

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$839.44
April	6	To paid George Makinson, coals .....	8.30
	"	" David Rodgers, diet, sick prisoners ....	23.70
	13	" Diet of prisoners, Brigus .....	2.34
	15	" Coal scuttles, Court House .....	11.40
	19	" Billets, Court House .....	2.05
	"	" Wm. Murphy, laborer, Court House .....	10.80
	"	" Wm. Walsh, wood .....	3.60
	"	" Cleansing Court House .....	2.60
	27	" M. Fenelon, stationery, Sheriff .....	2.88
	"	" Candles, oil, &c., Harbor Breton .....	11.14
	29	" Gas Company, Lock-up, Harbor Grace .....	9.20
May	1	" Billets for Court House .....	2.40
	2	" F. Geary, cleansing Court House, Ferryland, and lighting fires to 31st March .....	3.00
	6	" Billets for Court House .....	7.85
	15	" Gas Company, Court House, to 31st March .....	31.90
	"	" W. Coen, coal allowance, Magistrate's Office, Grand Bank .....	16.00
	20	" Mrs. Walsh, cleansing Court House .....	3.40
	23	" Wm. Murphy, labour, Court House .....	10.80
	30	" Billets for Court House .....	13.15
June	3	" Do do .....	5.98
	7	" Gratuity to Mary Hunt, Matron Gaol ..	20.00
	15	" J. Saint, coals, Bonavista .....	31.70
	17	" Carpenter work .....	1.20
	19	" Repairing desk, Harbor Grace .....	1.00
	"	" John Sheehan, tinware for Gaol .....	33.36
	20	" Washing blankets, Bonavista Gaol .....	3.00
		Carried forward .....	\$1,112.19

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871.—(Continued.)*

1871.

		Brought forward . . . . .	\$1,112.19
June 20—	To paid	Expenses prisoners, Bonavista . . . . .	7.65
21	“	Washing blankets, Greenspond Gaol . . .	1.60
23	“	Wm. Murphy, labour, Court House . . .	10.80
24	“	Mrs. Walsh, cleansing Court House and Offices . . . . .	6.40
“	“	Thomas Cuddihy, leather for Gaol . . . . .	14.76
“	“	Wm. Kitchin do do . . . . .	5.42
“	“	E. Redmond, yarn . . . . .	16.80
“	“	E. Sinnott, Gaol washing . . . . .	29.19
“	“	J. F. Chisholm, stationery . . . . .	1.00
“	“	J. Phelan, Gaol barber . . . . .	14.00
“	“	W. Grieve & Co., rope for mats . . . . .	19.04
“	“	T. W. Spry, provisions for Gaol . . . . .	147.82
“	“	John Fitzgerald, beef do . . . . .	13.45
“	“	David Rodgers, diet prisoners, Harbor Grace . . . . .	87.27
“	“	Do for Gaol servant . . . . .	63.47
“	“	Do for female attendant . . . . .	8.00
“	“	Do sweeping chimnies . . . . .	6.40
“	“	Margaret Murphy, washing, Harbor Grace Gaol . . . . .	13.12
“	“	D. Green, supplies, Harbor Grace Gaol to 31st March . . . . .	40.75
“	“	Do do do to 30th June . . . . .	35.07
“	“	Michael Fennell, expenses, Bonavista, 20th June . . . . .	4.37
“	“	Berney and Fitzgibbon, blankets, Har- bor Briton . . . . .	20.80
“	“	Mrs. Molloy, diet, Lock-up, St. John's . .	69.40
“	“	Gas Company to 30th June . . . . .	12.60
		Carried forward . . . . .	\$1,761.37

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

		Brought forward.....	\$1,761.37
July	5—	To paid J. Shaw, Turnkey, Gaol, short paid on wages June quarter.....	7.25
	13	“ Dr. Bradshaw, coals, Placentia.....	18.40
	15	“ Cleansing Court House.....	3.20
	21	“ M. Fennell, cleansing Bonavista Court House.....	16.20
	22	“ Storing coals, Court House.....	20.40
	25	“ Wm. Murphy, labor, Court House.....	10.80
	31	“ Caplin for Gaol ground.....	20.50
Aug.	5	“ Coals, Harbor Grace.....	2.50
	“	“ Theodore Clift, 90 tons coals.....	450.00
	14	“ W. Donnelly, coal, Harbor Grace Court House.....	206.20
	“	“ Coals for Greenspond.....	7.69
	“	“ Charles Granger, expenses, Trinity, to 20th June.....	4.37
	“	“ Carpenter work.....	2.00
	“	“ M. Fennell, expenses, Bonavista.....	4.00
	“	“ Diet, prisoners, do.....	16.20
	“	“ James Rice, cleansing Court House, Twillingate.....	4.00
	“	“ Do diet, prisoner.....	0.45
	“	“ Do do to 31st March, 1871.....	4.20
	“	“ Cleansing Court House and Gaol, Twillingate.....	3.38
	“	“ Do do to 30th June.....	4.73
	“	“ Diet, prisoners do.....	11.97
	19	“ F. Geary, cleansing and firewood for Court House and Gaol, Ferryland ..	4.50
	25	“ Wm. Murphy, labor, Court House.....	10.80
	“	“ Mrs. Walsh, cleansing Court House.....	2.00
		Carried forward.....	\$2,597.11

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871.—(Continued.)*

1871.

		Brought forward .....	\$2,597.11
Sept.	1—	To paid Mrs. Oke, Matron, 2 months wages to 30th June, at \$200 per annum .....	33.34
	11	“ J. Harvey, diet, prisoners, Harbor Breton .....	31.91
	“	“ Do cleansing Court House, do .....	4.00
	16	“ Labor, do do .....	1.80
	23	“ Wm. Murphy, labor, Court House.....	10.80
	25	“ J. Moran, coals, Burin .....	43.20
Oct.	5	“ J. Shaw, short paid on wages as Gaol turnkey, 30th Sept. ....	7.25
	7	“ S. Collins, cleansing Court House, Placentia .....	4.00
	10	“ Gas Co., Harbor Grace Police Office ..	10.00
	“	“ J. Murphy, expenses of prisoners, Burin ..	25.35
	“	“ Pinnock & Andrews, boiler for Gaol....	8.00
	“	“ Michl. Connors, beef for Gaol ... ..	13.28
	“	“ James Whelan, Gaol barber ... ..	14.00
	“	“ E. Sinnott, Gaol washing .....	30.71
	“	“ T. W. Spry, provisions, Gaol .....	120.22
	“	“ Mrs. Molloy, diet of prisoners, Lock-up ..	66.10
	17	“ D. Candow, coals, Bonavista.....	44.00
	18	“ Diet, prisoners, Brigus .....	1.85
	19	“ Gas Company, Court House to 30th September .....	8.10
	21	“ Cleansing Court House and Offices ....	7.20
	“	“ D. Rodgers, diet, prisoners Harbor Grace ..	81.28
	“	“ Do do sick do .....	3.60
	“	“ Mrs. Cotter, washing do .....	11.38
	“	“ D. Greene, supplies do .....	26.15
	“	“ D. Rodgers, allowance to Gaol servant ..	63.47
	“	“ Do wages, female do .....	8.00
		Carried forward .....	\$3,276.10

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

	Brought forward.....	\$3,276.10
Oct. 21—	To paid Cleansing Court House and Gaol .. .	6.00
“ “	Charles Granger, diet prisoners, Trinity .. .	3.70
“ “	Thomas Cuddihy, leather for Gaol work .. .	12.62
“ “	Theodore Clift, 50 tons coal for Gaol .. .	240.00
“ “	M. Fennell, coals and candles for Bonavista Gaol.....	31.20
26	“ Freight, coals to St. Mary's.....	7.00
28	“ Coals, Court House, Greenspond.....	21.60
“	“ Cleansing Court House, Placentia .. .	4.00
30	“ Wm. Murphy, labour Court House .. .	13.00
“	“ Billets, do .. .	2.00
Nov. 2	“ J. L. Mews, coal allowance .. .	16.00
3	“ Coals for Brigus Court House .. .	21.95
10	“ Do for Harbor Briton.....	47.62
“	“ Soap, &c., for do .. .	2.50
“	“ Diet, prisoners do .. .	9.36
16	“ Coals, Police Office, Harbor Grace .. .	3.00
18	“ Coals, Brigus Court House .. .	15.00
“	“ Billets for Court House .. .	18.60
23	“ Wm. Murphy, labor do .. .	13.00
“	“ F. Geary, cleansing Court House, Ferryland .. .	4.00
29	“ J. Rorke, coals, Court House, Carbonear .. .	66.00
“	“ W. Grieve & Co., blankets, Trinity Gaol .. .	18.00
Dec. 1	“ J. Murphy, diet prisoners, Burin, and cleansing Court House and Gaol .. .	24.31
	Carried forward.....	\$3,876.56

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

Brought forward . . . . . \$3,876.56

Dec.	7—	To paid W. Grieve & Co., coals, Trinity Court House . . . . .	43.20
"	"	Cleansing Court House, St. John's . . . . .	2.80
"	"	Freight, coals, Magistrate's Office, Ferryland . . . . .	5.30
9	"	J. Tarahan, blankets, Brigus Gaol . . . . .	8.40
"	"	Billets, Court House . . . . .	8.05
"	"	Cleansing Court House . . . . .	0.60
15	"	J. Rice, coals and candles, Twillingate . . . . .	52.39
16	"	Baine, Johnston & Co., coir rope for prisoners' work, Gaol . . . . .	15.95
"	"	Clearing snow, Court House . . . . .	2.10
18	"	Theodore Clift, coals, St. Mary's . . . . .	39.90
23	"	Wm. Murphy, labor, Court House . . . . .	13.00
26	"	C. Duder, linseed oil, do . . . . .	1.60
"	"	Repairing desks, do . . . . .	4.45
"	"	Clearing snow, do . . . . .	1.25
27	"	Berney and Fitzgibbon, rugs for Gaol . . . . .	64.29
30	"	General Water Co., assessment . . . . .	94.80
"	"	Wm. Daymond, repairing chairs . . . . .	3.25
"	"	P. Jordan & Sons, towels, Court House . . . . .	11.60
"	"	J. Sheehan, slop pails for Gaol . . . . .	24.90
"	"	Do pipe for Court House . . . . .	3.40
"	"	St. John's Gas Company to 31st Dec . . . . .	35.70

Carried forward . . . . . \$4,313.49

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871—(Continued.)*

1871.

	Brought forward .....	\$4,313.49
Dec. 30—	To paid Wm. McGrath, smith work .....	3.10
“ “	“ Pinnock & Andrews, gas fitters, Lock-up .....	3.10
“ “	“ Do Court House .....	8.39
“ “	“ E. Sinnott, Gaol washing .....	35.60
“ “	“ T. W. Spry, Gaol, provisions .....	184.95
“ “	“ J. Phelan, Gaol barber .....	14.00
“ “	“ Pinnock & Andrews, tinwork, Gaol .....	11.55
“ “	“ P. Jordan & Sons, blankets, do .....	135.55
“ “	“ M. Connors, beef for Gaol .....	22.35
“ “	“ E. Redmond, wool for Gaol work .....	3.20
“ “	“ John Murphy, expenses, prisoners, Burin .....	4.60
“ “	“ D. Rodgers, diet, prisoners, Harbor Grace .....	134.75
“ “	“ Do allowance for Gaol servants .....	63.47
“ “	“ Do do female servant .....	8.00
“ “	“ Do sweeping chimnies .....	6.00
“ “	“ Do removing night soil .....	5.75
“ “	“ L. Cotter, washing, Gaol, Harbor Grace .....	10.87
“ “	“ D. Green, supplies do .....	97.22
“ “	“ J. Rice, expenses, Twillingate to 30th Sept. ....	4.44
“ “	“ G. Langmead, clock, Police Office .....	5.00
“ “	“ J. & R. Kent, coals, Ferryland Court House .....	75 60
	Carried forward .....	\$5,150.98



**Board of Works.**

**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Ordinary Expenses of Court Houses and Gaols, for the year 1871.—(Concluded.)*

1871.			
	Brought forward.....		\$5,150.98
Dec. 30—	To paid E. MULLOWNEY, chamber ware, &c., Court House .....		4.10
" "	" " Mrs. MOLLOY, diet, prisoners, Lock-up ..		43.42
" "	" " Mrs. MURPHY, do do do ..		41.96
			<hr/>
			\$5,240.46
	Less overcharge upon coals... ..		17.90
			<hr/>
			<u>\$5,222.56</u>

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Imperial Buildings, for the year 1871.*

1871.

Jan. 7	—	To paid labor, coals to Signal Hill .....	\$4.25
"	"	Theodore Clift, coal, do .....	15.60
10	"	S. March, do Fort Townsend and Fort William. ....	26.40
21	"	Carpenter work, Fort Townsend .....	9.50
Feb. 11	"	Cartage for Museum .....	2.14
"	"	Labor .....	1.80
"	"	Do Commissariat fence .....	0.80
18	"	Do do " .....	22.90
21	"	S. Hayden, glazing .....	1.86
March 1	"	Repairing Commissariat fence .....	20.63
"	"	Do Fort Townsend ....	1.00
"	"	F. Denman, on account wages of Keeper Chain Rock Battery ....	10.00
4	"	Repairing Commissariat fence ....	15.60
"	"	Labor, Engineer House and Fort Wil- liam .....	8.00
"	"	Plank for Commissariat fence....	5.04
25	"	Theodore Clift, coals, Fort William and Fort Townshend . ....	33.80
"	"	Repairs Queen's Wharf, Fort William, Ordnance House, and Engineer House	18.90
31	"	J. & W. Boyd, lumber, Commissariat fence .....	44.44
"	"	Shingles .....	16.80
"	"	Carpenter work, Queen's Wharf, Engi- neer House, and Commissariat House	47.05
April 5	"	R. Knight, lumber, Commissariat fence	5.88
"	"	R. Hanley, papering Commissariat House	20.00
"	"	Carpenter, Commissariat House and George's Hospital .....	17.90
"	"	Sweeping chimnies .....	4.25
"	"	Whitewashing Barracks ....	24.80
Carried forward.....			\$379.34

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Imperial Buildings, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$379.34
April 5	To paid	Wm. McGrath, smith work .....	7.12
"	"	W. Grieve & Co., paper, Commissariat House .....	13.32
15	"	R. Hanley, papering Commissariat House .....	16.00
"	"	Wm. Hammond, labor do .....	8.00
"	"	Muldowney & Gamberg, painting Engineer House .....	20.00
"	"	Carpenter, Commissariat and Engineer House .....	24.60
"	"	Cartage .....	1.00
"	"	James Gleeson, nails .....	3.65
"	"	R. O'Dwyer, do .....	20.20
22	"	Repairing Guard Room .....	16.25
"	"	Do Commissariat House .....	10.80
"	"	Do Engineer House .....	26.60
"	"	Do Small Pox Hospital .....	8.80
"	"	M. Deady, cartage .....	4.00
29	"	Pickets .....	3.75
"	"	R. Hanley, balance, painting Commissariat .....	51.70
"	"	Labor, Small Pox Hospital. ....	19.10
"	"	Do Engineer House .....	16.90
"	"	Do Queen's Wharf .....	6.30
May 1	"	J. Henneberry, taking care Quidi Vidi Battery, 1st May .....	20.00
"	"	Pickets .....	1.40
5	"	Do .....	2.00
6	"	Muldowney & Gamberg, painting and papering Engineer House .....	103.60
"	"	Labor, Commissariat and Queen's Wharf .....	10.80
		Carried forward .....	\$795.23

### Board of Works.

#### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Improvements in Buildings, for the year 1871—(Continued.)*

1871.

	Brought forward .....	\$7
May 6	To paid labor, Museum .....	
"	" " Do Signal Hill buildings .....	
"	" " Do Engineer House .....	
12	" " Pickets, Fort Townshend .....	
13	" " T. Desmond, keeper Chain Rock Battery to 1st May .....	
"	" " Repairs Commissariat, Engineer House and Queen's wharf .....	
"	" " Fitting up Museum .....	
"	" " Queen's Wharf House .....	
"	" " Labor, Barracks, Signal Hill .....	
"	" " Pump for Engineer House .....	
"	" " Pickets, Fort Townshend, and painting J. Whelan, wages, in charge of Waldegrave Battery .....	
27	" " Labor, Fort Townshend .....	
"	" " Fitting up Museum .....	
"	" " Repairs, Military Hospital .....	
"	" " Labor, Commissariat .....	
"	" " Do and painting Fort Townshend .....	
"	" " Mason work Military Hospital .....	
"	" " Painting and fitting up Shipping Master's Office .....	
"	" " Alterations and repairs, Military Hospital .....	1
"	" " Repairs and alterations, Fort Townsend Barracks .....	1
"	" " Carpenter work and painting, Museum, Engineer House, and sinking well ..	
July 29	" " Carpenter work and fittings for Museum .....	
	Carried forward .....	\$1,5

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Imperial Buildings, for the year 1871—(Continued.)*

1871.

		Brought forward .....	\$1,550.72
July 29	To	paid carpenter work, Fort Townshend, and furnishing for Police Barracks.....	378.65
"	"	Carpenter work and board for Commissariat fence .....	24.98
"	"	Carpenter work, Shipping Office .....	8.40
"	"	Do do, papering and painting Commissariat House.....	82.10
Oct. 10	"	Carpenter work, room paper, board and stove fittings for Fort Townshend and Fort William .....	277.53
Nov. 29	"	Carpenter work, Signal Hill Barracks....	19.95
"	"	Do do and fitting up Museum .....	63.57
"	"	Shipping Office, Queen's Wharf .....	8.81
"	"	Scantling and timber, plank, &c., repairing Fort Townshend and Fort William .....	140.00
"	"	Plank for fence, Commissariat Department.....	160.00
Dec. 18	"	Theodore Clift, 2 tons coal, Signal Hill buildings.....	11.80
"	"	Labor, Fort Townshend and Fort William .....	13.70
"	"	Wm. McGrath, smithwork, Fort Townshend and Fort William.....	4.08
"	"	T. Burridge, mason work, Fort Townshend .....	44.02
"	"	E. Stabb, brick and cement do .....	2.80
"	"	J. Steer, room paper, Museum .....	7.66
"	"	P. Hutchins, stretchers, &c., Fort Townshend.....	34.90
"	"	Bowring, Brothers, cupboard locks do .....	0.64
		Carried forward .....	\$2,834.31

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Imperial Buildings, for the year 1871.—(Concluded.)*

1871.

	Brought forward .....	\$2,834.31
Dec. 30—	To paid Water Company, assessment Fort William .....	20.00
“ “	“ Do do Fort Townshend .....	32.00
“ “	“ S. March, coals do .....	6.60
“ “	“ J. J. Dearin, paint do .....	1.60
		\$2,894.51

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

**Board of Works.**

**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Insurance  
Public Buildings, for the year 1871.*

1871.

Jan. 27—Phoenix Fire Co., £800 for 12 months, on Commissariat House and Offices .....	24.00
Commercial Insurance Co., £800 for 12 months on Engineer House, and £200 on Mrs. Carrington's House .. .. .	30.00
Queen Insurance Co., £1,000 on Ordnance House and Offices, 12 months.....	35.00
July 26—Premium Insurance in the following Offices, for 12 months from date:	

**NORTHERN.**

Per A. O. Hayward.

**BUILDINGS.**

	AMOUNT.		
		Per cent.	
Gaol .....	£960	10s.	19.20
Poor Asylum.....	780	20s.	31.20
Lunatic Asylum.....	1080	10s.	21.60
Colonial Building .....	600	10s.	12.00
Factory.....	480	25s.	24.00
			\$108.00

**N. B. MERCANTILE.**

Per A. Shea.

Court House.....	£600	10s.	12.00
Custom House .....	600	10s.	12.00
Colonial Building.....	1200	10s.	24.00
Government House.....	1440	10s.	28.80
Gaol .....	1260	10s.	25.20
Lunatic Asylum .....	1740	10s.	34.80
Poor Asylum .....	780	10s.	31.20
			168.00

Carried forward .....

\$365.00

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Insurance  
Public Buildings, for the year 1871.—(Continued.)*

Brought forward ..... \$365.00

## LIVERPOOL AND LONDON.

## Per Bowring Brothers.

	AMOUNT.		
		Per Cent.	
Custom House .....	£600	10s.	12.00
Colonial Building .....	1200	10s.	24.00
Government House .....	960	10s.	19.20
Lunatic Asylum .....	1740	10s.	34.80
Gaol .....	1440	10s.	28.80
			118.80

## QUEEN INSURANCE COMPANY.

## Per H. J. Tobin.

Lunatic Asylum ..	2400	10s.	48.00
Gaol .....	1200	10s.	24.00
Colonial Building ..	1200	10s.	24.00
Custom House .....	600	10s.	12.00
Government House .....	240	10s.	4.80
Colonial Building Store .....	600	25s.	30.00
Poor Asylum .....	780	20s.	31.20
			174.00
Ordnance House .....	500		
Forge, Ordnance Yard .....	100		
Bake House .....	100		
Brick Store .....	200		
Work Shop .....	75		
Wooden Shed .....	25		
	1000	17s. 6d.	35.00

Less Premium for 6 months on cancelled  
Policy ..... 17.50 17.5

Carried forward ..... \$675.5



## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Insurance  
Public Buildings, for the year 1871.—(Continued.)*

1871. Brought forward . . . . . \$675.30

ALLIANCE.		AMOUNT.		
Per F. J. Wyatt.			Per Cent.	
Government House . . . . .	£1920	10s.	\$38.40	
Colonial Building . . . . .	1800	10s.	36.00	
Custom House . . . . .	600	10s.	12.00	
Court House . . . . .	600	10s.	12.00	
Gaol . . . . .	1440	10s.	28.80	
				127.20
COMMERCIAL UNION.				
Per E. Stabb.				
Poor Asylum . . . . .	1200	20s.	48.00	
Lunatic Asylum . . . . .	1200	10s.	24.00	
				72.00
Engineer House . . . . .	800	15s.	24.00	
Carrington's House . . . . .	200	15s.	6.00	
				30.00
Less return Premium for 6 months for cancelled Policy . . . . .			15.00	
				15.00
PHENIX INSURANCE COMPANY.				
Per W. & G. Rendell.				
Government House . . . . .	1920	10s.	38.40	
Colonial Building . . . . .	1800	10s.	36.00	
Court House . . . . .	1800	10s.	36.00	
Custom House . . . . .	600	10s.	12.00	
				122.40
Carried forward . . . . .				\$1,011.90

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Insurance  
Public Buildings, for the year 1871.—(Concluded.)*

1871.            Brought forward .....            \$1,011.90

		AMOUNT		
<b>PHOENIX INSURANCE COMPANY.</b>				
Per W. & G. Rendell.				
Commissariat House and Offices.....		£800	5s	\$24.00
Less return Premium for 6 months on cancelled Po- licy .....				12.00
				12.00
<b>ROYAL INSURANCE COMPANY.</b>				
Per Job Brothers & Co.				
Gaol .....	1440	10s.		28.80
Colonial Building .....	1800	10s.		36.00
Government House .....	1920	10s.		38.40
Court House .....	1800	10s.		36.00
Custom House .....	600	10s.		12.00
Poor Asylum .....	780	20s.		31.20
				182.40
				<b>\$1,206.30</b>

**H. RENOUF,**  
*Chairman Board Works.*  
**JOHN STUART,**  
*Secretary.*

Examined and found correct,

**RICHARD HOWLEY,**  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Contingen-  
cies of said Board, for the year 1871.*

1871.

Jan.	7—To paid	Errand Boy for services .....	1.00
"	"	Waggon, per Secretary .....	2.00
"	"	Gear & Co., cash box for office .....	2.60
	13	H. H. Stabb, Customs' Entries .....	4.80
"	"	R. Holden, drawing contracts .....	8.00
	14	<i>Patriot</i> newspaper .....	2.58
April	6	Do do .....	1.25
	22	Cartage, books .....	0.40
	27	M. Fenelon, stationery .....	8.36
"	"	T. McConnan, do .....	12.00
May	6	Measuring tape .....	0.50
	27	Expenses Inspector visiting .....	1.50
June	3	Do do .....	0.70
	10	Board, visiting Institutions .....	1.50
	17	Waggon, per Secretary .....	4.00
July	1	<i>Patriot</i> newspaper .....	1.25
	18	M. Fenelon, stationery .....	28.00
	22	Waggon, per Secretary on service .....	4.40
"	"	<i>Courier</i> Office, advertising .....	21.68
"	"	Do do printed forms .....	65.00
	29	<i>Patriot</i> newspaper .....	3.50
Aug.	5	Waggon, per Secretary .....	1.00
"	"	Postages .....	0.60
	12	Do .....	2.50
	19	Waggon and expenses, Portugal Cove .....	6.50
Sept.	2	Postages and stamps .....	17.68
	30	Waggon, per messages .....	2.50
Oct.	7	<i>Patriot</i> newspaper .....	1.25
"	"	J. F. Chisholm, stationery .....	1.54
"	"	T. McConnan, do .....	12.64
"	"	M. Fenelon, do .....	15.56
"	"	T. McConnan, do Public Buildings .....	7.32
	25	J. Fox, mathematical instruments .....	20.00
	30	Telegraph messages .....	26.10
"	"	Waggon hire .....	3.00
Carried forward .....			\$293.21

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Contingen-  
cies of said Board, for the year 1871—(Concluded.)*

1871.

		Brought forward .....	\$293.21
Oct. 30—	To paid	waggon hire, per Inspector .....	2.00
Nov. 19	"	Newspapers .....	9.50
"	"	Advertising .....	90.00
Dec. 23	"	Waggon, Board visiting Institutions ..	6.40
28	"	Chairman, allowance for horse ..	70.00
"	"	H. Stabb, Customs' Entries .....	6.60
"	"	P. Jordan, clothes for L. Delahunty, Nuisance Inspector .....	17.60
"	"	T. McConnan, stationery .....	1.94
"	"	J. F. Chisholm. do .....	4.80
"	"	<i>Courier Office</i> , printed forms .....	33.68
"	"	Telegraph Co., messages .....	14.66
"	"	<i>Morning Chronicle</i> , advertising .....	49.64
			<hr/>
			\$600.03

H. RENOUF,  
*Chairman Board Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st, 1871. }

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Main Lines of Roads,  
under Act 34 Vic. Cap. 2, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
St. John's to Brigus . . . .	\$2,800.00	\$2,800.00		
Brigus to Carbonear . . . . .	1,100.00	1,100.00		
Carbonear to Perlican . . . .	1,020.00	1,020.00		
Carbonear to Bay-de-Verds	1,056.00	1,056.00		
Holyrood to Witless Bay . .	600.00	400.00	\$200.00	
Postal Road, Harbor Grace	1,200.00	425.00	775.00	
Brigus to Nine Mile Pond.	200.00	200.00		
Bennett's Mill to Waterford Bridge . . . . .	200.00	200.00		
Waterford Bridge to Goulds	400.00	400.00		
St. John's to Portugal Cove	500.00	500.00		
St. John's to Biscayan Cove	700.00	700.00		
South Side, St. John's . . . .	400.00	400.00		
St. John's to Cape Spear . .	600.00	600.00		
Outer Cove, Middle Cove and Logy Bay . . . . .	200.00	200.00		
Torbay to Bauline . . . . .	400.00	400.00		
Goulds to Trepassey . . . . .	1,800.00	1,800.00		
Bay de Verds to Red Head	200.00	200.00		
Red Head to Grates . . . . .	100.00	100.00		
Salmon Cove Hill to Hearts Content . . . . .	400.00	400.00		
Trinity to Bonavista . . . . .	1,080.00	1,080.00		
Trinity to King's Cove . . . .	1,000.00	1,000.00		
Spaniard's Bay to New Harbor . . . . .	630.00	630.00		
New Perlican to Grates . .	880.00	880.00		
Trinity to Plate Cove . . . .	300.00	300.00		
Catalina and Bird Island Cove . . . . .	200.00		200.00	
Carried forward . . . . .	\$17,966.00	\$16,791.00	\$1,175.00	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Main Lines of Roads,  
under Act 34 Vic. Cap. 2, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
Brought forward . . . . .	\$17,966.00	\$16,791.00	\$1,175.00	
Trinity to Old Bonaven- tare . . . . .	200.00	200.00		
Hearts Ease to Butter Cove Brooklands to Southern Bay . . . . .	80.00 200.00	80.00 200.00		
King's Cove to Tickle Cove	200.00	200.00		
King's Cove to Plate Cove	200.00	200.00		
Black Head Bay to Cata- lina . . . . .	300.00		300.00	
Knight's Cove to Amherst Cove . . . . .	400.00	400.00		
Brooklands to Musgrave Town . . . . .	200.00	200.00		
Seal Cove to Indian Arm Greenspond to English Harbor . . . . .	200.00 200.00		200.00	
Cal Harbor to Ragged Harbor . . . . .	200.00	200.00		
Seldom-come-by to Fogo	380.00	290.00	90.00	
Tizzard's Harbor to More- ton's Harbor . . . . .	200.00	200.00		
New Bay to Fortune Har- bor . . . . .	100.00	100.00		
Twillingate to Bluff Head	110.00	110.00		
Tilton Harbor to Fogo . . . .	200.00	100.00	100.00	
Round Harbor to Tilt Cove	300.00	300.00		
Carried forward . . . . .	\$21,636.00	\$19,771.00	\$1,865.00	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Main Lines of Roads,  
under Act 24 Vic. Cap. 2, for the year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
Brought forward.....	\$21,636.00	19,771.00	\$1,865.00	
North West Arm to Bur- ton's Pond .....	300.00	300.00		
Round Harbor to Snook's Arm. ....	200.00	200.00		
Bard Island to Joe Batt's Arm.....	100.00	.....	100.00	
Snook's Arm to Burton's Pond .....	100.00	100.00		
Twillingate to Long Pond	400.00	400.00		
Holyrood to Placentia ....	2,000.00	2,000.00		
Salmonier to St. Mary's...	740.00	740.00		
Placentia to Cape Shore...	600.00	600.00		
Placentia to Western Shore	300.00	200.00	100.00	
St. Mary's to Holyrood Pond .....	200.00	200.00		
Burin to Grand Bank.....	1,400.00	820.00	580.00	
Burin to Garnish .....	490.00	490.00		
Harbor Briton to Gaul- tois .....	200.00	200.00		
Harbor Briton to Bello- rem .....	1,000.00	1,000.00		
Grand Bank to Garnish ..	200.00	200.00		
Burgeo and LaToile Roads	700.00	772.20	.....	72.20
Carried forward.....	\$30,566.00	27,993.20	\$2,645.00	\$72.20

Board of Works.

CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Main Lines of Roads,  
(under Act 34 Vic. Cap. 2, for the year 1871.—(Concluded.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
Brought forward . . . . .	\$30,566.00	\$27,993.20	\$2,645.00	\$72.20
Rose Blanche to Chan- nell . . . . .	100.00	.....	100.00	
New Harbor to Hearts Con- tent . . . . .	500.00	636.30	.....	136.30
	<b>\$31,166.00</b>	<b>\$28,629.50</b>	<b>\$2,745.00</b>	<b>\$208.50</b>

H. RENOUF,

*Chairman Board Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, {  
Dec. 30th, 1871. }



## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.*

Locality.	Grant.	Expenditure.	Unexpended.	Over-expended.
ST. JOHN'S EAST .....	\$7,741.80	\$7,595.44	\$146.36	
ST. JOHN'S WEST .....	5,240.73	4,734.38	506.35	
<b>DISTRICT OF BURGEO AND LA POILE.</b>				
Between Upper and Lower Burgeo .....	425.00	411.04	13.96	
At Lower Burgeo .....	200.00		200.00	
In and about Upper Burgeo .....	50.00		50.00	
Rameo Islands .....	43.54		43.54	
LaPoile to LaPlant .....	100.00	45.00	55.00	
Western Point .....	50.00	50.00		
Little Bay to La Poile .....	50.00	50.00		
Roads at Little Bay .....	50.00	50.00		
Grand Bruit .....	50.00	50.00		
Roads in Garia .....	50.00	50.00		
Repairs Roads, Garia .....	50.00	50.00		
Petites .....	50.00	50.00		
Rose Blanche to Harbor Le Cou .....	200.00	200.00		
Roads in Rose Blanche .....	150.00	150.00		
Roads in Harbor LeCou .....	60.00	60.00		
Burnt Islands .....	50.00	37.58	12.42	
Channell to Port-au-Basque .....	400.00	251.83	148.17	
Roads in Channell .....	225.00	99.02	125.98	
Rencontre .....	50.00		50.00	
	<b>\$2,303.54</b>	<b>\$1,604.47</b>	<b>\$699.07</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the  
year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF FORTUNE BAY.</b>				
Gaultois Harbor .....	100.00	90.00	10.00	
Dawson's Cove.....	100.00	20.00	80.00	
Grole to Beek's Cove ....	100.00	.....	100.00	
Grole to Seal Cove .....	100.00	.....	100.00	
Bonne Bay to Pussthrough and Great Jarvis .....	200.00	.....	200.00	
Hermitage Cove .....	20.00	.....	20.00	
Gaultois, Pickaree, and where most required ....	160.00	144.00	16.00	
North Side, Harbor Briton	40.00	35.20	4.80	
Sagona, Road to School House .....	60.00	.....	60.00	
Bridge at Brunette .....	40.00	.....	40.00	
Jersey Harbor, to School House .....	60.00	.....	60.00	
Little Bay to Jersey Har- bor .....	80.00	44.66	35.34	
South Side, Harbor Briton	60.00	.....	60.00	
Road by Cemetery .....	40.00	.....	40.00	
Coomb's Cove .....	30.00	.....	30.00	
Miller's Passage to Little Bay .....	100.00	.....	100.00	
Compensation to Widow Cox .....	8.00	8.00		
Breakwater, Garnish .....	200.00	180.00	20.00	
St. Jacques .....	80.00	80.00		
St. Jacques to Blue Pinion	80.00	80.00		
Carried forward.....	\$1,658.00	\$681.86	\$976.14	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF FORTUNE BAY.</b>				
Brought forward.....	\$1,658.00	\$681.86	\$976.14	
Mose Ambrose to Main Line.....	80.00	60.00	20.00	
Point Rosey Breakwater..	60.00	60.00		
Rencontre .....	60.00	60.00		
Little Bay East.....	46.85	46.85		
Bay le John .....	40.00	40.00		
Bellorem to St. Jacques...	200.00	200.00		
Barrisway .....	30.00	30.00		
Round Bellorem Harbor ..	30.00	30.00		
Harbor Mille .....	40.00	40.00		
Long Harbor .....	30.00	30.00		
Sally Cove .....	40.00	40.00		
Jack Fontaine to Fox Cove	40.00	40.00		
	<b>\$2,354.85</b>	<b>\$1,358.71</b>	<b>\$996.14</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>FERRYLAND DISTRICT.</b>				
Renews North Side .....	\$200.00	\$200.00		
Do South Side .....	195.95	195.95		
Fermeuse Harbor.....	240.00	240.00		
Aquaforte .....	100.00	100.00		
Ferryland Harbor.....	250.00	250.00		
Caplin Bay.....	130.00	130.00		
Cape Broyle .....	180.00	180.00		
Brigus.....	100.00	100.00		
Bay Bulls.....	360.00	305.65	\$54.35	
Witless Bay .....	360.00		360.00	
Mobile.....	140.00		140.00	
Toads Cove .....	180.00	109.70	70.30	
Toads Cove to Bauline.....	100.00		100.00	
LaManche to Bauline .....	60.00	60.00		
Road at Goulds.....	100.00	100.00		
	<b>\$2,695.95</b>	<b>\$1,971.30</b>	<b>\$724.65</b>	
<b>DISTRICT HARBOR MAIN.</b>				
Under Harbor Main Board	\$2,034.00	\$2,034.00		
Horse Cove Road .....	140.00	140.00		
Topsail, Local Board .....	769.90	670.97	\$98.93	
	<b>\$2,943.90</b>	<b>\$2,844.97</b>	<b>\$98.93</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.—(Continued.)*

Locality.	Grant.	Expenditure.	Unexpended.	Over-expended.
<b>DISTRICT OF BRIGUS.</b>				
Nine Mile Pond .....	\$250.00	\$237.01	\$12.99	
Long Pond Road .....	250.00	250.00		
In and about Cupids.....	250.00	250.00		
Brigus, Roads where most required .....	1,541.20	1,541.20		
Roads under Port-de-Grave Board .....	1,100.00	1,006.05	93.95	
	<b>\$3,391.20</b>	<b>\$3,284.26</b>	<b>\$106.94</b>	
<b>DISTRICT OF HARBOR GRACE</b>				
In and about Harbor Grace	\$3,046.50	\$2,586.76	\$459.74	
In and about Bay Roberts.	1,106.55	1,106.55		
Coley's Point .....	298.80	298.80		
In and about Spaniards Bay .....	531.90	451.77	80.13	
Upper Island Cove.....	435.60	435.30	0.30	
Bishop's Cove .....	195.30	97.02	98.28	
Bryant's Cove .....	118.35	118.35		
	<b>\$5,733.00</b>	<b>\$5,094.55</b>	<b>\$638.45</b>	
<b>DISTRICT OF CARBONEAR.</b>				
In and about Carbonear ..	\$2,374.85	\$2,374.85		
Mosquito.....	160.00	161.01		\$1.01
	<b>\$2,534.85</b>	<b>\$2,535.86</b>		<b>\$1.01</b>

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the  
year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF BAY-DE- VERDS.</b>				
Fresh Water South and North .....	\$100.00	\$100.00		
Bay-de-Verds to Hearts Content Road .....	95.00	95.00		
Clown's Cove .....	50.00	50.00		
Bunkers Hill .....	11.00	11.00		
Flat Rocks .....	50.00	50.00		
Blow-me-down .....	26.00	26.00		
Otterbury .....	34.00	34.00		
Salmon Cove .....	30.00	30.00		
Rose's Road .....	16.00	16.00		
Marshall's Folly .....	35.00	35.00		
Perry's Cove .....	71.00	71.00		
Budden's Road .....	10.00	10.00		
Kellaway's Road, Edward John Butt's Road .....	10.00	10.00		
Kellaway's Road, John .....	10.00	10.00		
Spout Cove .....	19.00	19.00		
Upper Small Point .....	40.00	40.00		
Richard Headen's Road .....	22.00	22.00		
Mulley's Cove .....	100.00	100.00		
Road to New Farms .....	54.00	54.00		
Broad Cove .....	161.00	161.00		
Road to New Clearances, Broad Cove .....	100.00	100.00		
Gusset's Cove .....	30.00	30.00		
Black Head .....	115.00	115.00		
Adam's Cove .....	80.00	79.53	\$0.47	
Carried forward. ....	\$1,279.00	\$1,278.53	\$0.47	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF BAY DE VERDS.</b>				
Brought forward . . . .	\$1,279.00	\$1,278.53	\$0.47	
Thomas Hudson's Road . .	35.00	35.00		35.00
Evans' Road . . . . .	20.00	20.00		
Baggs' Road . . . . .	35.00	23.25	11.75	
Bradley's Cove . . . . .	73.65	72.90	0.75	
Crocker and Whelan's Road	20.00	20.00		
Western Bay North . . . .	174.00	174.00		
Western Bay South. . . . .	174.00	113.53	60.67	
Crummey's Clearance . . . .	20.00	19.70	0.30	
Perry's Road . . . . .	20.00	20.00		
Ochre Pit Cove . . . . .	161.00	161.00		
Northern Bay . . . . .	100.00	58.80	41.20	
Jacob Moore's Road . . . . .	40.00	6.50	33.50	
Jacob's Road . . . . .	39.00	27.50	11.70	
Gull Island . . . . .	30.00	30.00		
Doyle's Road and Bridge . .	45.00	14.50	30.50	
Burnt Point . . . . .	51.00	50.80	0.20	
Job's Cove . . . . .	87.00	87.00		
Murphy's Bridge . . . . .	40.00	40.00		
Island Cove . . . . .	200.00	200.00		
Reed's Road . . . . .	40.00	40.00		
Wesleyan Road and New Parsonage . . . . .	80.00	80.00		
Kettle Cove Road . . . . .	20.00	20.00		
Garland Pond . . . . .	31.00	31.00		
Caplin Cove . . . . .	54.00	54.00		
Bay-de-Verds . . . . .	235.00	235.00		
Parsonage Road . . . . .	40.00	40.00		
Low Point and Bonny . . . .	32.00	32.00		
	<b>\$3,175.65</b>	<b>\$2,949.61</b>	<b>\$226.04</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TRINITY.</b>				
Bird Island Cove towards Lance Cove .....	\$100.00	\$100.00		
Sandy Cove to Houlihan's Farm .....	40.00	40.00		
Muddy Brook to Sandy Cove .....	50.00	50.00		
In and about Bird Island Cove .....	210.00	210.00		
Spillar's Cove Road .....	18.00	18.00		
Great Catalina and Arms..	400.00	400.00		
Main Line to Little Catalina	110.00	17.89	\$92.11	
In and about Ragged Har- bor .....	100.00	.....	100.00	
Between Ship Cove and Main Line .....	80.00	76.45	3.55	
In and about Ship Cove ..	78.00	78.20	.....	\$0.20
Cuckold's Cove .....	54.00	50.65	3.35	
Trinity to Cuckold's Cove...	100.00	91.95	\$8.05	
Streets in Trinity .....	218.00	201.80	16.20	
Road to Court House, Trin- ity .....	30.00	30.00		
English Harbor to Green Bay .....	200.00	165.97	34.03	
Salmon Cove towards En- glish Harbor .....	200.00	200.00		
N. W. Arm to Indian Pond	40.00	40.00		
British Harbor .....	74.00	74.00		
Islands Eye .....	60.00	60.00		
Carried forward.....	\$2,162.00	\$1,904.91	\$257.29	\$0.20



## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TRINITY.</b>				
Brought forward.....	\$2,162.00	\$1,904.91	\$257.29	\$0.20
Wesleyan Church, Grates Cove .....	50.00	45.00	5.00	
Benjamin Benson's, Grates Cove .....	25.00	25.00		
North Side Grates Cove ..	50.00	50.00		
Grates Cove towards Old Perlican .. .. .	125.00	121.04	3.96	
Old Perlican towards Grates.....	125.00	125.00		
Old Perlican to Caplin Cove .....	80.00	80.00		
Old Perlican to Bay-de- Verds .. . . .	100.00	100.00		
New Church Road, Old Perlican .....	40.00	37.00	3.00	
John Burt's Lane, Old Per- lican .. . . .	25.00	25.00		
Old Perlican to Bear Bar- rens.....	25.00	19.00	6.00	
Road towards James Bar- rett's .....	20.00	20.00		
West End, Old Perlican, to Jersey Hill.....	20.00	20.00		
Philip Adams, compensa- tion .....	12.00	12.00		
Carried forward.....	\$2,859.00	\$2,583.95	\$275.25	\$0.20

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
DISTRICT OF TRINITY.				
Brought forward.....	\$3,705.65	\$3,430.60	\$275.25	\$0.20
Scilly Cove, half way to- wards Hants Harbor....	\$100.00	\$100.00		
Scilly Cove towards Turk's Cove .....	23.00	23.00		
In and about Heart's Con- tent .....	140.00	140.00		
Heart's Delight to South Cove .. .....	50.00	50.00		
Heart's Content to Heart's Delight .....	160.00	160.00		
In and about Heart's Desire New Perlican towards Turk's Gut .....	80.00	68.00	12.00	
In and about New Perlican and Vitter's Cove.....	40.00	40.00		
New Perlican to Beaver's Pond .....	110.80	110.80		
N. E. Side, Heart's Delight S. W. Side, Heart's Delight Road to Shoal Harbor ....	40.00	39.47	0.53	
In and about Heart's Delight S. W. Side, Heart's Delight Road to Shoal Harbor ....	60.00	60.00		
In and about Shoal Harbor	44.90	42.37	2.53	
In and about Island Cove..	40.00	40.00		
In and about Green's Har- bor.....	30.00	30.00		
New Harbor towards Dildo Green's Harbor to New Harbor .....	20.00	20.00		
	100.00	100.00		
	125.00	125.00		
	50.00	50.00		
Carried forward.....	\$4,919.35	\$4,629.24	\$290.31	\$0.20

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TRINITY.</b>				
Brought forward ...	\$4,919.35	\$4,629.24	\$290.31	\$0.20
In and about Dildo . . . . .	125.00	125.00		
In and about Chapel Arm..	134.00	121.90	12.10	
In and about Chance Cove	50.00	50.00		
Shoal Harbor and Random Sound . . . . .	200.00	44.00	156.00	
Lance Cove to Bluff Head	100.00	100.00		
Britannia Cove, Random Sound . . . . .	60.00	60.00		
Middle Rocky Brook, George's Brook . . . . .	60.00	60.00		
Burgoyne's Cove . . . . .	50.00	50.00		
Rixham's Harbor . . . . .	60.00		60.00	
Thomas Cooper, Magotty Cove roads . . . . .	30.00	30.00		
In and about St. Jones . . .	40.00		40.00	
James Avery and Wm. Wells's Road . . . . .	30.00		30.00	
Thomas Mills' Road . . . . .	60.00		60.00	
Moses King, for New Bon- aventure Road . . . . .	120.00		120.00	
Thomas Pitcher, Old Bon- aventure Road . . . . .	60.00		60.00	
Roads under Fox Harbor Board . . . . .	119.30	119.30		
	<b>\$6,217.65</b>	<b>\$5,389.44</b>	<b>\$828.41</b>	<b>\$0.2</b>

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.—(Continued.)*

Locality.	Grant.	Expenditure.	Unexpended.	Over-expended.
<b>DISTRICT OF BONAVIDA.</b>				
Main Road to Upper Amherst Cove .....	\$350.00	\$350.00		
Road to Bird Island Cove.	100.00	100.00		
Cape Shore to Villa Verd.	120.00	120.00		
Cape Shore to Collier's Pond .....	50.00	50.00		
Lance Cove Road.....	40.00	40.00		
Court House to Lance Cove	80.00	80.00		
Mockbeggar .....	130.00	130.00		
Cannaile .....	130.00	130.00		
Lance Cove to Spillar's Cove .....	60.00	60.00		
Roads, Bonavista, where most required.....	242.60	242.60		
Red Head Cove, Fishing Rooms.....	60.00	27.08	\$32.92	
King's Cove Harbor.....	100.00		100.00	
South Side King's Cove, near Ryan's .....	30.00	1.20	28.80	
Church School Road.....	20.00	1.60	18.40	
Roman Catholic Cemetery Road .....	24.00	2.90	21.10	
Cannon's Hall to Bull Scrape	40.00	5.35	34.65	
Lawton's to Brown's dwelling .....	40.00	39.22	0.78	
In and about Broad Cove..	75.00	75.00		
Carried forward .....	\$1,691.60	\$1,454.95	\$236.65	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF BONA VISTA.</b>				
Brought forward . . . .	\$1,691.60	\$1,454.95	\$236.65	
Power's Dwelling to Ayl- ward's Grove . . . . .	50.00	50.00		
Stock Cove to Knight's Cove . . . . .	60.00	60.00		
Gooseberry Islands . . . .	140.00	140.00		
Cotterel's Island . . . . .	80.00	80.00		
Deer Island . . . . .	40.00	40.00		
Bragg's Island . . . . .	20.00	20.00		
Burnt Island . . . . .	40.00	40.00		
Fair Island . . . . .	100.00	100.00		
Flower Island . . . . .	36.00	36.00		
Pudding Bag Cove . . . .	16.00	16.00		
Newel's Island . . . . .	60.00	60.00		
Ship Island . . . . .	90.00	90.00		
Batterton's Island . . . . .	50.00	50.00		
Groat Island . . . . .	20.00	20.00		
English Harbor, Greens- pond . . . . .	40.00	28.20	11.80	
Pond Head and Greens- pond . . . . .	500.00	500.00		
Pool's Island . . . . .	200.00	200.00		
Pinchard's Island . . . . .	180.00	154.91	25.09	
Bennett Island . . . . .	20.00	2.00	18.00	
Swain's Island . . . . .	110.00	26.00	84.00	
Cobbler's Island . . . . .	50.00	27.00	23.00	
Cape Freels and Middle Bill Cove . . . . .	75.00	33.44	41.56	
Cape Island . . . . .	39.65	39.65		
Musgrave Town . . . . .	200.00	199.80	0.20	
Carried forward . . . .	\$3,908.25	\$3,467.95	\$140.30	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2; for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF BONAVISTA.</b>				
Brought forward.....	\$3,908.25	\$3,467.95	\$440.30	
Saneroix to Tickle Cove ..	100.00	38.55	61.45	
Keels and Castle Cove ..	120.00	120.00		
Tickle Cove to Open Hall	80.00	80.00		
Red Cliff Island.....	25.00	25.00		
Between Keels and Tickle Cove .....	30.00	30.00		
Open Hall to Notchy Hill	60.00	.....	60.00	
Open Hall to Plate Cove..	70.00	49.80	20.20	
Plate Cove to Indian Arm.	130.00	72.20	57.80	
Plate Cove to King's Cove	80.00	.....	80.00	
Indian Arm to Seal Cove..	30.00	25.20	4.80	
Greening's to Indian Arm	20.00	.....	20.00	
Southern Arm .....	20.00	.....	20.00	
Western Cove Bridge ....	40.00	.....	40.00	
Barrow Harbor Bridge....	35.00	35.00		
In and about Barrow Har- bor .....	40.00	40.00		
In and about Salvage and Bishop's Harbor.....	60.00	56.00	4.00	
Towards Salvage Bay ...	180.00	90.10	89.90	
Flat Islands.....	100.00	26.00	74.00	
Bloody Bay .....	45.00	45.00		
Salvage Board, where most required .....	28.75	4.50	24.25	
	<b>\$5,202.00</b>	<b>\$4,205.30</b>	<b>\$996.70</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TWILLINGATE AND FOGO.</b>				
Cat Harbor .....	30.00	\$20.60	\$9.40	
Doting Cove .....	30.00	25.00	5.00	
Musgrave Harbor .....	30.00	25.00	5.00	
Apsey's Cove .....	30.00	.....	30.00	
Gander Bay .....	30.00	9.50	20.50	
Indian Islands .....	70.00	51.08	18.92	
Seldom-come-by to Salmon Point .....	70.00	61.00	7.00	
Seldom-come-by .....	70.00	.....	70.00	
Tilton Harbor .....	210.00	.....	210.00	
Joe Batt's Arm .....	220.00	200.70	19.30	
Bard Islands .....	220.00	220.00		
Lyons Den and Lock Cove Fogo .....	210.00	149.90	60.10	
Change Islands .....	550.00	408.39	141.61	
Herring Neck .....	250.00	87.80	162.20	
Herring Neck .....	350.00	325.06	24.94	
Merriot's Harbor .....	60.00	52.00	8.00	
Round Back Harbor .....	150.00	147.81	2.19	
Little Harbor to Purcell's Harbor .....	120.00	118.00	2.00	
Twillingate Islands .....	700.00	700.00		
Wild Cove to Davis' Cove Tizzard's Harbor .....	160.00	159.70	0.30	
Moreton's Harbor .....	120.00	43.94	76.06	
Western Head .....	120.00	104.60	15.40	
Black Islands .....	50.00	28.00	22.00	
Exploits, Burnt Island .....	60.00	60.00		
Waldron's Cove to Fortune Harbor .....	350.00	350.00		
	100.00	100.00		
Carried forward .....	\$4,360.00	\$3,450.08	\$909.92	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act 34 Vic. Cap. 2, for each District, for the year 1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TWILLINGATE AND FOGO.</b>				
Brought forward . . . . .	\$1,360.00	\$3,450.08	\$909.92	
Indian Cove to Fortune Harbor . . . . .	18.00	18.00		
Fortune Harbor . . . . .	100.00	100.00		
Webber's Bight to Fortune Harbor . . . . .	25.00	25.00		
Leading Tackles . . . . .	120.00	120.00		
Troy Town . . . . .	40.00	40.00		
Nimrod . . . . .	25.00	25.00		
Sunday Cove Islands . . . . .	70.00	70.00		
Ward's Harbor . . . . .	110.00	110.00		
Little Bay Islands . . . . .	100.00	100.00		
Three Arms . . . . .	35.00	35.00		
Jackson's Arm to King's Cove . . . . .	35.00	35.00		
Jackson's Arm . . . . .	40.00	40.00		
Nipper's Harbor . . . . .	40.00	40.00		
Burying Place . . . . .	60.00	60.00		
Snook's Arm . . . . .	25.00	25.00		
Round Harbor . . . . .	40.00	40.00		
Shoe Cove . . . . .	120.00	120.00		
North West Arm, Green Bay . . . . .	110.00	110.00		
Tilt Cove . . . . .	100.00	100.00		
South Side, Twillingate . . . . .	47.15	47.14	0.01	
Carried forward . . . . .	\$5,620.15	\$4,710.22	\$909.93	



## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TWILLINGATE AND FOGO.</b>				
Brought forward.....	\$5,620.15	\$4,710.22	\$909.93	
Lush's Bight .....	30.00	30.00		
Newbury Head to Collis Cove .....	30.00	30.00		
Bluff Head and Kettle Cove	120.00	30.39	89.61	
Shoe Cove to Beam Cove..	80.00	80.00		
	<b>\$5,880.15</b>	<b>\$4,880.61</b>	<b>\$999.54</b>	

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
Dec. 31st. 1871. }

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>BURIN DISTRICT.</b>				
Flat Island.....	\$156.00		\$156.00	
Rushoon.....	32.00		32.00	
Rock Harbor.....	38.00		38.00	
Spanish Room.....	52.00		52.00	
Little Bay.....	63.00		63.00	
Beau Bois.....	51.00		51.00	
Fox Cove.....	48.00		48.00	
Mortier.....	33.00		33.00	
Port-aux-Bras.....	56.00		56.00	
Spoon Cove.....	60.00		60.00	
Mud Cove.....	60.00		60.00	
Burin Bay.....	60.00		60.00	
Surley's and Collins Cove...	60.00		60.00	
Great Burin.....	50.00	40.51	9.49	
Great Burin to Step-a Side.....	60.00		60.00	
J. Fleming for Ferry Boat Roads where most requi- red.....	40.00	40.00		
Great and Little St. Lau- rence.....	682.90	546.70	136.20	
Lawn.....	273.00	184.20	88.80	
Lamaline and Coves.....	76.00		76.00	
Dantzic Cove.....	368.00	294.83	73.17	
Roads in Fortune.....	12.00		12.00	
Grand Bank and French- man's Cove.....	301.95	96.80	205.15	
	386.10	195.55	190.55	
	<b>\$3,018.95</b>	<b>\$1,398.59</b>	<b>\$1,620.36</b>	

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>PLACENTIA AND SAINT MARY'S DISTRICT.</b>				
River Head St. Mary's, Gas- cier and Point LaHays..	\$662.30	\$119.00	\$543.30	
Holyrood to Peter's River .	100.00	27.42	72.58	
North Side Salmonier . . . .	100.00	100.00		
South Side do . . . . .	100.00	27.60	72.40	
John's Pond . . . . .	75.00		75.00	
Roads under Trepassey Board . . . . .	310.00	310.00		
Great Placentia . . . . .	315.00	315.00		
N. E. Arm, Placentia . . . .	200.00	166.80	33.20	
Cape Shore to Point Verd	75.00	75.00		
Road to Cemetery, Placen- tia . . . . .	40.00	40.00		
Branch . . . . .	80.00	12.00	68.00	
Point Lance . . . . .	40.00	40.00		
Distress . . . . .	75.00	22.50	52.50	
Rams Island . . . . .	50.00	50.00		
Little Placentia . . . . .	300.00	277.65	22.35	
Fox Harbor . . . . .	85.00	85.00		
Long Harbor . . . . .	50.00		50.00	
Red Island . . . . .	85.00	85.00		
Roads under Sound Island Board . . . . .	125.00	82.10	42.90	
Oderin Board . . . . .	200.00	117.35	82.65	
Harbor Buffet Roads . . . .	200.00		200.00	
Carried forward . . . . .	\$3,267.30	\$1,952.42	\$1,314.88	

**Board of Works.**

**CONSOLIDATED STATEMENT**

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Concluded.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>PLACENTIA AND SAINT MARY'S DISTRICT.</b>				
Brought forward ...	\$3,267.30	\$1,952.42	\$1,314.88	
St. Kyrans Board .....	580.00	580.00		
Bean Harbor .....	50.00		50.00	
LaManche .....	60.00	60.00		
	<b>\$3,957.30</b>	<b>\$2,592.42</b>	<b>\$1,364.88</b>	

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works,  
Dec. 31st. 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Roads, St. John's West, for the year 1871.*

June 9.—	To Road Contingent, 10 per cent .....	\$524.00
Nov. 4.—	“ Expenditure on Roads, viz:	
“	“ St. John's to Petty Harbor .....	149.00
“	“ Petty Harbor Roads .....	367.90
“	“ Fresh Water Bay .....	77.30
“	“ Old Bay Bulls .....	85.00
“	“ Broad Cove .....	348.00
“	“ Peter Short's Road .....	47.95
“	“ Heavy Tree Road .....	94.10
“	“ Ruby Road .....	201.83
“	“ Deer's Marsh Road .....	64.00
“	“ Monday's Pond .....	65.00
“	“ Lunatic Asylum Road .....	85.35
“	“ Old Placentia Road .....	134.40
“	“ Brennan and Murphy's Road .....	10.00
“	“ Pearl Town Road .....	10.00
“	“ Old Placentia to Topsail Road .....	138.65
“	“ Monday's Pond by Black Marsh .....	30.00
“	“ Cockpit Road .....	56.00
“	“ Freshwater and Kenmount .....	80.00
“	“ St. John's Streets .....	1,494.00
Dec. 4	“ Petty Harbor Roads .....	33.80
“	“ Black Head Roads .....	180.90
“	“ Broad Cove .....	8.00
“	“ Kenmount to Topsail .....	30.00
“	“ Kenmount to Freshwater .....	90.70
“	“ St. John's to Petty Harbor .....	8.00
“	“ Old Placentia .....	12.00
“	“ Hughes's Pond .....	62.00
“	“ Wigmore's Gully .....	92.32
“	“ Black Marsh .....	36.00
12	“ Broad Cove Roads .....	20.00
	Carried forward .....	\$4,666.20

Board of Works.

DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Roads, St. John's West, for the year 1871.—(Concluded.)*

	Brought forward .....	\$4,666.20
Dec. 22—To	Petty Harbor Roads .....	41.48
“ “	Broad Cove Roads .....	4.00
30 “	Kenmount to Topsail .....	22.70
		\$4,734.38

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Roads, St. John's East, for the year 1871.*

June 9—	To Road contingent, 10 per cent . . . . .	\$774.10
Nov. 4—	“ Paid expenditure on Roads, viz:	
“	“ Belle Isle . . . . .	315.00
“	“ Quidi Vidi . . . . .	280.90
“	“ Bauline . . . . .	360.00
“	“ Torbay . . . . .	816.10
“	“ Flat Rock . . . . .	193.60
“	“ Indian Meal Road . . . . .	78.12
“	“ Outer Cove . . . . .	378.98
“	“ Logy Bay . . . . .	142.70
“	“ Middle Cove . . . . .	90.40
“	“ Freshwater Road . . . . .	67.59
“	“ Rennie's Mill Road . . . . .	90.00
“	“ Long Pond Road . . . . .	358.75
“	“ White Hills . . . . .	175.03
“	“ New Town Road . . . . .	48.00
“	“ Rawlins's to Irwin's . . . . .	10.00
“	“ Neagle's Hill . . . . .	20.00
“	“ Old Portugal Cove Road . . . . .	127.85
“	“ St. John's Streets . . . . .	2269.00
Dec. 4	“ Belle Isle . . . . .	44.00
“	“ Torbay Roads . . . . .	60.00
“	“ Pouch Cove Roads . . . . .	263.99
“	“ Portugal Cove Roads . . . . .	182.40
“	“ Indian Meal Road . . . . .	15.20
“	“ Middle Cove . . . . .	77.00
“	“ Outer Cove . . . . .	12.00
“	“ Logy Bay . . . . .	9.00
“	“ Oxen Pond Road . . . . .	70.00
“	“ New Town . . . . .	80.00
12	“ Outer Cove . . . . .	6.68
“	“ Portugal Cove Roads . . . . .	44.00
“	“ White Hills . . . . .	28.00
23	“ Portugal Cove Roads . . . . .	20.00
30	“ Labour by Cole's and Leary's . . . . .	16.00
	Carried forward . . . . .	\$7,524.39

**Board of Works.**

**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Roads, St. John's East, for the year 1871.—(Concluded.)*

	Brought forward .....	\$7,524.39
Dec. 30—	To paid Belle Isle Roads .....	16.00
"	" " Outer Cove Roads .....	32.80
"	" " Portugal Cove Roads .....	1.25
"	" " Logy Bay Roads .....	20.00
		\$7,595.44

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }



## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account Road from Holyrood to Placentia, for the year 1871.*

	To	Balance unexpended, 1870 .....	2.39
April 12	"	Paid W. Keats, labor, Great and Little Placentia .....	29.00
May 6	"	Wm. Davis, on account contract .....	28.00
12	"	John Hurley, do do .....	40.00
29	"	J. McLennon, do do .....	16.00
June 12	"	A. Bradshaw, labor between Great and Little Placentia .....	60.00
	"	Road contingent, 10 per cent .....	200.00
July 3	"	M. Kelly, on account contract .....	20.00
14	"	Thomas Murphy do do .....	48.00
18	"	J. Kennedy, for freight ... ..	7.90
Aug. 1	"	P. Rielly, labour, Great to Little Placentia ..	60.00
18	"	Thomas Quigley, on account contract .....	60.00
21	"	John Collins, labour .... ..	6.00
Sept. 30	"	P. Rielly, labour, Great to Little Placentia ..	20.00
Oct. 19	"	T. Hickman, contract .....	30.00
30	"	J. McLennon, balance contract ... ..	50.00
Nov. 2	"	John Hurley, on account contract .....	60.00
	"	Trepassey to Portugal Cove, for proportion of grant .....	400.00
4	"	P. Miller, on account contract .....	60.00
7	"	T. Kelly, balance of do .....	48.00
8	"	Thomas Murphy do .....	88.00
10	"	J. Kennedy do .....	80.00
14	"	J. Bradshaw, Great to Little Placentia ....	138.20
	"	Wm. Foran do ....	21.20
17	"	Thomas Quigley, contract .....	92.00
	"	Repairing Rocky River Bridge .....	11.00
18	"	Wm. Davis, contract .....	36.00
		Carried forward .....	\$1,711.69

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Road from Holyrood to Placentia, for the year 1871—(Concluded.)*

	Brought forward .....	\$1,711.69
Nov. 20—	To Wm. Davis, balance contract .....	20.00
" "	" P. Croke, on account contract .....	230.84
" "	" Do balance do .....	16.16
" "	" Repairs Rocky River Bridge .....	12.00
" "	" J. Delaney, contract .. .....	18.00
		\$2,008.69

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

## CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on Local Roads, under Act  
34 Vic. Cap. 2, for each District, for the year  
1871.—(Continued.)*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
<b>DISTRICT OF TRINITY.</b>				
Brought forward.....	\$2,859.00	\$2,583.95	\$275.25	\$0.20
Beeson Cove to Main Line In and about Old Perlican.	20.00 50.00	20.00 50.00		
Whales Brook through Lance Cove .....	40.00	40.00		
In and about Lance Cove..	30.00	30.00		
Indian Point to Main Line	40.00	40.00		
Indian Point to Mansfield's Farm .....	20.00	20.00		
Main Line to Silby's Cove	20.00	20.00		
In and about Russel's Cove	40.00	40.00		
In and about Seal Cove . .	58.65	58.65		
Seal Cove towards Hants Harbor .....	30.00	30.00		
Hants Harbor towards Seal Cove .....	30.00	30.00		
Hants Harbor towards Scilly Cove.....	112.00	112.00		
Road at Steep Hill, Seal Cove .....	30.00	30.00		
In and about Hants Har- bor and Caplin Cove....	160.00	160.00		
Turk's Cove towards Scil- ly Cove .....	18.00	18.00		
In and about Scilly Cove	18.00	18.00		
Scilly Cove, Wesleyan Church and S. House ..	130.00	130.00		
Carried forward.....	\$3,705.65	\$3,430.00	\$275.25	\$0.20

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.*

1871.

Jan. 13	—	To paid for measuring tape, per Inspector . . . . .	4.00
19	" "	Waggon per Inspector . . . . .	4.00
20	" "	Do do . . . . .	2.00
31	" "	Expenses, Chairman and Secretary on Road Service . . . . .	26.65
Feb. 10	" "	Waggon per Inspector, Pouch Cove . . . . .	4.00
18	" "	Do do . . . . .	3.00
22	" "	G. Dooley, Inspector, expenses, Harbor Main . . . . .	12.00
24	" "	George Garland, Superintendent, Carbonear to Bay-de-Verds . . . . .	26.40
"	" "	Levi Garland, do do . . . . .	26.40
25	" "	J. Wilcox, Superintendent, Brigus . . . . .	64.28
March 4	" "	Waggon, per Inspector to Flat Rock . . . . .	4.00
"	" "	Do do to Salmon Cove . . . . .	12.00
6	" "	Expenses, Inspector, Toad's Cove . . . . .	2.80
8	" "	J. S. Moore, Superintendent, Red Head . . . . .	10.00
"	" "	Waggon, per Inspector to and from Pouch Cove . . . . .	8.00
10	" "	Expenses, Inspector, Petty Harbor . . . . .	1.50
11	" "	J. Maddox, Superintendent, Port-de-Grave . . . . .	10.00
31	" "	E. Evans, Superintendent, Grand Bank to Garnish . . . . .	20.00
"	" "	Cartage . . . . .	2.40
"	" "	Expenses, Inspector, Black Head . . . . .	3.00
"	" "	Waggon, per do to Portugal Cove . . . . .	1.50
"	" "	J. Kavanagh, Superintendent, wages to date . . . . .	72.00
"	" "	J. Walsh, Superintendent, Western Shore . . . . .	30.00
April 5	" "	Expenses, Inspector to Portugal Cove . . . . .	4.90
"	" "	Salary, P. Flannery, Road Department . . . . .	52.00
"	" "	Do gratuity services . . . . .	10.00
Carried forward . . . . .			<b>\$416.83</b>

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

		Brought forward .....	\$416.83
April 5	To	paid expenses, Inspector to and from Toad's Cove .....	27.00
"	"	" Waggon per Inspector, 2 days, Topsail Roads .....	6.00
10	"	" E. Evans, Superintendent, Burin to Grand Bank .....	10.00
15	"	" Waggon per Inspector, Petty Harbor...	3.00
"	"	" Do do Witless Bay....	8.00
"	"	" Do do Outer Cove ....	2.00
22	"	" G. Dooley, travelling expenses .....	12.00
"	"	" Do do .....	7.50
"	"	" Waggon per Inspector, Petty Harbor...	3.00
"	"	" Do do Middle and Outer Cove.....	2.00
"	"	" Waggon per Inspector, Harbor Main....	6.00
"	"	" Moses Neil, Superintendent, wages.....	38.00
"	"	" J. Kavanagh, do do .....	44.00
"	"	" J. Kennedy, Jr., gratuity .....	40.00
29	"	" Waggon per Inspector .....	3.00
"	"	" Do do to and from Harbor Main .....	20.00
May 3	"	" Do do to and from St. Mary's ..	20.00
4	"	" Do do Petty Harbor....	4.00
6	"	" Do do St. John's East ..	12.00
"	"	" Do do Bauline, 4 days ..	16.00
"	"	" J. Kavanagh, expenses.....	7.00
"	"	" R. Aylward, Superintendance, Petty Harbor Road .....	40.00
13	"	" Waggon, per Inspector to and from Black Head and Quidi Vidi. ....	7.50
		Carried forward .....	\$754.83

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

	Brought forward.....	754.83
May 15	To paid Rev. E. Colley, Superintendent, Harbor Breton to Gaultois.....	10.00
20	“ “ M. Ryan, Superintendent, Inspector Main Lins, King's Cove.....	45.00
25	“ “ J. B. Wheeler, Superintendent, Cat Harbor to Ragged Harbor.....	20.00
“	“ “ Inspector, expenses to and from Chance Cove.....	19.50
27	“ “ J. Lockyer, Greenspond.....	5.20
“	“ “ Waggon per Inspector, St. John's East, and to and from Chance Cove.....	47.50
30	“ “ W. Stares, Superintendent, Brookland to Southern Bay..	20.00
“	“ “ N. Cheevers, Superintendent, Plate Cove	15.00
June 6	“ “ R. Scott, Superintendent, Seldom-come-by to Fogo.....	36.00
“	“ “ Printed Order Books.....	60.00
“	“ “ Waggon per Inspector to Logy Bay....	2.00
“	“ “ Do do Middle Cove....	4.00
8	“ “ Travelling expenses, Inspector ..	12.00
“	“ “ Do J. Kavanagh.....	4.50
17	“ “ Expenses, Inspector to Portugal Cove ..	4.00
“	“ “ Do Torbay.....	4.00
“	“ “ Do to and from Hearts Content .....	32.00
“	“ “ Waggon per Chairman .....	2.95
“	“ “ Moses Neil, on account wages.....	20.00
“	“ “ Waggon to Signal Hill.....	1.00
“	“ “ Expenses, Inspector, Hearts Content....	5.86
24	“ “ Waggon do to Topsail.....	5.50
“	“ “ Do per Secretary.....	3.00
	Carried forward.....	<u>\$1,133.84</u>

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued).*

1871.

		Brought forward . . . . .	\$1,133.84
June	24	To paid waggon, per Inspector, local roads . . . . .	2.00
"	"	" " " Do do Goulds . . . . .	2.00
"	"	" " " Do do Torbay, Middle and Pouch Cove . . . . .	4.00
"	"	" " " Do do Signal Hill . . . . .	1.00
	30	J. Kavanagh, wages to date . . . . .	104.00
July	1	Waggon per Inspector, Bay Bulls . . . . .	6.00
"	"	" " " Do do Mondays Pond and other roads . . . . .	4.00
"	"	" " " Do do do . . . . .	2.00
	6	Inspector, expenses to Placentia . . . . .	16.00
"	"	P. Flannery, salary . . . . .	52.00
	8	Waggon per Inspector, St. John's East . . . . .	1.50
"	"	" " " Do do do . . . . .	2.00
"	"	" " " Do do do West . . . . .	2.40
"	"	" " " Do to and from Ferryland . . . . .	8.00
	15	" " " Do do Cartage . . . . .	5.78
	22	" " " Do to and from LaManche . . . . .	8.00
"	"	" " " Do to and from Torbay and Middle Cove . . . . .	4.00
"	"	" " " Do to and from . . . . .	16.00
"	"	" " " Do to and from . . . . .	40.00
"	"	Courier Office, order books and printed forms . . . . .	105.00
	29	Waggon per Inspector . . . . .	12.00
"	"	" " " Do do . . . . .	1.00
Aug.	6	" " " Do do . . . . .	7.00
"	"	" " " Do do . . . . .	3.00
	12	Moses Neil, Superintendent, wages . . . . .	52.00
		Carried forward . . . . .	\$1,594.52

## Board of Works.

## DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

		Brought forward . . . . .	\$1,594.52
Aug.	12—	To paid Waggon per Chairman and Secretary..	6.00
"	"	" Do per Inspector.....	9.50
"	"	" Wages, Inspector, St. John's East and West.....	23.40
16	"	" Expenses, Chairman to and from Carbonear and Heart's Content.....	30.00
"	"	" Expenses, Inspector, Brigus and Placentia.....	20.00
1.)	"	" Wages, Inspector, St. John's.....	15.20
"	"	" Waggon, per Inspector, Flat Rock....	4.00
"	"	" Do do St. John's East	2.00
"	"	" Do do Portugal Cove..	4.00
"	"	" Do do Broad Cove....	2.00
"	"	" Do do to and from Portugal Cove . . . . .	4.00
"	"	" Do do St. John's East	3.00
25	"	" Do do St. John's West	2.00
26	"	" Do per Chairman.....	1.00
"	"	" Wages, Superintendents, St. John's....	16.80
"	"	" Waggon, per Inspector . . . . .	11.50
"	"	" Cartage . . . . .	0.60
29	"	" E. Brennan, waggon, per Inspector, St. John's East and West . . . . .	7.50
Sept.	1	" P. Flannery, salary . . . . .	52.00
"	2	" Expenses, Inspector, Pouch Cove . . . . .	5.80
"	"	" Wages, Superintendents, St. John's....	14.00
"	"	" Expenses, Secretary, to and from Bay Bulls . . . . .	7.00
"	"	" Expenses, Inspector, to and from Trepassy . . . . .	4.00
		Carried forward.....	\$1,839.82



### Board of Works.

#### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

	Brought forward .....	\$1,839.82
Sept. 2—	To paid expenses, Inspector, local roads, St. John's .....	5.50
2	“ “ Expenses, Inspector, Harbor Main and Salmonier .....	8.40
5	“ “ Expenses, Inspector, Broad Cove and Portugal Cove .....	5.90
9	“ “ Wages, Superintendents, St. John's .....	16.80
“	“ “ Waggon, per Inspector, Belle Isle .....	4.00
“	“ “ Do do local roads, St. John's .....	5.50
“	“ “ Travelling expenses, per Inspector .....	10.50
“	“ “ Waggon, per Chairman .....	1.20
“	“ “ Expenses, Inspector, Topsail and Harbor Grace .....	6.10
12	“ “ J. Kavanagh, wages to 30th Sept. ....	84.00
“	“ “ Do expenses to and from Westward .....	60.00
“	“ “ Do short paid .....	20.00
13	“ “ Waggon, per Secretary .....	4.00
“	“ “ Do per Inspector, Flat Rock .....	4.80
16	“ “ Superintendents, St. John's .....	16.80
“	“ “ Waggon, per Inspector to Goulds .....	4.00
“	“ “ Do do Broad Cove .....	6.00
“	“ “ Waggon, per Inspector of Roads, St. John's .....	5.00
“	“ “ J. T. Nevill, expenses to and from Brigus .....	9.00
23	“ “ R. Kelly, waggon, Pouch Cove, Flat Rock and Bauline, per Inspector .....	9.70
“	“ “ Waggon, per Inspector .....	16.00
	Carried forward .....	\$2,143.02

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

		Brought forward.....	\$2,143.02
Sept. 22—	To	paid wages, Superintendents, St. John's....	16.80
25	"	" Thomas Long, on account travelling expenses on survey, Northern Route..	60.00
"	"	" Expenses, Chairman and Inspector, to and from Renewals .....	16.00
"	"	" Waggon, per Secretary.....	3.00
30	"	" Wages, Superintendents, St. John's ...	16.80
"	"	" Waggon, per Inspector. ....	8.00
"	"	" Do do .....	2.00
"	"	" Do to and from Kelligrews.....	4.00
Oct. 4	"	" P. Day, Superintendent, Bay Bulls section, wages .....	30.00
5	"	" Telegraph messages.....	21.80
6	"	" M. Connolly, expenses, Board.....	10.80
7	"	" Wages, Superintendents, St. John's. .	16.80
"	"	" Waggon, per Inspector, Secretary and Chairman .....	13.40
9	"	" Guide, per Mr. Kavanagh, Rose Blanche	4.00
10	"	" P. Flannery, wages ... ..	78.00
14	"	" Wages, Superintendents, St. John's....	16.80
"	"	" Waggon, per Inspector, Torbay.....	2.90
"	"	" Freight, nails .....	0.40
"	"	" Waggon, per Inspector, Portugal Cove, Black Head and Bay Bulls.....	12.00
"	"	" Moses Neil, on account wages.....	40.00
19	"	" Inspector, on account travelling expenses to and from Placentia, Cape Shore, Harbor Main and St. Mary's....	20.00
21	"	" Superintendents, St. John's, wages....	16.80
"	"	" Waggon, per Secretary .. ..	4.00
		Carried forward.....	\$2,557.32

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Continued.)*

1871.

		Brought forward . . . . .	\$2,557.32
Sept. 25	—	To paid T. Wiltshire, Superintendent, New Harbor to Heart's Content . . . . .	12.50
27	" "	Wm. Stares, account Superintendence, Musgrave Town and Brooklands . . . . .	20.00
30	" "	J. Murray, Superintendent, St. John's . . . . .	6.00
Nov. 2	" "	J. Hopkins, Superintendent, Heart's Content . . . . .	68.50
3	" "	M. Bolger, do Carbonear to Perlican . . . . .	50.30
4	" "	Moses Neil, on account wages . . . . .	32.00
"	" "	Waggon, per Secretary . . . . .	3.00
Nov. 6	" "	M. Byrne, Superintendent, N. Bay to Fortune . . . . .	10.00
9	" "	Superintendent, Tizzard's to Moreton's Harbor . . . . .	20.00
11	" "	Thomas Long, on account expenses . . . . .	60.00
"	" "	Waggon, per Inspector, Torbay . . . . .	3.00
"	" "	Wages, Superintendents, St. John's . . . . .	10.50
13	" "	George Vardy, Superintendent, Heart's Ease to Butter Cove . . . . .	8.00
16	" "	J. Bradshaw, Superintendent, Great and Little Placentia . . . . .	15.30
18	" "	Travelling expenses, Inspector, Placentia, Cape Shore and Harbor Main . . . . .	20.50
22	" "	Eli Garland, Superintendent, Carbonear to Bay de Verds . . . . .	26.40
23	" "	Edward Byrne, Superintendent Ferryland . . . . .	22.00
26	" "	Cartage, lumber . . . . .	2.50
		Carried forward . . . . .	\$2,947.82



## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on Road Contingent Account, 33 and 34 Victoria.—(Concluded.)*

1871.

		Brought forward.....	\$3,586.93
Dec. 19—	To	paid Advertising .....	40.00
23	“ “	P. Leary, waggon hire .....	1.50
28	“ “	Chairman, allowance for horse.....	70.00
“	“ “	Berney & Fitzgibbon, boots for L. Delahanty, Nuisance Inspector.....	5.50
30	“ “	Wm. Stirling, for commission on main roads, Twillingate.....	51.00
“	“ “	Courier Office, printed road forms...	193.00
			3,947.93
“	“ “	Balance unexpended.....	1,056.94
			\$5,004.87
		CR.	
		By Act 33 Vic., balance, 1870....	\$710.17
		“ Act 34 Vic.....	4,294.70
			\$5,004.87

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Damage  
by Forest Fires and Floods, for the year ended 30th Dec., 1871.*

1871.

Feb. 16—	To paid	J. English, bridges, Cape Shore . . . . .	\$8.00
“ “ “	“	W. G. Hierlihy, Spaniard's Bay . . . . .	11.50
“ “ “	“	J. Maddox, Port-de-Grave . . . . .	3.15
“ “ “	“	W. G. Hierlihy, Spaniard's Bay . . . . .	57.62
“ “ “	“	J. Maddox, Port-de-Grave . . . . .	4.00
“ “ “	“	Do do . . . . .	1.33
22 “ “	“	G. W. Hierlihy, Spaniard's Bay . . . . .	10.20
25 “ “	“	J. Wilcox, Superintendent, Brigus . . . . .	48.00
March 1 “ “	“	J. Maddox, Port-de-Grave . . . . .	11.55
6 “ “	“	Geo. Carter, repairs, Manuel's Bridge . . . . .	11.05
16 “ “	“	J. Maddox, Port-de-Grave . . . . .	1.55
“ “ “	“	J. Tarahan, Southern Gut Bridge . . . . .	2.70
April 5 “ “	“	G. W. Hierlihy, Spaniard's Bay . . . . .	1.80
“ “ “	“	J. Maddox, Port-de-Grave . . . . .	3.15
15 “ “	“	Labor, Percy's Bridge . . . . .	3.80
17 “ “	“	Bridge, Placentia, N. E. . . . .	8.00
19 “ “	“	Labor, Harbor Grace . . . . .	10.00
27 “ “	“	M. Walsh, Placentia, N. E. . . . .	8.00
“ “ “	“	Salmonier to St. Mary's . . . . .	103.00
“ “ “	“	N. E. Placentia . . . . .	47.00
May 1 “ “	“	S. Daw, balance, Upper Gulley Bridge, South Shore, Conception Bay . . . . .	70.40
15 “ “	“	J. Maddox, labor, Port-de-Grave . . . . .	7.35
“ “ “	“	Corbin and Green, account bridges, Point Verd . . . . .	32.00
17 “ “	“	W. G. Hierlihy, Spaniard's Bay . . . . .	5.00
“ “ “	“	Labor, Southern Gut Bridge . . . . .	6.90
“ “ “	“	Do Port-de-Grave . . . . .	15.90
“ “ “	“	Corbin and Green, on account bridges, Point Verd . . . . .	32.00
May 23 “ “	“	Repairing N. W. Bridge, Aquaforte . . . . .	153.00
Carried forward . . . . .			\$677.95

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Damage  
by Forest Fires and Floods, for the year ended 30th  
December, 1871.—(Continued.)*

1871.

		Brought forward.....	\$677.95
July	3—	To paid Corbin and Green, on account bridges, Point Verd.....	20.00
	5	“ “ Do do do ....	22.00
Aug.	12	“ “ Salmon Cove Bridge, cost of .....	443.05
	“	“ “ Seal’s Cove, Shady, and Kibble’s and Gulley Bridges.....	439.08
	12	“ “ Driscoll’s Bridge, Witless Bay .....	420.75
	“	“ “ Peter’s Bridge, do .....	422.00
	“	“ “ Harvey’s Bridge, Holyrood to Placentia	81.91
	29	“ “ E. Brennan, per Chairman and Inspector to and from Placentia .....	28.00
	“	“ “ Corbin Bridge, Point Verd .....	42.00
	“	“ “ P. Miller, labor, Block House, Bridge and Road, Placentia .....	100.00
	“	“ “ Timber for Harvey & Simmons’s Bridges	6.00
	“	“ “ Rebuilding Simms’s Bridge.....	80.00
	“	“ “ Do Harvey’s Bridge .....	16.00
	“	“ “ Do Simms’s, do .....	44.00
			<b>\$2,842.74</b>

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**Board of Works.**


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**DETAILED STATEMENT**

*Of Expenditure by the Board of Works on account of Damage,  
by Forest Fires and Floods, for the year ended 30th  
December, 1871.—(Concluded.)*

1871.

CR.

By balance of estimate for repairs, 1870 .....	\$2,436.35
“ Roads, St. John’s to Brigus, and extra cost of bridges on that line .....	131.56
“ Balance, (to be charged proportionately to districts where bridges have been repaired,) out of Road Grant, 1872.....	274.83
	<u>\$2,842.74</u>

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }



## Board of Works.

### CONSOLIDATED EXPENDITURE

*By the Board of Works on account of Special Appropriations for  
the following Districts, for the year 1871.*

District.	Grant.	Expendi- ture.	Unex- pended.	Over-ex- pended.
St. John's West . . . . .	\$2,000.00	\$2,000.00		
St. John's East . . . . .	2,000.00	2,000.00		
Brigus and Port de Grave	2,000.00	364.11	1,635.89	
Harbor Grace . . . . .	2,000.00	483.49	1,516.51	
Carbonear . . . . .	2,000.00	585.04	1,414.96	
Bay-de-Verds . . . . .	2,000.00	738.33	1,327.67	66.00
Trinity . . . . .	2,000.00	978.98	1,027.12	6.10
Bonavista . . . . .	2,000.00	1,048.19	1,009.41	57.60
Twillingate and Fogo . .	2,000.00	. . . . .	2,000.00	
Placentia and St. Mary's	2,000.00	1,303.62	716.34	19.96
Burin . . . . .	2,000.00	100.00	1,900.00	
Fortune Bay . . . . .	2,000.00	340.00	1,660.00	
Burgeo and LaPoile . . . .	2,000.00	60.00	1,940.00	
	<b>\$26,000.00</b>	<b>\$10,001.76</b>	<b>\$16,147.90</b>	<b>\$149.66</b>

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

\* **Board of Works.**

**STATEMENT OF EXPENDITURE**

*By the Board of Works on account of Special Appropriations,  
District of St. John's West, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Remarks.
Sewer, Patrick Street.	\$1,072.20	\$1,072.20		Under control Board Works. " ""
Cranes, Black Head..	230.87	230.87		
Landing Place, Black Head . . . . .	332.08	332.08		
Marine Promenade...	364.85	364.85		
	<b>\$2,000.00</b>	<b>\$2,000.00</b>		

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

Examined and found correct,

**RICHARD HOWLEY.**

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

### Board of Works.

#### STATEMENT OF EXPENDITURE

*By the Board of Works on account of Special Appropriations,  
District of St. John's East, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Remarks.
Duckworth St. Sewer	\$1,178.08	\$1,178.08		Under control Board Works. “
Pouch Cove Launch	521.92	521.92		
Flat Rock Launch.	300.00	300.00		
	\$2,000.00	\$2,000.00		

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY.

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

### STATEMENT OF EXPENDITURE

*By the Board of Works on account of Special Appropriations,  
District of Brigus and Port-de-Grave, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Remarks.
Brigus Gut, deepening	\$200.00	\$193.61	\$6.39	Under control of J. Wilcox.
Public Improvements, Port-de-Grave . . . .	200.00	170.50	29.50	
Road near Beaver Pond	280.00	.....	280.00	
Unappropriated . . . . .	1,320.00	.....	1,320.00	
	<u>\$2,000.00</u>	<u>\$364.11</u>	<u>\$1,635.89</u>	

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY.

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

## STATEMENT OF EXPENDITURE

*By the Board of Works on account of Special Appropriations, for the District of Harbor Grace, for the year 1871.*

Locality.	Grant.	Expenditure.	Unexpended.	Remarks.
Country Path, Bay Roberts .....	\$800.00	\$483.49	\$316.51	Under control of Robt. Daw.
Retaining Wall, St. Paul's Cemetery ...	480.00	.....	480.00	Ditto Commrs. Clift & Bolger.
Unappropriated. This amount intended as compensation for removing wall in front of R. C. Cathedral, to widen Main Road, and for other purposes of public improvement. ....	720.00	..... ..	720.00	
	\$2,000.00	\$483.49	\$1,516.51	

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY.

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

### DETAILED STATEMENT

*Of Expenditure by the Board of Works on account of Road from Salmonier to Saint Mary's, for the year 1871.*

Jan. 13—	To paid	J. Cormack, compensation for land taken Public Road .....	80.00
April 5	“ “	Wm. McDonald, labor Black Duck Gully	4.00
May 11	“ “	J. Cormack, balance compensation for land taken for Public Road .....	80.00
13	“ “	M. Hagan, on account contract .....	20.00
15	“ “	E. Bishop do do .....	20.00
18	“ “	Wm. McDonald do do .....	16.00
<b>June 6</b>	“ “	Labor, Simmons's Bridge .....	9.80
“ “	“ “	Do do .....	6.50
“ “	“ “	Do do .....	5.10
“ “	“ “	Do do .....	3.60
“ “	“ “	Do do .....	6.40
7	“ “	Do do .....	3.50
9	“ “	Road Contingent, 10 per cent .....	74.00
July 6	“ “	M. Carew, on account contract .....	60.00
Aug. 19	“ “	E. Bishop, on account do .....	16.00
Oct. 31	“ “	Trepassey to Portugal Cove, for propor- tion of grant .....	150.00
Nov. 8	“ “	Wm. Hogan, contract .....	60.00
“ “	“ “	E. Bishop, balance do .....	23.00
“ “	“ “	Wm. McDonald, balance contract .....	44.00
9	“ “	Edward Bishop, contract .....	5.00
10	“ “	Do on account Black Gully Bridge .....	40.00
13	“ “	M. Carew, contract .....	174.00
23	“ “	J. Kennedy, Simmons's Bridge .....	39.60
			\$940.50

H. RENOUF,  
*Chairman Board of Works.*  
JOHN STUART,  
*Secretary.*

Examined and found correct,  
RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
31st Dec. 1871. }

## Board of Works.

### STATEMENT OF EXPENDITURE

*By the Board of Works, on account of Special Appropriations, for  
the District of Carbonear, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.	Remarks.
New Valley Road.....	\$800.00	\$462.45	\$337.55	Under contr ol of M. Bolger and Road Board
Public Wharf, Carbo- near.....	400.00	122.59	277.41	Ditto Commrs. Public Wharf.
Unappropriated.....	800.00	.....	800.00	
	<b>\$2,000.00</b>	<b>\$585.04</b>	<b>\$1,414.96</b>	

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

## Board of Works.

### STATEMENT OF EXPENDITURE

*By the Board of Works on account of Special Appropria-*

Locality.	Grant.	Expenditure.
Job's Cove Droke . . . . .	\$40.00	. . . . .
Repairing ladder, Job's Cove . . . . .	32.00	. . . . .
Lower Island Cove Landing Place . . . . .	200.00	197.62
Red Land, Colford's Ladder . . . . .	40.00	40.00
Road at Burnt Point . . . . .	40.00	. . . . .
Northern Bay Landing Place . . . . .	40.00	. . . . .
Wild Cove Landing Place . . . . .	32.00	. . . . .
Ochre Pit, repairs of Wall . . . . .	32.00	. . . . .
Red Lands, general improvements . . . . .	20.00	20.00
Western Bay, Road to Sea Shore, North Side . . . . .	40.00	. . . . .
Broad Cove, blasting rock, Landing Place . . . . .	40.00	. . . . .
Spout Cove Landing Place . . . . .	32.00	. . . . .
Spout Cove, repairing Fishing Ladder . . . . .	20.00	. . . . .
Perry's Cove, Road to School and Church . . . . .	20.00	. . . . .
Otterbury, Road towards Shore . . . . .	40.00	. . . . .
Road from Clown's Cove, under hill . . . . .	32.00	. . . . .
New Road to Burying Ground, Fresh Water . . . . .	100.00	. . . . .
Island Cove Dock . . . . .	80.00	. . . . .
Caplin Cove Landing Place . . . . .	60.00	54.81
Western Bay Landing Place . . . . .	160.00	93.40
Bay-de-Verds Barrens, for Cairns . . . . .	100.00	94.50
Bay de Verds, repairs School House . . . . .	40.00	40.00
Carried forward . . . . .	\$1,240.00	\$540.33



**Board of Works.**

*tions, for the District of Bay-de-Verds, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
\$40.00		} Under Control Central Division Road Board.
32.00		
2.38		
.....		" P. Colford.
40.00		" Central Division Road Board.
40.00		} " S. March & J. Hogan.
32.00		
32.00		" S. Halfyard
.....		" P. Colford.
40.00		} " Upper Division Road Board.
40.00		
32.00		
20.00		
20.00		
40.00		
32.00		
100.00		} " Upper Division Road Board.
80.00		
5.19		
66.60		
5.50		
.....	.....	" Rev. Mr. Chamberlain.
\$699.67		

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Special*

Locality.	Grant.	Expenditure.
Brought forward.....	\$1,240.00	\$540.33
Bay-de-Verds, for Wall .....	40.00	40.00
Northern and Western Bays, for Pumps	80.00	32.00
Road, Bay-de-Verds to Grates .....	60.00	126.00
New Line Road Salmon Cove towards Carbonear .....	580.00	.....
	\$2,000.00	\$738.33

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

**Board of Works.**

*Appropriations, for the District of Bay-de-Verds, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
\$699.67		
48.00	.....	Under Control Sem. March and Joseph Hogan.
.....	66.00	Ditto Rev. Mr. Chamberlain.
580.00	.....	Ditto Levi March.
<b>\$1,327.67</b>	<b>\$66.00</b>	

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

Board of Works.

*Statement of Expenditure by the Board of Works on account of Spe-*

Locality.	Grant.	Expenditure.
From Grates Cove towards Bay-de-Verds .....	\$60.00	.....
Road, South Side, Hants Harbor.....	60.00	60.00
Road from Bay-de-Verds to Old Perlican .....	100.00	106.10
Scilly Cove, for Moorings and Buoys....	300.00	283.98
Trinity, for Commercial School .....	180.00	.....
Survey of new line, Trinity to King's Cove .....	25.00	.....
Road from Lance Cove to Butt's Head, Random .....	60.00	60.00
Road towards School House, Random ..	40.00	40.00
Road across Random Island.....	40.00	40.00
Catalina, towards cost of School House	120.00	.....
Catalina, Bridge at River Head.....	100.00	.....
Bird Island Cove Road towards Cemetery .....	80.00	.....
Dildo Road to Chapel Arm .....	100.00	100.00
Old Perlican, General Improvements....	100.00	94.00
Lance Cove Landing Place .....	40.00	40.00
Road, Old Bonaventure towards Trinity	40.00	15.85
Russel's Cove Landing Place .....	40.00	40.00
British Harbor, for Bridge .....	40.00	.....
Hearts Content, General Improvements	100.00	60.00
Hearts Delight, do do	40.00	39.05
Ireland's Eye do do	35.00	.....
	<b>\$2,000.00</b>	<b>\$978.98</b>

Examined and found correct,

**RICHARD HOWLEY,**

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

**Board of Works.**

*cial Appropriations, for the District of Trinity, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
\$60.00		Under Control of Rev. Mr. Chamberlain, Thos. Avery, and James Jeans.
		“ J. Sheehan, J. Short, and Wm. Trimm.
	6.10	“ Rev. Mr. Chamberlain and Levi March.
16.02		“ Newell, Hindy, and Hiscock
480.00		“ Trinity Bay North School Board.
25.00		“ G. H. Cole and Michael Ryan.
		} “ Rev. Mr. Harrington
120.00		“ Alexander Bremner.
100.00		“ John Bremner.
80.00		“ Wm. Hobbs.
		“ P. Frost and Edgar March.
6.00		“ Levi March.
		“ Wm. Trimm, Seal Cove.
24.15		“ J. Verge, J. Bayly, T. Pilchard.
		“ Wm. Trimm, Seal Cove.
40.00		“ Edward Gardner.
40.00		“ Rev. G. Gardner and J. Hopkins.
0.95		“ Mr. Wiltshire and Edgar March.
35.00		“ James Toup and Saml. Miller.
<b>\$1,027.12</b>	<b>\$6.10</b>	

H. RENOUF,

*Chairman Board of Works.*

JOHN STUART,

*Secretary.*

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Special*

Locality.	Grant.	Expenditure.
Road down Cape Shore .....	\$300.00	\$259.34
Branch Road to Upper Amherst Cove, including Bridge at Robt. Brown's ...	75.00	.....
Railing round precipice, Plate Cove .....	20.00	.....
Bridge between South and Indian Arm...	75.00	40.00
Road to Chapel at Open Hall .....	70.00	.....
Road from Geo. Brown's to Main Road, King's Cove ... ..	30.00	13.80
Road from Thomas Brown's to Main Road, King's Cove .....	30.00	.....
Road from Devine's towards Western Point, King's Cove .....	40.00	.....
New Line towards R. C. Chapel, King's Cove .....	40.00	.....
Survey of New Line from King's Cove to Trinity .....	25.00	.....
Road through Red Cliff Island and to Open Hall.....	40.00	64.00
Road from the Beach in Broad Cove to- wards Wm. McLoughlan's .....	20.00	16.10
Road on North Side Broad Cove .....	20.00	.....
Road through Knight's Cove .....	40.00	39.50
Road towards P. Walsh's, Knight's Cove	25.00	.....
Road from Keels to Sancroix to Back- side Beach, Keels .....	40.00	28.00
Road and Bridge through Keels.....	40.00	73.50
Road from Bridge, Tickle Cove, towards Andrew Mullooney's.....	30.00	24.00
Road through Castle Cove .....	20.00	.....
Cleansing Reservoir and cost of Water Pipes, Greenspond.....	300.00	235.55
Two Landing Places for Ferry, Greens- pond.....	40.00	.....
Roads, Gooseberry Islands .....	40.00	.....
Carried forward.....	\$1,360.00	\$793.79

**Board of Works.**

*Appropriations, for the District of Bonavista, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
40.66		Under Control J. R. Miffen.
75.00		Do do
20.00		Do Nicholas Cheevers.
35.00		Do do
70.00		Do James Long.
16.20		Do Michael Ryan.
30.00		Do do
40.00		Do do
40.00		Do do
25.00		Do do
	24.00	Do Nicholas Cheevers.
3.90		Do P. Matthews.
20.00		Do Stephen Ryan.
0.50		Do Michael Ryan.
25.00		Do do
12.00		Do John Murphy.
	33.50	Do do
6.00		Do do
20.00		Do do
64.45		Do J. S. Lockyer.
40.00		Do do
40.00		Do M. Cashin and C. Harris.
<b>\$623.71</b>	<b>\$57.50</b>	

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Spe-*

Locality.	Grant.	Expenditure.
Brought forward . . . . .	\$1,360.00	\$793.79
School House, Pools Island . . . . .	30.00	30.00
Roads, Pinchard's Island . . . . .	30.00	. . . . .
Roads, Pudding Bag Cove . . . . .	25.00	25.00
Road to Burying Ground, Swains Island	30.00	30.00
Road to Burying Ground, Bishop's Hr.	30.00	30.00
Road from Happy Adventure to Salvage Bay . . . . .	40.00	5.80
Bridge at Little Harbor . . . . .	20.00	. . . . .
Roads at Cotterell's Island, viz:		
Hayward's Cove . . . . .	20.00	9.50
Dog Cove . . . . .	20.00	. . . . .
Shoals Cove . . . . .	20.00	. . . . .
Roads at Flat Island . . . . .	30.00	. . . . .
Bridge at Cape Island . . . . .	65.00	. . . . .
Road from Main towards Indian Bay . . . .	60.00	. . . . .
Road towards School House, Middle Arm, Bloody Bay . . . . .	20.00	20.00
Road near Kennedy's, at Batterton's Is- land, near Greenspond . . . . .	30.00	24.00
School House at Deer Island . . . . .	60.00	. . . . .
Roads at Fair Island . . . . .	20.00	20.00
Bridge over Salt Water Pond, Burnt Islands . . . . .	30.00	. . . . .
Bridge and School House, Barrow Har- bor . . . . .	60.00	60.00
	<b>\$2,000.00</b>	<b>\$1,048.09</b>

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }



**Board of Works.**

*cial Appropriations, for the District of Bonavista, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
\$623.71	\$57.50	Under control of Wm. Kneec.
30.00		James Farsons.
		George Dyke.
		Edward Bishop.
		Andrew Oldford.
34.20		" "
20.00		J. Hancock.
10.50		John Turner.
20.00		" "
20.00		" "
30.00		Moses Davis.
65.00		Thomas Millendy.
60.00		J. S. Lockyer.
		Bazil Sparks.
6.00		J. S. Lockyer.
60.00		Abraham Feltham.
		Charles Oakley.
30.00		Samuel Kelly.
		John Sheppard.
<b>\$1,009.41</b>	<b>\$57.50</b>	

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Special Appropriations, for the District of Twillingate and Fogo, for the year 1871.*

Locality.	Grant.	Expendi- ture.	Unex- pended.
Bridge at Twillingate .....	\$400.00	.....	\$400.00
Fogo Gut .....	200.00	.....	200.00
Tilton Harbor.....	200.00	.....	200.00
Exploits, Burnt Island, Bridge.....	200.00	.....	200.00
Fortune Harbor Wharf.....	100.00	.....	100.00
Unappropriated.....	900.00	.....	900.00
	<b>\$2,000.00</b>		<b>\$2,000.00</b>

H. RENOUF,  
*Chairman Board of Works.*

JOHN STUART,  
*Secretary.*

Examined and found correct,

RICHARD HOWLEY,  
*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

THE HISTORY OF

THE HISTORY OF THE UNITED STATES

Year	Volume	Pages
1776	1	1-100
1777	2	101-200
1778	3	201-300
1779	4	301-400
1780	5	401-500
1781	6	501-600
1782	7	601-700
1783	8	701-800
1784	9	801-900
1785	10	901-1000

THE HISTORY OF THE UNITED STATES

THE HISTORY OF THE UNITED STATES

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Spe*

Locality.	Grant.	Expenditure.
Little Placentia, Breakwater.....	\$960.00	\$449.86
Great Placentia, Harbor Wharves and Jetties.....	240.00	240.00
North East Arm Road.....	60.00	58.50
St. Kyran's, Main Roads.....	200.00	200.00
Salmonier, North Side.....	40.00	40.00
Harbor Buffett, general improvements..	40.00	35.30
St. Mary's Main Bridge.....	200.00	.....
Patrick's Cove Breakwater.....	60.00	79.96
Trepassey Bridge, N. W. Arm.....	200.00	200.00
	<b>\$2,000.00</b>	<b>\$1,303.62</b>

Examined and found correct,

**RICHARD HOWLEY.**

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

**Board of Works.**

*Final Appropriations, for Placentia and St. Mary's, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
\$510.14	.....	Under Control Road Board.
.....	.....	Do
1.50	.....	Do
.....	.....	Do Board St. Kyrans.
.....	.....	Do do Salmonier.
4.70	.....	Do Chairman Rd. Board.
200.00	.....	Do Magistrate & P. Nolan.
.....	19.96	Do J. W. English.
.....	.....	Do Chairman Road Board.
<b>\$716.34</b>	<b>\$19.96</b>	

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

**Board of Works.**

*Statement of Expenditure by the Board of Works on account of Spe-*

Locality.	Grant.	Expenditure.
Bridge, Lamaline .....	\$100.00	\$100.00
Lock-up at Grand Bank .....	480.00	.....
Breakwater, Lamaline .....	100.00	.....
Do Grand Bank .....	220.00	.....
Do Fortune .....	220.00	.....
Unappropriated .....	880.00	.....
	<b>\$2,000.00</b>	<b>\$100.00</b>

Examined and found correct,

**RICHARD HOWLEY,**

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

**Board of Works.**

*cial Appropriations, for the District of Burin, for the year 1871.*

Unexpended.	Over-expended.	Remarks.
.....	.....	Under Control Rev. Mr. Gabriel.
480.00	.....	Do do Magistrate.
100.00	.....	Do do Rev. Mr. Gabriel.
220.00	.....	Do do of Commissioners.
220.00	.....	Do do of Commissioners.
880.00	.....	
<b>\$1,900.00</b>		

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

**Board of Works.**

*Statement of Expenditure by the Board of Works on account of Spe-*

Locality.	Grant.	Expenditure.
Steamer <i>Diamond</i> , hire of, per Inspector Nevill .....	\$60.00	\$60.00
Mooring Buoy, Sagona .....	280.00	280.00
Repairs Customs, Pushthrough .....	60.00	.....
Marine Slip, Bellorem .....	1,600.00	.....
	<b>\$2,000.00</b>	<b>\$340.00</b>

Examined and found correct,

**RICHARD HOWLEY.**

*Auditor of Public Accounts.*

Board of Works, }  
 30th Dec., 1871. }



### Board of Works.

*cial Appropriations, for the District of Fortune Bay, for the year 1871.*

Un-expen- ded.	Over-ex- pended.	Remarks.
.....	.....	Under control of Board of Works.
.....	.....	" " T. R. Bennett, Esq.
\$60.00	.....	
1,600.00	.....	
<b>\$1,660.00</b>	.....	

**H. RENOUF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

### Board of Works.

*Statement of Expenditure by the Board of Works on account of Spe-*

Locality.	Grant.	Expenditure.
Channel Lock-up .....	\$440.00	\$60.00
Do School House .....	440.00	.....
Road to Rose Blanche .....	100.00	.....
Road towards Cape Ray .....	100.00	.....
Hiscock's Point towards Burnt Island...	40.00	.....
Rose Blanche towards Harbor Le Cou ..	100.00	.....
At Harbor Le Cou.....	40.00	.....
Petites settlement Roads .....	140.00	.....
Burgeo Canal to Brook .....	400.00	.....
LaPoile Roads, from Outer Harbor to Little Bay .....	160.00	.....
Road to Plante from Outer Harbor .....	40.00	.....
	<b>\$2,000.00</b>	<b>\$60.00</b>

Examined and found correct,

RICHARD HOWLEY,

*Auditor of Public Accounts.*

Board of Works, }  
30th Dec., 1871. }

### Board of Works.

*cial Appropriations, for Burgeo and LaPoile, for the year 1871.*

Unexpended.	Over-expended.	Remarks.
\$380.00	.....	Under Control Rev. Mr. Goode.
440.00	.....	Do do
100.00	.....	Do do
100.00	.....	Do do
40.00	.....	Do do
100.00	.....	Do Rev. Mr. Netten.
40.00	.....	Do Ridout & Furneaux.
140.00	.....	Do Mr. LeGros.
400.00	.....	Do Rev. Mr. Cunningham.
160.00	.....	Do Clement, Renouf & Co.
40.00	.....	Do do
<b>\$1,940.00</b>		

**H. RENOÛF,**

*Chairman Board of Works.*

**JOHN STUART,**

*Secretary.*

## Poor Returns.

### EXPENDITURE FOR RELIEF OF THE POOR

DISTRICTS.	January.	Feb.	March.	April.	May.	June.
<b>St. JOHN'S—</b>						
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Permanent Poor. ....	141 19 8	141 9 8	140 18 2	139 5 2	139 5 2	137 11 2
Casual Poor.....	204 2 0	254 0 7	279 14 3	273 2 7	262 15 6	236 12 4
Orphanages .....			154 2 0			144 10 0
Incidentals .....						
<b>Twillingate .....</b>	5 10 0	6 16 0	38 17 6	1 0 0	17 10 0	581 9 1
Harbor Main .....	59 6 6	16 3 6	16 7 6	115 11 9	20 19 6	12 5 0
Carbonear .....	59 7 6	0 7 6	45 12 0	127 13 6	24 7 6	33 2 1
Harbor Grace.....	233 1 9	77 11 4	35 5 6	139 1 6	202 3 10	94 16 0
Brigus .. .....	155 18 0	18 19 6	24 14 11	270 16 7	145 17 3	12 2 6
Placentia.....	100 12 6	5 5 0	28 1 9	11 19 11	301 12 11	114 18 0
Ferryland .....	17 15 0	118 0 0	86 1 0	97 0 6	221 9 6	32 0 0
Bay-de-Verds.....	40 2 6	48 0 0	20 5 0	53 3 4	204 10 0	30 12 6
Trinity.....	117 17 10	13 7 10	55 15 0	25 4 0	439 6 11	89 12 0
Burin .....	9 15 0	111 15 11	10 10 0	136 5 6	173 6 8	22 7 0
Bonavista .....		9 0 0		89 3 0	173 6 6	289 14 2
LaPoile .....	52 6 0	42 18 0	86 5 11	54 1 6	9 10 0	68 3 0
Fortune Bay .....	5 10 0	7 10 0	13 10 0	4 10 0	44 12 9	19 10 0
Labrador.....	5 17 9					

Examined and found correct,

**RICHARD HOWLEY.**

*Auditor of Public Accounts.*

2

Poor Returns.

DURING THE YEAR ENDED 31st DECEMBER, 1871.

July.	August.	Sept.	Oct.	Nov.	Dec.	Amount.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
139 17 2	139 17 2	141 4 2	141 2 11	139 9 2	140 17 2	1,682 16 9
232 4 9	235 7 6	201 19 2	212 0 0	208 16 2	236 11 6	2,837 10 1
.....	.....	128 0 0	.....	.....	134 0 0	560 12 6
.....	.....	.....	.....	.....	.....	63 10 11
						£5,144 13 3
112 11 0	29 15 0	112 3 6	119 0 0	320 12 6	162 15 0	1,507 18 7
86 12 0	30 18 0	8 3 9	69 13 0	19 16 6	9 1 0	464 18 0
101 7 0	10 15 0	2 7 6	94 2 6	17 12 0	68 3 0	584 19 1
230 13 0	122 13 6	11 18 6	315 13 0	29 12 6	7 3 6	1,429 13 11
226 13 11	103 19 0	8 10 6	140 7 0	148 17 9	44 16 2	1,301 13 4
21 5 0	.....	19 7 6	205 0 0	331 7 6	42 6 3	1,181 16 4
99 18 9	56 15 6	22 7 6	147 3 0	126 13 0	77 8 4	1,102 12 1
85 0 0	56 2 6	10 10 0	174 0 0	65 10 0	40 10 0	828 5 10
112 17 2	97 7 6	29 11 0	152 5 9	260 9 11	86 10 0	1,478 4 2
44 10 0	10 10 0	109 2 0	156 13 0	40 18 0	6 2 0	831 15 1
119 2 9	3 15 0	83 10 6	38 0 0	101 11 6	95 0 0	1,002 3 5
60 0 6	36 0 0	23 0 0	15 0 0	25 15 0	28 5 0	501 8 11
23 10 0	10 10 0	16 10 0	6 0 0	12 0 0	20 7 0	183 19 9
.....	.....	.....	.....	22 11 6	.....	28 9 3
						12,427 17 9
						£17,572 11 0

J. SHEA,  
Commissioner Poor.

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year 1871.*

1871.

Jan. 1—	<i>Kate Cummins</i> , lost in Cow Bay, 2 men, 5 days each, at 1s. 9d., on passage in <i>Bredalbane</i> , paid Capt. Alexander Parsons.....	£1 8 0
5	20 wrecked people from Labrador, brought by the <i>Times</i> to Harbor Grace, and sent from thence to their respective homes in the Bay..	2 3 0
18	Thomas Ellis, a wrecked seaman from Harbor Briton to St. John's, per <i>Ariel</i> ...	1 0 0
“	Captain Rippen and 5 wrecked seamen from Channel to St. John's ..	12 2 6
20	<i>Anne Jane</i> , abandoned at sea in April, 1870, 6 men at Long Beach, one day, at 1s. 6d. per Neil and Martin.....	£0 9 0
	Do 1 day at Broad Cove, per Michael Lawlor .....	0 9 0
	Do at Ferryland, 1 man sick 4 days, per Martin Devereux. . . . .	0 13 6
		1 11 6
	Do at Toad's Cove, Mrs. Driscoll .....	0 12 0
29	Paid Anderson & Kennedy, Carbonear, for passages of 5 wrecked persons from Labrador last fall in schooner <i>Sarah Anne</i> , 14 days, at 1s. 9d. per day .....	6 2 6
30	<i>Isabella</i> , at Burin, 4 men 3 days, at 1s. 6d., per John Murphy .....	0 18 0
Feb. 10	John Lamb & Pierce Burke, Shipwrecked, home to Placentia .....	0 15 0
15	Balance due and allowed for wrecked crews in Trinity in 1870, per G. H. Cole ...	2 3 0
“	Schooner at Ingle, 1870, expenses board and hire of craft, per Henry Jillard. Paid E. Duder .....	12 0 0
		£40 15 6
	Carried forward.....	£40 15 6

## Shipwrecked Crews.

## STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year 1871.—(Continued.)*

1871.

	Brought forward .....	£40	15	6
Feb. 17—	Paid John Cozens of Placentia, passages of John Lamb and Pierce Burke, wrecked seamen from Burin to Placentia .....	1	0	0
22	Paid Captain Dan. Green, for passages of 6 wrecked sealers from Harbor Grace to St. John's in April last. ....	1	10	0
April 3	<i>Vulture</i> , lost at Lamaline, passages of 4 men to St. Peters, per Patrick Collins. ....	1	5	0
4	The <i>Lilly Fulton</i> , lost at St. Shotts, July, 1869, at Light House, 6 men 3 days at 2s. 6d. ....	2	5	0
	5 pairs Shoes, at 7s. 6d. per pair ....	1	17	6
	2 " Hose, at 2s. ....	0	4	0
	1 " Trowsers, at 12s. 6d. ....	0	12	6
		4	19	0
12	<i>Iona</i> , one man to Cape Broyle .....	0	6	0
13	<i>Dove</i> , at Channel, 3 men 10 days, at 2s. each per day. Paid Evans & LeMessurier. ....	3	0	0
"	<i>Brothers</i> , at Trinity, 9 men's passage £2 5 0 Per Peter Coleman, 2 meals each. ....	0	15	0
		3	0	0
22	Telegrams to Thomas Power, Chapel Arm, respecting 9 men of the <i>Mary Grace</i> , 18th April .....	0	7	9
28	<i>Elizabeth</i> , of St. John's, wrecked in the West Indies, passage of George Bussee, the master, from Porto Rico, per <i>Excel</i> , Elliot master, 26 days, at 2s. stg. per day. ....	3	0	0
May 4	<i>Iona</i> , of Harbor Grace, 37 men to their homes. ....	6	0	3
"	<i>Eclipse</i> , of Carbonear, 36 men to their homes. ....	4	10	4
5	<i>Deerhound</i> , 1 man to Grates Cove .....	0	10	0
	Carried forward .....	£70	3	10

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year 1871.—(Continued.)*

1871.

	Brought forward .....	£70	3	10
May 5—	<i>Victoria</i> , at Bay Bulls, wrecked in Trepassy, January last, 7 men 1 day .....	£0	8	9
"	One day travelling to St. John's .....	0	8	9
			0	17
6	<i>Mary Grace</i> , at Pinchard's Island, 2 men to go home .....	2	0	0
8	<i>Deerhound</i> , 3 men, 3 meals each, Mrs. Gleeson..	0	6	0
11	<i>Vulture</i> , lost near Lamaline, 2 men, 12 days, at 2s., per Andrew Power .....	2	8	0
12	<i>Hebe</i> , of Twillingate, 2 men to go home .....	1	0	0
17	<i>Eclipse</i> , at Heart's Content, George Brown, sick and disabled, conveyance to Carbonear, per Charles Rendell.....	1	0	0
"	<i>Sea Nymph</i> , at Heart's Content, Roger Ken- nedy insane, 2 men watching at night £0 10 0 Conveyance to Carbonear .....	1	0	0
"	Man to assist .....	0	10	0
"	3 meals, 2s., per Charles Rendell .....	0	2	0
			2	2
"	<i>Rapid</i> , lost in April, two men to Bay Bulls..	0	5	0
19	<i>Wolf</i> , steamer, conveying 53 men from Hearts Content to Trinity, at 3s. 6d. each, per John Doherty .....	9	5	6
"	<i>Rapid</i> , 35 men from Trinity to Hearts Content, per John Doherty.....	6	2	6
20	<i>Rapid</i> , at Trinity, Dr. Levisconte, attendance on Thomas Forristal.....	1	0	0
"	<i>Confederate</i> , at Catalina, 75 men, 2 days, at 2s. Do passage of 75 men to Heart's Con- tent, per Joseph Joy .....	15	0	0
		18	15	0
	Carried forward .....	£130	5	4



## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year*  
1871.—(Continued.)

1871.

	Brought forward .....	£130	5	4
May 20—	<i>Rapid</i> , at Catalina, 3 men, 2 days	£0	12	0
	Passage to Hearts Content, per Joseph Joy .....	0	15	0
		—	—	—
			1	7 0
"	<i>Emily Ellen</i> , St. John's, 9 men, 14 meals each, per Mary Morrissy .....		4	13 4
"	<i>Deerhound</i> , 12 men, 3 meals, per Mary Morrissy .....		1	4 0
"	<i>Mary Ann</i> , of Carbonear, paid Joseph Sampson, of Salvage, for 6 men, one day	£0	10	0
	Passage of do. from Flat Islands to Salvage .....	0	10	0
		—	—	—
			1	0 0
"	<i>Eclipse</i> , at Hearts Content, 41 men, 2 meals, per Wm. Rowe .....		2	14 8
"	<i>Wolf</i> , steamer, Hearts Content, 25 men, 1 meal, per William Rowe .....		0	16 8
"	<i>Confederate</i> , at Catalina, 4 men, 7 days, per John Hicks .....	£2	16	0
	Do 4 men, 7 days, per Samuel Edmunds .....	2	16	0
		—	—	—
			5	12 0
22	<i>Confederate</i> , at Catalina, 6 men, 7 days, per William Facey .....		4	4 0
"	<i>Mary Ann</i> , 6 men, 2 days at Salvage	£1	4	0
	Hire of boat .....	1	0	0
"	Crew, 4 men, per James Burden	0	14	0
		—	—	—
			2	18 0
		—	—	—
	Carried forward .....	£154	15	0

## Shipwrecked Crews.

## STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year 1871.—(Continued.)*

1871.

	Brought forward.....	£154	15	0	
May 22—	Paid James Burden, for 1 man of the <i>Briton</i> , from Salvage to Shoals Cove, crew, 4 men .....	£0	12	0	
"	Food .....	0	2	10	
			0	14	10
"	<i>Iona</i> , at Bay-de-Verds, 6 men, 3 days, per James Cotter .....	1	4	0	
23	<i>Wolf</i> , steamer, at Hearts Content, Joseph Hop- kins, for provisions across the Bay.....	1	12	0	
"	<i>Iona</i> , 40 men, 1 meal at halfway house, be- tween Hearts Content and Carbonear, per Silas Ryan .. .. .	1	6	8	
"	<i>Iona</i> , at Keels, 6 men, 1 day, per Sarah Penny	0	12	0	
26	<i>Sea Nymph</i> , at Carbonear, 26 men to their homes .....	3	18	0	
"	<i>Rapid</i> , at Carbonear, 35 men to go home....	5	8	3	
"	<i>Emily Ellen</i> , at Carbonear, 10 men, 3 days diet and passage.....	6	10	0	
"	<i>Eclipse</i> , at Carbonear, 3 men to go home....	0	7	6	
"	<i>Hebe</i> , 7 men, 50 days, from the 6th of April to the 26th May, at 2s. each, on board schooner <i>Deborah</i> .....	35	0	0	
26	<i>Mary Grace</i> , 7 men, from Harbor Grace to Greenspond, per Capt. Sansbury.....	7	0	0	
27	<i>Iona</i> , Trinity, 10 men, 2 days, per Mrs. Spence	2	0	0	
"	<i>Iona</i> , Trinity, 31 men, 2 days, per John Whelan	6	4	0	
"	<i>Rapid</i> , at Trinity, 23 men, 10 days, per John Whelan .....	23	0	0	
"	<i>Confederate</i> , at Catalina, 5 men, 7 days, per Wil- liam Howel .....	3	10	0	
	Carried forward.....	£253	2	3	

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year  
1871.—(Continued.)*

1871.

	Brought forward .....	£253	2	3
May 27—	Capt. Glavine's vessel lost—			
	1 bag bread ..	£1	7	0
	1 barrel flour, per John Sansbury, Pinchard's Island.....	1	18	0
			3	5
			0	0
"	<i>Mary Jane</i> , passages of 10 men to Twillingate, per E. Duder .....	10	0	0
"	<i>Rapid</i> , Bonavista, paid Dr. Skelton for attend- ance, 1 man.....	0	10	0
"	<i>Confederate</i> , at Bonavista, paid Dr. Skelton, 2 men .....	1	0	0
30	<i>Wolf</i> , steamer, at Hearts Content, 2 men, 5 days, per William Rowe.....	1	0	0
31	<i>Rapid</i> , at Trinity, 23 men, 7 days £16 2 0 15 men, 2 days, per John Whelan.. 3 0 0		19	2
			0	0
"	<i>Iona</i> , Trinity, provisions for 50 wrecked men, for crossing the Bay to Hearts Content, per B. Miller .....	4	8	9
"	<i>Iona</i> , at Trinity, 9 men, 5 meals, per B. Miller	1	10	0
"	50 men crossing the Bay, per B. Miller, at 3s. 6d. each ..	8	15	0
June 1	<i>Confederate</i> , at Bonavista, 80 men, 2 days, per James Ryan....	16	0	0
"	<i>Confederate</i> , at Catalina, 5 men, 7 days, per Frank Burshett ..	3	10	0
"	<i>Rapid</i> , at Bonavista, 37 men, 11 days, per Wm. Clouter .....	5	11	0
"	<i>Confederate</i> , at Catalina, 9 men, 7 days, per Wm. Clouter ...	6	6	0
			33	4
			0	0
	Carried forward .....	£334	0	0

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year  
1871.—(Continued.)*

1871.

	Brought forward.....	£334	0	0
June 2—	<i>Rapid, Trinity, and Wolf, for passages across the Bay, per Walter Grieve &amp; Co</i> ....		6	5 10
“	<i>Rapid, at Trinity, 12 men 19 days, per Ann Spence</i> ....	£22	16	0
	3 men, 7 meals, per Ann Spence....	0	14	0
	—————		23	10 0
“	<i>Deerhound, 48 men from St. John’s home, per Walter Grieve &amp; Co</i> .....		24	0 0
3	<i>Deerhound, at St. John’s, 12 men, 4 meals, per Mrs. John Reed</i> .....		1	12 0
“	<i>Rapid, at Trinity, 5 men, 2 days, per Edward Doherty</i> .....		1	0 0
5	<i>Mary, Glavine’s schooner, passage of 8 men from Straits of Belle Isle to Twillingate</i> .....	£3	0	0
	1 barrel flour .....	2	0	0
	25 lbs. pork .....	0	16	8
	2 gallons molasses .....	0	6	0
	1 man’s diet, 46 days, per Sam. Young	4	12	0
	—————		10	14 8
“	<i>Mary Grace, at Chapel Arm, 9 men, 2 days, per Thomas Power</i> .....		1	16 0
	<i>Mary, at Dog Island, in Straits of Belle Isle, 15 men, 4 days, per David Glavene</i> .....		6	0 0
“	<i>Mary, 5 men, passage from Straits to Fortune Harbor, per John Cantwell</i>	1	17	6
	Do diet, 2 days.....	1	0	0
	—————		2	17 6
6	<i>Wolf, steamer, at Harbor Grace— 60 men to Hearts Content</i> ....	6	0	0
	4 men, diet, 3 days....	1	4	0
	—————		7	4 0
	Carried forward .....	£419	0	0

## Shipwrecked Crews.

## STATEMENT

Of Expenditure on account of Shipwrecked Crews, for the year  
1871.—(Continued.)

1871.

	Brought forward .....	£419	0	0
June 6	<i>Confederate</i> , at Harbor Grace, 5 men to Belle Isle .....	£1	10	0
	4 men to Harbor Main .....	1	12	0
			3	2
7	<i>Sophia</i> , lost at Cape Freels, 6 men, 3 meals, per George Contes .....	£0	8	0
	Provisions for journey to Twillingate .....	0	8	3
			0	16
			3	
"	<i>Mary</i> , at Grignet, provisions per E. Duder...	7	15	6
"	<i>Hebe</i> , 5 men from St. John's to Twillingate, per Philip Ridout .....	2	10	0
"	<i>Mary Grace</i> , 8 men 5 meals each .....	1	10	0
8	<i>Confederate</i> , Hearts Content, 1 man sick, conveyance to Carbonear .....	£1	0	0
	5 meals, per Charles Rendell.....:	0	3	4
			1	3
			4	
"	<i>Confederate</i> , at Carbonear, 17 men home ...	2	1	0
"	<i>Mary</i> , at French Shore, supplies to travel, by Haddon.....	4	9	0
9	<i>Mary and Ann</i> , balance from last year, per Peter Coleman.....	0	8	0
10	Dr. Stirling, Twillingate, attendance, 3 wrecked sealers.....	1	10	0
"	<i>Confederate</i> , at Catalina, 44 men, 7 days, paid Mr. P. Murphy .....	30	16	0
"	<i>Rapid</i> , at Catalina, 38 men 4 days, per Mr. P. Murphy.....	15	4	0
"	<i>Rapid</i> , at Catalina, 2 men 22 days, per Michael Nowlan. ....	4	8	0
	Carried forward.....	£494	13	1

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year  
1871.—(Continued.)*

1871.

	Brought forward.....	£494	13	1
June 13—	<i>Eclipse</i> , at Hearts Content, 5 men 15 meals.....	0	10	0
	Sick man, per Noah Rowe... ..	0	1	0
		0		11
	“ <i>Village Belle</i> , Ward’s Harbor, 7 men 5 days, per Abraham Burton .....	3	10	0
	Passage of above to Fortune Harbor, per Thos. Woodford.....	3	0	0
15	<i>Eclipse</i> , at Old Perlican, 5 men, one day, per Azariah Sparks .....	0	10	0
20	<i>Hebe</i> , at Twillingate, 6 men, 47 days, per Mitchell & Wheeler .....	28	4	0
21	<i>Wolf</i> , 19 men from St. John’s to Harbor Grace, per James Moody .....	3	12	0
	“ <i>Wolf</i> , 42 men to Harbor Grace, per Thomas Fowler .....	8	8	0
	“ Paid Walter Grieve & Co., provisions for <i>Wolf</i> ’s crew .....	5	5	6
	“ <i>Wolf</i> , crew, passage, 53 men from Hearts Content to Trinity, W. Grieve & Co.....	10	12	0
	“ <i>Mary Grace</i> , 2 men at St. John’s, 2½ days....	0	10	0
30	<i>Mary Grace</i> , at Harbor Grace, 2 men, 9 days, 7 do 7½ days .....	6	18	8
	“ <i>Rapid</i> , Trinity, 2 men, 6 days, per Ann Spence	1	4	0
July 4	<i>Mary &amp; Anne</i> , at Kings Cove, 6 men, 4 meals each, per Thomas Lawton .....	1	0	0
	“ <i>Iona</i> , 15 men, 10 meals, per do. ....	5	0	0
	“ <i>Iona</i> , at Kings Cove, 14 men, 10 meals, per Michael McGrath .....	4	13	4
		£577		11
	Carried forward .....			7

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year 1871.—(Continued.)*

1871.

	Brought forward . . . . .	£577 11 7
July 4	<i>Iona</i> , do 10 men, 10 meals, per John Carrol ..	3 6 8
"	<i>Iona</i> , do 7 men, 10 meals, per Wm. Martin..	2 6 8
"	<i>Iona</i> , do 5 men, 35 meals, per Jessy Hartery	1 13 4
"	<i>Iona</i> , do 166 meals, per James Eagan.....	5 12 6
"	<i>Iona</i> , do 11 meals, per Thomas Hynes.....	0 7 6
"	<i>Iona</i> , do provisions for journey from Kings Cove to Trinity, per Michael Murphy .....	2 10 0
6	<i>Sarah and Ann</i> , at Trinity, Oct., 1870, 7 men, 2 days, per Whelan . . . . .	1 1 0
24	<i>Rapid</i> , at Catalina, 1 man, 26 days, per Mrs. Murphy. . . . .	2 12 0
28	Dr. Findlater, Fogo, attendance, 5 men, in 1870 .....	2 10 0
Aug. 8	<i>Diadem</i> , of Britain, lost at Lamaline, 4 men, 2 days, per E. Walsh.....	0 16 0
14	<i>Indian Queen</i> , wrecked at Twillingate, provi- sions, per E. Duder.....	4 11 3
26	<i>Wolf</i> , 2 men from Hearts Content to Trin- ity..... £0 10 0 2 days' board, per Joseph Joy.....	0 8 0
	-----	0 18 0
Sept. 12	<i>Adelaide</i> , at Burin, 2 men, 21 days, per Alice Grace .....	3 3 0
18	<i>Eclipse</i> , at Hearts Desire, 41 men, 1 meal, per Wm. George .....	1 9 4
Oct. 7	Steamer <i>Ellen Gisborne</i> , French Shore, 1870, provisions for 14 men, per Brunlees & Had- don .....	17 8 7
9	<i>Gem</i> , lost at Labrador, 12 men at Fogo, provi- sions, per E. Duder.....	1 2 6
	-----	-----
	Carried forward .....	£628 19 11

## Shipwrecked Crews.

### STATEMENT

*Of Expenditure on account of Shipwrecked Crews, for the year*  
1871.—(Continued.)

1871.

	Brought forward.....	£628	19	11
Oct. 9—	<i>Naomi</i> , of <i>Brigus</i> , lost at Langley in Sept., 5 men to Bay Roberts .....	2	10	0
10.	<i>Naomi</i> , 4 men, 1 day's board, per Mrs. Morrissey .....	0	6	8
13	<i>Brothers</i> , at Catalina, clothing 1 man.....	2	0	0
18	<i>Naomi</i> , passage of Capt. and 6 men from St. Peters to St. John's, per <i>Walrus</i> .....	6	17	6
30	<i>Myrtle</i> , of <i>Carbonear</i> , wrecked on French Shore, 47 persons, passage to Carbonear, from St. John's, paid Capt. Giles .....	15	0	0
31	<i>Myrtle</i> , paid for conveying women and children on board the <i>Tiger</i> .....	0	10	0
Nov. 3	<i>Myrtle</i> , 35 meals, at 9d. each, per Mary Morrissey .....	1	3	4
7	<i>Myrtle</i> , provisions for passage to Harbor Grace, per J. Tarahan.....	3	3	0
10	<i>Myrtle</i> , 47 men ... } from Tilt Cove, to St. John's, per <i>Ariel</i> ..	26	0	0
"	<i>Water Lilly</i> , 5 men } ..			
"	<i>Extant</i> , of Harbor Briton, lost near Burin, 4 men from Burin to Harbor Briton, per <i>Ariel</i> ..	2	7	0
"	<i>Eclipse</i> , at Old Perlican, 5 men, 1 day, per William Cox .....	0	10	0
"	<i>Confederate</i> , at Old Perlican, 3 men, 1 day, per Wm. Cox.....	0	6	0
14	<i>Indian Queen</i> , in May, provisions at Exploits, per James Rolls & Sons .....	2	7	9
16	<i>Myrtle</i> , 47 persons from St. John's to Carbonear, per <i>Tiger</i> .....	15	0	0
	Carried forward .....	£707	1	2



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**Shipwrecked Crews.**


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## STATEMENT

*Of Expenditures on account of Shipwrecked Crews, for the year 1871.—(Concluded.)*

1871.

	Brought forward .....	£707	1	2
Nov. 16—	<i>Myrtle</i> , 14 persons from St. Anthony's to St. John's, per Mark Hennebery .....	30	0	0
"	<i>Myrtle</i> , at St. John's, 14 persons, 4 meals each, per Mary Morrisey .....	1	17	4
21	<i>Myrtle</i> , 14 persons to Cove and expenses, per Wm. Coughlan .....	6	2	6
Dec. 14	<i>Myrtle</i> , provisions at Tilt Cove, for 47 persons, voyage to St. John's .....	18	10	0
"	<i>Athlete</i> , at Twillingate, 1 man, 12 days, per James Boyd .....	1	4	0
"	<i>Water Lilly</i> , at Tilt Cove, 1 man, 21 days, per Albert Heath .....	2	2	0
	3 men, 21 days, per Malachi Donahoe .....	6	6	0
		8	8	0
16	<i>Mary Lacy</i> , lost in the Bay of Islands, 1 man home to Twillingate per <i>Tiger</i> .....	1	0	0
"	<i>Mary Lacy</i> , 2 days diet at St. John's .....	0	2	6
"	<i>Athlete</i> , 1 man at Twillingate to St. John's, per <i>Tiger</i> .....	1	0	0
"	<i>Myrtle</i> , 5 men from French Shore, by James Noseworthy to Harbor Grace .....	5	0	0
"	<i>Mary Lacey</i> , 1 man from Portugal Cove to St. John's .....	0	5	0
26	<i>Gem</i> , passages of crew from Labrador to Salmon Cove, Harbor Main .....	5	0	0
		£785	10	6

## Postal Returns.

GENERAL POST OFFICE,

St. John's, 26th Feb., 1872.

SIR,—

I have the honor to lay before you, for the information of the Governor-in-Council, my Twelfth General Report and accompanying Returns, numbering from 1 to 13, embracing every particular connected with the Post Office Department for the year ended 31st Dec., 1871.

### REVENUE.

Comparative statement of gross amount for the year ended 31st December, 1871 and 1870:

1871.....	\$14,336.77
1870.. ..	13,393.55
	\$943.22
Increase in 1871 .....	\$943.22

Comparative statement of amount Postage Stamps sold in the years 1871 and 1870:

1871 .....	\$10,803.84
1870.....	9,824.45
	\$979.39
Increase in 1871.....	\$979.39

### LETTERS.

The number received and despatched during the year ended 31st December, 1871, was.....	246,532
Of this number there were despatched to the Labrador.....	1,263
Received from Labrador.....	2,895
	4,158
Making a total of.....	4,158

### Postal Returns.

During the Session of the Legislature there were franked by members.....	1,010
And received by them free of Postage .....	1,001
Total .....	<u>2,011</u>

There were despatched by the several Departments through the Post Office on Official business free .....	2,650
And received by them .....	1,471
Total .....	<u>4,121</u>

### MAILS.

There were received at this office, in 1871 .....	1,654
And despatched from it for same period .....	2,092
	<u>3,746</u>
Received and despatched in 1870 .....	3,361
Showing an increase in 1871 of.....	<u>385</u>

### NEWSPAPERS.

The number of newspapers despatched and received during the year ended is estimated at. 650,000

With reference to them, I would respectfully, but most earnestly, call the attention of the Governor in Council to the unrestricted circulation of newspapers throughout the Colony, which certainly demands some legislation on the subject, to check the abuses now growing into practice therefrom.

The bulk and weight of newspapers are five hundred fold greater than that of letters, and consequently the expenses of the Department are considerably increased thereby in providing transit, extra couriers, labor, mail bags, &c, &c.

It is a common practice to post bundles of newspapers averaging from half a pound to six pounds weight and upwards, without a single letter accompanying, and although the postage on letters was reduced in 1870 nearly one-half, yet the privilege has been over and

### Postal Returns.

over grossly abused by parties posting newspapers containing written communications concealed therein, and consequently entailing additional labor on the Clerks in the examination of suspicious looking packages; and, as if possible, to elude detection at the Post Office, they are held back until the very last moment for closing the mails.

Under these circumstances I am of opinion that the transmission of newspapers should be placed under proper restrictions. It is hardly justifiable to tax a half ounce letter three cents and admit several pounds weight of newspapers free. Justice should be done to writers as well as readers, and equalize it as much as practicable. For the present I would recommend that all transit newspapers should be taxed one cent each. Circulars and printed forms one cent each, or two cents per ounce. All newspapers direct from publishers to be sent free of charge.

### MONEY ORDER DEPARTMENT.

The past year this Office issued—

Payable in Outports	1,183	orders amounting to	\$24,969.81
Payable in United Kingdom	724	“ “	14,418.36
Payable in British Provinces	243	“ “	5,162.30
			\$44,550.47
Total . . . . .	2,150		
It also paid orders from Outports	515	“ “	\$12,152.43
Orders from United Kingdom	109	“ “	1,797.61
Orders from Provinces	1,176	“ “	25,287.00
			\$39,237.04
Total . . . . .	1,800		

### LOCAL STEAM SERVICE.

I regret very much that with all the efforts made by the Government to provide an efficient Local Steam Service, it has proved so unsatisfactory. The *Osprey*, which was reported to be in every way competent for the Northern route, broke down middle of October, her machinery having failed. She was superseded by the steamship *Tiger*, which discharged the duties well, under very unfavorable circumstances, having experienced the most boisterous weather whilst on the route.

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### Postal Returns.

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Some difference of opinion prevails as to whether Fogo should continue a port of call or not; one party maintains that it is accessible in all weathers, the other the contrary, and that Seldom Come By ought to be the port. It is desirable the controversy on that subject be decided before any new contract is entered into. It is a great inconvenience to the public, and the Postal Service generally, when mails are not delivered regularly at their proper destination.

The *Walrus*, from some cause or other, was very irregular in the performance of her contract, and at last failed altogether; and although the Government had taken every means to obviate the difficulty and inconvenience caused thereby in employing other steamers, yet the public were very dissatisfied.

Contracts for mail service should be very stringent in their character, and contractors should be under very heavy penalties for non-performance, except in case of accidents or other causes over which we have no control, when they should provide an efficient substitute to take the place of the vessel injured or lost without delay, or bear the consequences. This prevents indifferent parties taking contracts with prejudice to the public service.

### LABRADOR STEAM SERVICE.

The steamer *Ariel* was despatched on the 11th July to Cape Harrison with mails, and placed on route between that place and Tilt Cove for two months, calling at all the principal settlements on the coast distributing and collecting letters. She made during the time four trips to and from, and discharged her duties with great satisfaction.

### WESTERN PACKET SERVICE.

In the latter part of the year 1870 it was represented to the Government that the route of the Packet Boat between Harbor Breton and Channel was too long; and it having been the opinion of persons residing in the Districts, that if the service was divided two boats would be had for nearly the amount paid for one at the present, the Executive, in accordance with their views, directed tenders to be taken for the two services, and notice of the same was sent to several parts of the Western Districts. When the time expired for receiving

### Postal Returns.

tenders, it was found that only one portion of the service was competed for, and at a higher rate than is now paid for the whole, consequently the tenders were rejected. With reference to this service I would beg leave to say, that I have directed the Packet Master to call at several places not visited before, viz., Rencontre, Push-through, Rameo and Burnt Islands, omitting to call at Ports visited by the steamer. By this arrangement some six or seven hundred people are brought within the benefit of our Postal arrangements. Placentia and Garnish Packet Boats have discharged their respective duties satisfactorily.

#### NORTHERN PACKET SERVICE.

The Trinity Packet Boat and the Conception Bay Steamer *Lizzie* have performed the service in an efficient manner, no complaint of any note having reached me during the year.

#### COURIER AND WAY OFFICERS.

During the year a Mail Messenger was appointed between King's Cove and Musgrave Town, (Goose Bay), the Messenger acting as Way Officer. A Mail Messenger has been appointed between St. John's and Torbay, the Messenger also acting as Way Officer, and arrangements are being made for a Messenger between Hermitage and Gaultois. New Way Offices have been opened at Grates and Scilly Coves, Hearts Content, Bay of Islands, St. George's and Bonne Bays.

Since the end of the year a contract has been concluded for conveying Mails to and from Channel, for Codroy, St. George's Bay, Bay of Islands and Bonne Bay, the service to be performed as follows:—Mails conveyed to and from above places, four trips during winter, monthly, and remainder of the year by a fast sailing schooner, capable of carrying freight and passengers fortnightly.

I have had it in contemplation for some time to bring under the notice of the Government a new system of correspondence lately introduced into the Post Office Departments of the United States, Dominion of Canada, and Great Britain, styled Postal Cards, a specimen of which is sent herewith; also, extracts from the Report of the Heads of Departments on the subject. I have no doubt after perusal the Government will sanction their introduction in this country, and

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**Postal Returns.**

if so, I shall feel much pleasure in carrying their views into operation.

In conclusion I beg leave to say that, on the whole, I have every reason to be satisfied with the manner all the Officers and Clerks in the Department discharged their respective duties.

I have the honor to be,

Sir,

Your obedient Servant,

**JOHN DELANEY,**

*Postmaster General.*

**Hon. JAMES L. NOONAN,**  
Colonial Secretary.

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**Postal Returns.**

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**SCHEDULE OF RETURNS ACCOMPANYING THIS REPORT.**

- No. 1.—Postmaster General's Account Current, 1871.
- 2.—Inland Postage for the year.
- 3.—British Packet Postage, for the year.
- 4.—Gross Revenue for the year.
- 5.—Stamp Account.
- 6.—Dead Letter Statement.
- 7.—Registered Letter Account.
- 8.—Cost of Carriage of Mails.
- 9.—Salaries of Postmasters, Waymasters, Clerks, &c.
- 10.—Amount of Money Orders issued and paid in connection with Local Offices.
- 11.—Money Order transactions with the United Kingdom and British Provinces.
- 12.—Summary of Money Order Transactions.
- 13.—Money Order Commission Account.



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## Postal Returns.

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*Extract from Postmaster General's Report of Canada, on the subject of Postal Cards.*

The introduction of what are known as Postal Cards in the United Kingdom, and the convenience which is stated to have attended their use, have induced the Department to make an arrangement for the manufacture of similar Post Cards for the use of the public in Canada. These Post Cards are sold at one cent each and may be posted for any address in the Dominion, and will be conveyed to destination, and be delivered in like manner with Letters, the one cent covering the cost both of the Card and of Postage. They may be used for any communication which advantageously can be written and sent by such a medium, and it would seem unquestionably must, in Canada as in England, prove to be extremely convenient for many objects and purposes.

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*Extract from Report of Postmaster General, United States, with reference to the introduction of Postal Cards.*

My attention has been directed to the new system of Correspondence or Postal Cards lately adopted by North Germany and by Great Britain, for facilitating letter correspondence, and already extensively used in other countries. The Cards are made of good stiff paper, of convenient size and form. The front or face of the Card is ruled for the insertion of the address, and bears the Post Office Stamp. On the reverse side there is room for a short letter or message, which may be printed or written in pencil or ink. They require no folding or envelope, are specially adapted for circulars or short communications, and are furnished to the public at the value of the Postage Stamp impressed upon them, which is in Great Britain one half-penny, being one half the established inland Letter Postage. The advantages claimed by their use consists in increased celerity and ease of business and social intercommunication, by dispensing with much of the ordinary epistolatory form and appliances, and by having always at hand, ready for use at any moment, in the street, on a journey, or in places where pen, ink, paper and envelopes are not accessible or readily obtainable, the essentials for a letter. For many messages, where the telegram is now used, such as orders, invitations, enquiries, or other requirements of business or social life, these cards would be welcomed by the public as a simple, inexpen-

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### Postal Returns.

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sive and convenient means of intercourse. They would create a new Postal business, augment the number of correspondents, and greatly multiply the occasions and opportunities for writing. The want has been long felt of some such prompt and easy mode of communication by Mail, adapted to the convenience and habits of business men, as well as of that large class of persons who have not the time or inclination to write formal letters, and therefore seldom make use of the Mails. Believing that the employment of these Cards would be beneficial to the public, and result in a large increase of correspondence, I respectfully recommend that authority be given for their introduction into our Postal Service at the rate of one cent each, including the cost of Cards, as a first step towards a general reduction of our domestic letter postage.

### Postal Returns.

*Statement showing the Gross Revenue collected at the several Post Offices in Postage, and for Postage Stamps sold, during the year ended 31st Dec., 1871.*

NAMES OF POST OFFICES.	Postage collected.	Stamps sold.	Total.
Bay Bulls .....	\$15.52	\$12.25	\$27.77
Bonavista .....	10.24	58.50	68.74
Brigus .....	93.81	270.25	364.06
Burgeo .....	12.91	91.00	103.91
Burin .....	35.11	.....	35.11
Carbonear .....	192.26	370.23	162.49
Channel .....	24.32	39.87	64.19
Ferryland .....	13.23	42.50	55.73
Fogo .....	16.00	77.00	93.00
Greenspond .....	11.37	61.82	73.19
Harbor Briton .....	37.80	320.38	358.18
Harbor Grace .....	350.41	1,068.00	1,418.41
LaPoile .....	13.34	12.25	25.59
Little Placentia .....	12.57	.....	12.57
Placentia .....	44.31	39.33	83.64
Trinity .....	31.39	101.77	133.16
Twillingate .....	19.80	122.50	142.30
	934.39	2,687.65	3,622.04
St. John's .....	1,943.09	8,116.19	10,059.28
	<b>\$2,877.48</b>	<b>\$10,803.84</b>	<b>\$13,681.32</b>

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

### Postal Returns.

**DR.**                    *The Postmaster General, in account with the Colony*

1871.

<b>Jan. 1—</b>	To balance from 1870 account.....	<b>\$3,599.13</b>
<b>Dec. 31—</b>	“ Amount of Inland Postage .....	<b>\$347.75</b>
“	“ “ British Packet Postage. 2,529.73	
“	“ “ Postage on Way and Loose Letters.....	<b>71.27</b>
“	“ “ Postage on Letters posted at St John's for Town delivery .....	<b>8.96</b>
“	“ “ Amount Postage on Ship Letters ...	<b>1.26</b>
		<b>2,958.97</b>
“	“ Amount Postage Stamps sold .....	<b>10,803.84</b>
“	“ “ Received from Merchants and others for use of Private Letter Boxes .....	<b>197.60</b>
“	“ Amount of fees on Foreign Letters delivered by Letter Carriers .....	<b>26.36</b>
		<b>223.96</b>
“	“ Amount on Money Order Commission ....	<b>350.00</b>
		<b>\$17,935.90</b>

### Postal Returns.

*of Newfoundland, year ended 31st December, 1871.*  
1871.

CR.

Dec. 31—By amount remitted to London on account of British Postage.....	\$4,248.00	
“ “ Amount paid the Receiver Gen- eral .....	\$10,000.00	
	\$14,248.00	\$14,248.00
“ “ Amount Postage on Official Correspond- ence.....	40.79	
“ “ Amount Postage on unclaimed Letters .....	141.43	
“ “ Amount paid for Special Mail Service, Telegrams, and Inci- dental expenses on Post Office Account.....	85.50	
“ “ Amount paid for Ship Letter gratuities .....	0.28	
“ “ Amount Discount on Postage Stamps sold during the year \$10,803.84, 5 per cent.....	540.19	
	\$803.19	\$803.19
“ “ Paid the Postmaster General.....	100.00	
	\$15,156.19	\$15,156.19
Balance to 1872 Account... ..		2,779.71
		\$17,935.90

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

### Postal Returns.

*Statement showing the amount of Inland Postage collected at the several Post Offices in Newfoundland, during the year ended 31st December, 1871.*

NAMES OF POST OFFICES.	AMOUNT.
Bay Bulls .....	\$2.66
Bonavista .....	3.49
Brigus .....	43.34
Burgeo .....	1.02
Carbonear .....	64.27
Channel .....	1.58
Ferryland .....	2.64
Fogo .....	6.68
Greenspond .....	4.51
Harbor Breton .....	2.06
Harbor Grace .....	101.69
LaPoile .....	0.42
Little Placentia .....	11.93
Placentia .....	10.32
Trinity .....	10.04
Twillingate .....	7.65
	<hr/>
	\$274.30
St. John's .....	73.45
	<hr/>
	<b>\$347.75</b>

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

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**Postal Returns.**


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*Statement showing the amount of Postage collected at the several Post Offices in Newfoundland on Correspondence per British Packets, during the year ended 31st December, 1871.*

NAMES OF POST OFFICES.	AMOUNT.
Bay Bulls .....	\$12.86
Bonavista .....	6.75
Brigus .....	50.47
Burgeo .....	11.89
Burin .....	35.11
Carbonéar .....	127.99
Channel .....	22.74
Ferryland .....	10.59
Fogo .....	9.32
Greenspond .....	6.86
Harbor Briton .....	35.74
Harbor Grace .....	248.72
LaPoile .....	12.92
Little Placentia .....	0.64
Placentia .....	33.99
Trinity .....	21.35
Twillingate .....	12.15
	<hr/>
	660.09
St. John's .....	1,869.64
	<hr/>
	<b>\$2,529.73</b>

**Postal Returns.**

**DR.** *The Postmaster General's Postage Stamp*

1871.

Jan. 1—To amount Postage Stamps on hand, 31st December, 1870.....	\$10,854.75
“ “ Amount received from the Colonial Secretary during the year ended 31st Dec., 1871	12,710.80
	<u>\$23,565.55</u>

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**Postal Returns.**


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*Account, for the year ended 31st December, 1871.*

**Cr.**

1871.

Dec. 31—By amount sold during the year, and charged in account current, 31st Dec., 1871 .....	\$10,803.84
“ “ Amount on hand carried to debit of ac- count, 1872 .....	12,761.71
	<u>\$23,565.55</u>

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

### Postal Returns.

*Statement showing the number of Dead Letters received at the Dead Letter Office, Saint John's, during the year ended 31st December, 1871, and how disposed of.*

	No.
Received from Postmasters . . . . .	2016
"    "    United Kingdom . . . . .	175
"    "    British Provinces . . . . .	32
"    "    United States . . . . .	392
Total . . . . .	2615
Returned to writers in Newfoundland . . . . .	923
"    Provincial Offices . . . . .	145
"    United States . . . . .	1035
"    G. P. O., London . . . . .	612
Total . . . . .	2615

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

Postal Returns.

Statement showing the number of Registered Letters received and sent through the Post Office in Newfoundland, during the year ended 31st December, 1871.

	No.	Remarks.
Received from other countries ..	699	
"    "    Postmasters.....	591	
Registered in St. John's .....	555	
<b>Total .....</b>	<b>1,845</b>	
Sent to other countries.....	576	
"    Postmasters for delivery ..	693	
Delivered at St. John's .....	572	
Returned to G. P. O., London ...	1	} Parties to whom addressed could not be found.
"    P. O., St. Thomas.....	1	
"    "    Halifax, N. S. ....	2	
<b>Total.....</b>	<b>1,845</b>	

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

£8,302.48

### Postal Returns.

*Statement of amounts paid to Contractors and others, for carriage of Mails, during the year ended 31st December, 1871.*

Route.	Name of Contractor.	Amount.
Brigus and Bay Roberts .....	James Fitzgerald	\$58.62
Do do .....	J. T. Moore .....	30.00
Do and Harbor Main .....	Johanna Ezekiel	69.24
Do and Port-de-Grave .....	Matthew O'Rielly	69.24
Brooklyn and King's Cove .....	William Stares .....	30.00
Burin and Placentia .....	John Collins .....	692.32
Do and Garnish .....	Lewis Butler ..	140.72
Do and Lamaline .....	Albin Barbage .....	195.40
Bonavista and Trinity .....	Thomas White ..	161.52
Do and Greenspond .....	Robert Ford .....	276.92
Carbonear and New Perlican .....	Daniel Sullivan ..	48.00
Do do .....	Joseph Peers .....	100.00
Do and Bay de Verds .....	James Evans .....	160.00
English Harbor and Belloram .....	John Rose .....	46.16
Ferryland and Trepassey .....	Patrick Ryan .....	184.60
Garnish and Fortune .....	Josiah Hiscock ..	180.00
Grates Cove and Perlican .....	George Howell ..	230.76
Great and Little Placentia .....	Alexander Burke	46.16
Great Placentia and Paradise .....	William Ryan .....	18.48
Do and Merasheen .....	Patrick Murphy ..	392.28
Harbor Briton, Burgeo and Channel ..	William Pink .....	800.00
Do and Hermitage .....	John Harris .....	138.48
Do and Garnish .....	William White ..	507.72
Harbor Grace and Island Cove .....	John Crane .....	73.84
Do and New Harbor .....	Edward Woodman	75.00
St. John's and Ferryland .....	Martin Lambert ..	160.00
Do and Portugal Cove .....	William Coughlan	160.00
Do and Harbor Main .....	Do	120.00
Do and Placentia .....	Do	400.00
Do do .....	Michael Sinnott ..	276.92
St. Kyran's and Paradise .....	Thomas Sullivan	230.76
St. Mary's and Salmonier .....	James Peddle .....	132.32
		<b>\$6,205.46</b>

### Postal Returns.

*Statement of amounts paid to Contractors and others, for carriage of Mails, during the year ended 31st December, 1871.—(Concluded.)*

Route.	Name of Contractor.	Amount.
Brought forward .....		\$6,205.46
Trinity and New Perlican .....	Peter Coleman...	884.64
Do and Kings Cove.....	Jessie Jeans ....	115.36
St. John's and Carbonear, winter, 27 trips.....	W. Coughlan ..	540.00
St. John's, Greenspond, Twillingate and Fogo ....	Berrard Woodman and others	676.00
St. John's to Harbor Grace, (special), Kelligrews and Topsail ...	W. Coughlan ...	26.00
		<u>\$8,447.46</u>

JOHN DELANEY,  
*Postmaster General.*

GEO. LE MESSURIER,  
*Accountant.*

### Postal Returns.

*Statement of amounts paid to Postmasters, Way Masters, Clerks and Assistants, during the year ended 31st December, 1871.*

Name of Office.	Officer.	Amount.	Service,
General Post Office, St. John's.	John Delaney .....	\$1,385.00	Postmaster General.
	Geo. LeMessurier .....	460.00	Chief Clerk.
	Thomas S. Dwyer .....	600.00	2d do. and Supt. Money Order Office.
	John Freeman ..	462.00	Third Clerk.
	James Furlong ..	369.20	Fourth do
	George Gaden ..	241.00	Letter carrier & sorter
	John Higgins .....	120.00	Assistant.
	George Lilly .....	93.00	"
	Catherine Mulloy .....	93.00	"
	Eliza Solomon ...	231.00	"
	Patrick Burke ...	47.00	"
	George Gaden ..	80.00	Pillar Boxes.
	Bay Bulls .....	Martin Williams ..	70.00
Bonavista .....	John Lawrence ..	70.00	"
Brigus .....	Sarah Stentaford ..	182.00	Postmistress.
Burin .....	Thomas Winter ..	92.28	Postmaster.
Burgeo .....	Francis A. Parsons ..	47.00	"
Carbonear .....	Nicholas Nicolle ..	228.00	"
Channel .....	John Hooper ..	40.00	"
Ferryland .....	John Morry .....	70.00	"
Fogo .....	James Fitzgerald ..	70.00	"
Greenspond .....	William Lang ..	70.00	"
Harbor Briton ..	Thomas Birkett ..	70.00	"
Harbor Grace ...	A. T. Drysdale ..	331.00	"
" .....	J. B. Thompson ..	52.00	Letter carrier.
LaPoile .....	Francis A. Read ..	19.00	Postmaster
Little Placentia ..	Alexander Burke ..	70.00	"
New Perlican .....	Francis Howell ..	47.00	"
Placentia .....	Mary Morris .....	70.00	Postmistress.
Trinity .....	Anne Cross .....	116.00	"
Twillingate .....	Joseph J. Pearce ..	70.00	"
Carried forward .....		\$5,965.48	

## Postal Returns.

*Statement of amounts paid to Postmasters, Way Masters, Clerks and Assistants, during the year ended 31st December, 1871.—*  
(Continued.)

Name of Office.	Officer.	Amount.	Service.	Re- marks.
Brought forward .....		\$5,965.48		
Bay Roberts . . .	J. Moore .....	19.00	Way Officer.	
Bay-de-Verds . . .	Charles Blunden...	19.00	"	
Blackhead .....	Matthew Hudson..	19.00	"	
Catalina .....	William Coleridge	4.75	"	1 Qtr.
" .....	John Jeans .....	14.25	"	3 Qtrs.
Cats Cove .....	Thomas O'Brien..	4.76	"	
English Harbor..	Albert Stirling...	19.00	"	
Exploits .....	Thomas Winser..	12.00	"	3 Qtrs.
Freshwater ... .	J. Pritchard .....	4.00	"	
Fortune ... ..	J. Haddon .....	19.00	"	
Grand Bank .....	J. Hickman .....	19.00	"	
Garnish .. ..	Geo. Snelgrove..	19.00	"	
Grates Cove .....	James Jeans .....	2.00	"	1 Qtr.
Harbor Main .....	Johanna Ezekiel...	19.00	"	
Harbor Buffett ..	Thos. E. Collett..	12.00	"	3 Qtrs.
Hants Harbor .....	John Husson....	8.00	"	
Hermitage .....	Martha Frances ..	19.00	"	
Holyrood .....	John Veitch .....	4.74	"	
Island Cove .....	John Crane.....	19.00	"	
Kings Cove .....	Michael Murphy..	19.00	"	
Lamaline.....	John Pittman....	19.00	"	
Lower Island Cove	George Cooper...	8.00	"	
New Harbor .....	Thomas Newhook	19.00	"	
Nipper's Harbor..	Frederick Thomas	16.00	"	
Oderin.....	James Murphy....	19.00	"	
Old Perlican .....	Wm. Christian...	19.00	"	
Portugal Cove ..	Margaret Dooley..	19.00	"	
Port-de-Grave ..	Matthew O'Rielly	19.00	"	
Rose Blanche....	P. H. Sorsoliel ..	19.00	"	
Salvage .....	Thomas Oldford ..	8.00	"	
Salmonier, North.	John Hurley .....	19.00	"	
Carried forward.....		\$6,424.98		

### Postal Returns.

*Statement of amounts paid to Postmasters, Way Masters, Clerks and Assistants, during the year ended 31st December, 1871.—*  
(Concluded.)

Name of Office.	Officer.	Amount.	Service.	Remarks.
Brought forward .....		\$6,424.98		
Salmonier, South..	Patrick Cormick..	4.00	Way Officer.	
St. Mary's ... ..	Patrick Walsh ...	19.00	"	
St. Laurence ....	Hugh Vavasour..	19.00	"	
Trepassey . ....	E. Devereaux....	19.00	"	
Tilt Cove .....	Leander N. Gill..	19.00	"	
Topsail .....	James Moyse....	16.00	"	
Torbay .....	John McGuire....	15.00	"	3 Qtrs.
Western Bay....	Pierce Hanrahan..	8.00	"	
		<u>\$6,543.98</u>		

JOHN DELANEY,

*Postmaster General.*

GEO. LE MESSURIER,

*Accountant.*



### Postal Returns.

*Statement shewing the number and amount of Money Orders issued and paid, and the Commission accruing thereon at the several Money Order Offices in operation during the year ended 31st December, 1871.*

Names of Post Offices.	Orders issued.		Commission received.	Orders paid.	
	No.	Amount.		No.	Amount.
Bay Bulls .....				1	\$12.00
Bonavista .....	15	\$298.63	\$3.78	3	48.80
Brigus .....	47	915.83	16.15	4	165.53
Burgeo .....	2	20.20	0.20	1	16.00
Burin .....	15	315.37	6.68	5	149.79
Carbonear .....	56	1345.58	16.96	9	202.58
Channel .....	1	24.00	0.48		
Ferryland .....	2	26.91	0.96		
Greenspond .....	17	586.80	3.90	1	2.21
Harbor Breton .....	44	1152.24	22.08		
Harbor Grace .....	264	6991.35	107.43	52	1169.17
Placentia .....	1	24.00	0.48	6	115.47
Rose Blanche .....	15	466.23	3.71	1	48.73
Saint John's .....	675	12260.36	281.63	424	9988.24
Trinity .....	16	444.61	5.88	5	135.63
Twillingate .....	14	97.70	4.08	3	98.28
	1183	\$24,969.81	\$474.40	515	\$12,152.43

JOHN DELANEY,

*Postmaster General.*

T. S. DWYER,

*Superintendent.*

### Postal Returns.

*Statement shewing the extent of Money Order Transactions with the United Kingdom and the British Provinces, during the year ended 31st December, 1871.*

Countries.	Orders issued in Newfoundland, payable in other Countries.		Orders issued in other Countries, payable in Newfoundland.	
	No.	Amount.	No.	Amount.
England . . . . .	446	\$8,153.40	83	\$1,426.58
Ireland . . . . .	136	3,198.13	11	197.40
Scotland . . . . .	142	3,066.83	13	173.63
<b>Total of United Kingdom . . . . .</b>	<b>724</b>	<b>\$14,418.36</b>	<b>109</b>	<b>\$1,797.61</b>
Canada . . . . .	70	1,218.63	91	1,834.23
Nova Scotia . . . . .	135	2,926.36	70	2,897.18
New Brunswick . . . . .	21	698.52	36	700.70
Prince Edward Island . . . . .	17	318.79	12	274.23
	<b>967</b>	<b>\$19,580.06</b>	<b>318</b>	<b>\$7,503.95</b>

**JOHN DELANEY,**

*Postmaster General.*

**T. S. DWYER,**

*Superintendent.*

### Postal Returns.

*Summary of Money Order Transactions for the year ended 31st  
December, 1871.*

	Number.	Amount.
Orders issued in Newfoundland, payable in the United Kingdom .....	724	\$14,418.36
Orders issued in Newfoundland, payable in Canada .....	70	1,218.63
Orders issued in Newfoundland, payable in Nova Scotia .....	135	2,926.36
Orders issued in Newfoundland, payable in New Brunswick .....	21	698.52
Orders issued in Newfoundland, payable in Prince Edward Island .....	17	318.79
	967	19,580.66
Orders payable in Newfoundland, issued in the United Kingdom .....	109	1,797.61
Orders payable in Newfoundland, issued in Canada .....	91	1,834.23
Orders payable in Newfoundland, issued in Nova Scotia .....	70	2,897.18
Orders payable in Newfoundland, issued in New Brunswick .....	36	700.70
Orders payable in Newfoundland, issued in Prince Edward Island .....	12	274.23
	1,285	\$27,084.61

JOHN DELANEY,  
*Postmaster General.*

T. S. DWYER,  
*Superintendent.*

Postal Returns.

Dr.

Commission

1871.

To proportion paid the British and Provincial Offices	.....	\$136.69
" Amount passed to Revenue Account, 31st Dec., 1871		350.00
" Balance carried to credit of 1872 account	.....	20.81
		<u>\$507.50</u>

1871  
 1872  
 1873  
 1874  
 1875  
 1876  
 1877  
 1878  
 1879  
 1880  
 1881  
 1882  
 1883  
 1884  
 1885  
 1886  
 1887  
 1888  
 1889  
 1890  
 1891  
 1892  
 1893  
 1894  
 1895  
 1896  
 1897  
 1898  
 1899  
 1900

JOHN DILLON  
 Secretary  
 F. S. DWYER  
 Secretary

**Postal Returns.**

<i>Account.</i>	<i>CR.</i>
1871.	
By balance from 1870.....	\$27.98
“ Cash received for Commission on Orders issued in New- foundland .....	474.40
“ Received from Provincial Offices .....	5.12
	<u>\$507.50</u>

**JOHN DELANEY,**  
*Postmaster General.*

**T. S. DWYER,**  
*Superintendent.*

### Customs' Returns.

#### PORT OF ST. JOHN'S, OUTPORTS AND LABRADOR.

*A Consolidated Account of Dutiable Goods imported in the year ended 31st December, 1871, showing the aggregate Quantities and Value of the various Articles and amount of Duty Collected thereon.*

ARTICLES IMPORTED.	QUANTITY.	VALUE.	DUTY.
Animals:—Horses, Mares, &c. ....	No. 105	.....	241.50
Sheep, Pigs and Calves	No. 4,094	.....	941.62
Oxen and Cows.....	.....	\$76,786.84	3,839.35
Ale, Porter, Cider and Perry .....	gallons 60,802	.....	6,080.20
Apples .....	barrels 3,014	.....	904.20
Bacon, Hams, Tongues, Smoked Beef and Sausages.....	Cwts. 1,018	.....	2,036.00
Beef and Pigs' Heads, Feet and Hocks, (salt- ed and cured) .....	barrels 5,669	.....	3,401.40
Biscuit .....	cwts. 27,566	.....	1,929.62
Butter .....	" 15,335½	.....	17,176.04
Cheese .....	" 987½	.....	1,481.25
Chocolate and Cocoa..	lbs. 49,144	.....	1,965.76
Cigars .....	M. 179	2,127.00	578.91
Coffee .....	lbs. 163,766	.....	4,912.98
Confectionary .....	cwts. 352	.....	1,232.00
Feathers and Feather Beds.....	lbs. 47,650	.....	2,382.50
Fish, salted, dried and pickled .....	cwts. 67	.....	88.44
Flour.....	barrels 250,446	.....	50,109.20
Fruit—(dried) .....	lbs. 263,679	.....	10,547.16
“ other descriptions except Apples..	Value.	2,470.87	123.55
Lumber .....	feet 3,135,250	.....	3,135.25
Carried forward .....			<b>\$113,106.93</b>

### Customs' Returns.

#### PORT OF ST. JOHN'S, OUTPORTS AND LABRADOR.

*A Consolidated Account of Dutiable Goods imported in the year ended 31st December, 1871, shewing the aggregate Quantities and Value of the various Articles and amount of Duty Collected thereon.—(Continued.)*

ARTICLES IMPORTED.	QUANTITY.	VALUE.	DUTY.
Brought forward ..			\$113,106.93
Molasses .....	gals. 707,224		42,433.44
Fresh Meat and Poultry .....	Value.	12,723.16	636.16
Oatmeal .....	barrels 1,830		366.00
Indian Meal and Pease .....	" 12,186		1,827.90
Pork .....	" 32,271		32,271.00
Salt .....	tons 40,035		8,007.00
Shingles .....	M. 5,577½		2,231.00
Spirits, viz:—Brandy. And undefined Spirits..	gallons 6,335		8,235.50
Whiskey .....	gallons 6,000		5,400.00
Cordials .....	" 3,067		1,840.20
Rum .....	" 105,442		73,809.40
Gin .....	" 18,376		12,863.20
Sugar, viz:—			
Loaf and refined...	cwts. 1,291		4,518.50
Unrefined .....	" 11,048½		22,097.50
Bastard .....	" 592¼		1,481.87
Tea, viz:—Souchong, Congo and Bohea..	lbs. 523,527		52,352.70
All other sorts .....	" 3,418		410.16
Timber .....	tons 587		176.10
Tobacco—Manufact'd..	lbs. 355,543		54,665.16
Leaf			
Stems .....	cwts. 74		37.00
Vinegar .....	gallons 3,966		396.60
Wines, viz:—			
Champagne .....	gallons 466		699.00
Carried forward.....			\$439,862.32

### Customs' Returns.

#### PORT OF ST. JOHN'S, OUTPORTS AND LABRADOR.

*A Consolidated Account of Dutiable Goods imported in the year ended 31st December, 1871, shewing the aggregate Quantities and Value of the various Articles and Amount of Duty Collected thereon.—(Concluded.)*

ARTICLES IMPORTED.	QUANTITY.	VALUE.	DUTY.
Brought forward .....			\$439,862.32
Wines, viz.:—			
Port, Madeira, Hock and Burgandy.....	gallons 4,350 .....		4,785.00
Sherry .....	“ 2,063 .....	\$2,871 20	1,844.26
Spanish Red, Denia, Sicilian, Figueira Red, Lisbon Common, Manzanilla, Malaga, Cape and Claret .....	“ 5,717 .....		1,715.10
All other Wines .....	“ 36 .....	40.00	26.60
Goods, Wares and Merchandize, enumerated to pay duty at the rate of 8 per cent ...	Value	506,594.23	40,527.53
Ditto ditto at 20 per cent .....	“	82,424.59	16,484.92
Goods not otherwise enumerated or described, 13 per cent..	“	1,772,343.15	230,404.61
<b>Totals .....</b>			<b>\$735,650.34</b>

THOMAS GLEN,  
Receiver General.

Custom House, St. John's,  
The 31st day of December, 1871.



Quarterly Returns

PORT OF ST. JOHN'S, NEWFOUNDLAND

The following statement shows the quantity of goods and provisions

Year	Quantity	Value
1861	...	...
1862	...	...
1863	...	...
1864	...	...
1865	...	...
1866	...	...
1867	...	...
1868	...	...
1869	...	...
1870	...	...
1871	...	...
1872	...	...
1873	...	...
1874	...	...
1875	...	...
1876	...	...
1877	...	...
1878	...	...
1879	...	...
1880	...	...
1881	...	...
1882	...	...
1883	...	...
1884	...	...
1885	...	...
1886	...	...
1887	...	...
1888	...	...
1889	...	...
1890	...	...
1891	...	...
1892	...	...
1893	...	...
1894	...	...
1895	...	...
1896	...	...
1897	...	...
1898	...	...
1899	...	...
1900	...	...

### Customs' Returns.

#### PORT OF ST. JOHN'S, NEWFOUNDLAND.

Dr. *A Consolidated Account Current of Receipts and Payments*

<b>Jan. 1.—To</b>			
<b>Outputport balances, viz:—</b>			
Twillingate, \$489.06,	Fogo,		
\$40.06	.....	\$529.12	
Tilt Cove, \$528.79,	Trinity,		
\$118.87	.....	647.66	
Catalina, \$3,692.35,	Carbonear,		
\$3,750.76	.....	7,443.11	
Harbor Grace, \$23,277.98,	Bay		
Bulls, \$57.75	.....	23,335.73	
Little Placentia, \$12.00,	Burin,		
\$260.61	.....	272.61	
Lamaline, \$101.00,	Grand Bank		
and Fortune, 117.47	.....	218.47	
English Harbor, \$1.80,	Chan-		
nel, \$1,603.55	.....	1,605.35	
Lab'dr, per Knight, \$1,941.47,			
Blanc Sablon, \$2,027.02	.....	3,968.49	
			\$38,020.54
<b>Dec. 31</b>	<b>" Duties, viz:—</b>		
	St. John's .. .. .	605,310.04	
	Outputports .. .. .	130,340.30	
	Local Distillation .. .. .	3,313.55	
	Surcharges .. .. .	35.14	
			738,999.03
	<b>" Light Dues, viz:—</b>		
	Saint John's .. .. .	15,206.72	
	Outputports .. .. .	8,043.47	
			23,250.19
	<b>" Fines and Forfeitures .. .. .</b>	1.46	
	<b>" Board Revenue .. .. .</b>	1.46	
			2.92
	<b>" Water Rates .. .. .</b>		3,652.27
	<b>" Duties on Coal .. .. .</b>		7,528.33
	<b>" Duties Copyright .. .. .</b>		3.25
	<b>" Cape Race Light .. .. .</b>		45.51
	<b>Carried forward .. .. .</b>		\$811,502.04

### Customs' Returns.

#### PORT OF ST. JOHN'S, NEWFOUNDLAND.

for the year ended the 31st day of December, 1871.

CR.

Jan. 1—By	Outport Balances, viz :—		
	Greenspond, \$3.47, Hant's Har-		
	bor, \$1.03 .....	\$4.50	
	Ferryland, \$59.72, Burgeo, \$0.36	60.08	
	Pushthrough .....	1.10	
			\$65.68
	Duties Copyright .....	1.56	
	Cape Race Light .....	56.52	
			58.08
Dec 31—	Drawbacks, St. John's .....	2,443.33	
	Return Duties do .....	200.59	
	Over Entries do .....	343.19	
	Incidentals do .....	1,051.16	
			4,038.27
	Return Duties, Outports .....	250.60	
	Over Entries do .....	11.88	
	Drawbacks do .....	42.20	
	Incidentals do .....	958.42	
			1,263.10
"	Salaries, St. John's Officers .....	9,011.43	
"	" " Tidewaiters ..	4,766.76	
"	" " Boatmen .....	2,584.56	
"	" " Excise .....	120.00	
			16,482.75
"	Salaries, Outport Officers .....	14,470.65	
"	" " Tidewaiters ..	903.96	
"	" " Boatmen .....	1,153.92	
			16,528.53
"	Salaries, Labrador .....		1,915.96
"	Drawbacks on flour .....		5,999.43
"	" " on Ships built in the Is-		
	land .....		1,648.00
"	Lumber Certificates .....		24.00
"	Board Revenue .....		1.46
"	Quarantine Fees .....		270.80
"	Treasury, Cash transferred .....	413,800.35	
	Bonds do .....	329,422.97	743,223.32
	Carried forward .....		\$791,519.38

**Customs' Returns.**

**PORT OF ST. JOHN'S, NEWFOUNDLAND.**

**DR.**     *A Consolidated Account Current of Receipts and Payments*

	Brought forward.....		\$811,502.04
Dec. 31—By	Outport Balances, viz.:—		
	Tilt Cove .....	\$247.82	
	Greenspond .....	182.68	
	Brigus .....	0.13	
	St. Mary's .....	3.47	
	St. Lawrence .....	187.66	
	Gaultois .....	14.00	
	Burgeo .....	0.36	
	Channel .....	579.39	
			1,215.51
			\$812,717.55

**Custom House, St. John's,  
The 31st day of December, 1871.**

## Customs' Returns.

### PORT OF ST. JOHN'S, NEWFOUNDLAND.

*for the year ended the 31st day of December, 1871.*

CR.

Brought forward.....		\$791,519.38
Dec. 31—To Outport Balances, viz. :—		
Twillingate, \$671.55, Fogo, \$0.27	671.82	
Trinity, \$582.61, Catalina, \$204.38	786.99	
Carbonear, \$1,668.65, Hr. Grace,		
\$10,987.55.....	12,656.20	
Burin, \$338.43, Lamaline, \$56.38	394.81	
Grank Bank and Fortune, \$527.22,		
Harbor Briton, \$3,621.71.....	4,148.93	
English Harbor, \$109.57, LaPoile,		
\$1,317.69.....	1,427.26	
Blanc Sablon, \$925.82, Rose		
Blanche, \$186.34.....	1,112.16	21,198.17
		\$812,717.55

I certify that the foregoing Account is just and true in every particular, to the best of my knowledge and belief.

THOMAS GLEN,  
*Receiver General.*

Examined and found correct,

RICHARD POWLEY,  
*Auditor of Public Accounts.*

General Statistics

For the year ending 31st Dec 1911  
 The following figures are given in the Report of the  
 Board of Trade for the year ending 31st Dec 1911

Dec 31st - 1911

Item	1911	1910
Total Population	33,800,000	33,000,000
Male	17,000,000	16,500,000
Female	16,800,000	16,500,000
Under 15 years of age	12,000,000	11,500,000
15 years and over	21,800,000	21,500,000
Married	10,500,000	10,200,000
Single	11,300,000	11,300,000
Widowed	1,000,000	1,000,000
Divorced	100,000	100,000
Under 21 years of age	7,000,000	6,800,000
21 years and over	26,800,000	26,200,000
Under 15 years of age	5,500,000	5,300,000
15 years and over	11,500,000	11,500,000
Male	5,800,000	5,700,000
Female	5,700,000	5,800,000
Under 5 years of age	3,500,000	3,400,000
5 years and over	3,500,000	3,400,000
Male	1,800,000	1,800,000
Female	1,700,000	1,600,000
Under 2 years of age	2,000,000	1,900,000
2 years and over	1,500,000	1,500,000
Male	750,000	750,000
Female	750,000	750,000
Total	33,800,000	33,000,000

I certify that the foregoing figures are correct and true  
 as far as the statistics are concerned, to the best of my  
 knowledge and belief.

THOMAS GILBERT  
 Registrar General

Printed and bound by  
 RICHARD CLAY AND COMPANY  
 BUNGAY, SUFFOLK

### Customs' Returns.

**TOTAL VALUE OF THE IMPORTS AND EXPORTS OF THE COLONY OF NEWFOUNDLAND, FROM AND TO EACH COUNTRY, IN THE YEAR 1871.**

Countries.	Imports therefrom.	Exports thereto.
United Kingdom.....	\$2,278,672	\$2,005,012
Jersey.....	63,058	15,209
Canada.....	791,437	105,443
Nova Scotia.....	425,685	224,375
New Brunswick.....	13,131	1,200
Prince Edward Island.....	50,663	2,202
British West Indies.....	250,319	311,173
Hamburgh.....	124,223	82,180
France.....	5,896	8,032
Spain.....	44,238	881,320
Portugal.....	53,863	766,180
Italy.....	850	262,044
Sicily.....	5,556	11,200
Greece.....	.....	7,160
United States.....	1,776,413	321,610
Foreign West Indies.....	144,205	127,893
Brazil.....	1,512	1,154,729
St. Peter's.....	9,506	5,321
	<b>\$6,039,227</b>	<b>\$6,292,283</b>

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
<b>Animals, viz:</b>		No.	
<b>Horses</b> .....	Nova Scotia .....	98	.....
	P. E. Island .....	7	.....
		105	
		No.	
<b>Oxen and Cows</b> ....	Nova Scotia .....	2214	.....
	P. E. Island .....	190	.....
	St. Peter's .....	1	.....
		2405	
		No.	
<b>Sheep</b> .....	Nova Scotia .....	3628	.....
	P. E. Island .....	337	.....
		3965	
		No.	
<b>Swine</b> .....	Nova Scotia.....	10	.....
	P. E. Island.....	24	.....
		129	



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
No. 98 7	No. 98 7	\$8820 630	\$90.00 "	\$225.40 16.10.
105	105	\$9450		\$241.50
No. 2214 190 1	No. 2214 190 1	\$72984 3792 11	Declared. " "	\$3649.20 189.60 0.55
2405	2405	\$76787		\$3839.35
No. 3628 337	No. 3628 337	\$7070 843	\$2.50 "	\$834.44 77.51
3965	3965	\$9913		\$911.95
No. 105 24	No. 105 24	\$525 120	\$5.00 "	\$24.15 5.52
129	129	645		\$29.67

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Apothecaries' Ware...	United Kingdom..	\$3828	.....
	United States.....	384	.....
		\$4212	
Medicine.....	United Kingdom..	\$9777	.....
	Jersey .....	235	.....
	Canada .....	2158	.....
	Nova Scotia.....	533	.....
	United States.....	1701	.....
	St. Peter's.....	7	.....
		\$14411	
Arms and Ammunition—Lead Shot. . .	United Kingdom..	Cwt. 1460	.....
	Jersey .....	23	.....
	Canada .....	52	.....
	Nova Scotia.....	16	.....
			1551

## Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$3828 384	\$3828 384	\$3828 384	Declared. "	\$497.64 49.92
\$4212	\$4212	\$4212		\$547.56
\$9777 235 2158 533 1701 7	\$9777 235 2158 533 1701 7	\$9777 235 2158 533 1701 7	Declared. " " " " "	\$782.16 18.80 172.64 42.64 136.08 0.56
\$14411	\$14411	\$14411		\$1152.88
Cwts. 1460 23 52 16	Cwts. 1460 23 52 16	\$8475 137 315 97	Declared. " " "	\$1101.75 17.81 40.95 12.61
1551	1551	\$9024		\$1173.12

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships
Gunpowder .....	United Kingdom..	No. 62500	.....
	Jersey .....	2670	.....
	Canada .....	1500	.....
	Nova Scotia .....	1330	.....
		68000	
Guns .....	United Kingdom..	\$2994	.....
	Canada .....	619	.....
		\$3613	
Bacon and Hams....	United Kingdom..	C. 232 Q. 2 L. 0	.....
	Canada .....	257 2 0	.....
	Nova Scotia.....	56 2 0	.....
	P. E. Island .....	36 2 0	.....
	Hamburg .....	1 3 0	.....
	United States ....	432 1 0	.....
		1018 0 0	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs. 62500	Lbs. 62500	\$9400	Declared.	\$1222.00
2670	2670	401	"	52.13
1500	1500	194	"	25.22
1330	1330	224	"	29.12
68000	68000	\$10219		\$1328.47
\$2994 619	\$2994 619	\$2994 619	Declared. "	\$389.22 80.47
\$3613	\$3613	\$3613		\$469.69
C. Q. L. 233 2 0	C. Q. L. 233 2 0	\$3503	\$15.00	\$467.00
257 2 0	257 2 0	3862	"	515.00
56 2 0	56 2 0	848	"	113.00
36 2 0	36 2 0	547	"	73.00
1 3 0	1 3 0	26	"	3.50
432 1 C	432 1 0	6484	"	864.50
1018 0 0	1018 0 0	\$15270		\$2036.00

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Beef... ..	United Kingdom.	Brls. 3	.....
	Canada .....	292	.....
	Nova Scotia.....	81	.....
	P. E. Island .....	6	.....
	United States.....	2011	.....
			2393
Beer and Cider.....	United Kingdom..	Gals. 56951	.....
	Jersey ... ..	769	.....
	Canada.....	828	.....
	Nova Scotia .....	3502	.....
	P. E. Island . . .	750	.....
	United States.....	50	.....
	St. Peter's.....	2	.....
		62852	

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Brls.	Brls.			
3	3	\$30	\$10.00	\$1.80
292	292	2920	"	175.20
81	81	810	"	48.60
6	6	60	"	3.60
2011	2011	20110	"	1206.60
2393	2393	\$23930		\$1435.80
Gals.	Gals.			
56951	56951	\$22780	\$40.00	\$5695.10
769	769	308	"	76.90
828	828	331	"	82.80
3502	1452	1401	"	145.20
750	750	300	"	75.00
50	50	20	"	5.00
2	2	1	"	0.20
62852	60802	\$25141		\$6080.20

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships
		Cwt.	
Bread .....	United Kingdom..	4206	.....
	Jersey .....	580	.....
	Canada .....	1974	.....
	Nova Scotia.....	385	.....
	Hamburg .....	18713	.....
	France .....	1474	.....
	United States.....	187	.....
	St. Peters.....	47	.....
		27566	
		M.	
Bricks .....	United Kingdom..	219	.....
	Jersey .....	9	.....
	Nova Scotia .....	0½	.....
	P. E. Island... ..	21	.....
	Hamburg .....	160	.....
	United States .....	70	.....
		479½	



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwt.	Cwts.			
4206	4206	\$16824	\$4.00	\$294.42
580	580	2320	"	40.60
1974	1974	7896	"	138.18
385	385	1540	"	26.95
18713	18713	74852	"	1309.91
1474	1474	5896	"	103.18
187	187	748	"	13.09
47	47	188	"	3.29
27566	27566	\$110264		\$1929.62
M.	M.			
219	219	\$2189	Declared.	\$284.57
9	9	91	"	11.83
0¼	0¼	3	"	0.39
21	21	210	"	27.30
160	160	1596	"	207.48
70	70	680	"	88.40
479¼	479¼	\$4769		\$619.97

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.		
		British Ships.		Foreign Ships.
		C.	Q.	L.
Butter .....	United Kingdom..	933	0	0
	Jersey .....	99	3	0
	Canada .....	6121	0	0
	Nova Scotia.....	3421	3	0
	P. E. Island .....	103	0	0
	New Brunswick ..	15	3	0
	Hamburg .....	1316	.	0
	United States .....	3312	2	0
	St. Peter's.....	12	0	0
		15335	3	0
Cabinet Wares .....	United Kingdom..	\$13314		
	Canada.....	392		
	Nova Scotia .....	2149		
	Hamburg.....	380		
	United States.....	10733		
	St. Peter's.....	5		
		\$26973		

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.			Quantities entered for Home consumption.			VALUE.		Gross amount of duty collected.
						Total of Imports.	Price.	
C.	Q.	L.	C.	Q.	L.			
933	0	0	933	0	0	\$3995	\$15.00	\$1044.96
99	3	0	99	3	0	1496	"	111.72
6121	0	0	6121	0	0	91815	"	6855.52
3421	3	0	3421	3	0	51326	"	3832.36
103	0	0	103	0	0	1549	"	115.64
15	3	0	15	3	0	236	"	17.64
1316	3	0	1316	3	0	19752	"	1474.76
3312	2	0	3312	2	0	49687	"	3710.00
12	0	0	12	0	0	180	"	13.44
15335	3	0	15335	3	0	\$220036		\$17176.04
\$13311			\$13314			\$13314	Declared.	\$1730.82
392			392			392	"	50.96
2149			2149			2149	"	279.37
380			380			380	"	49.40
10733			10733			10733	"	1395.29
5			5			5	"	0.65
\$26973			\$26973			\$26973		\$3506.49

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Candles.....	United Kingdom..	Lbs 12940	.....
	Jersey.....	500	.....
	Canada.....	580	.....
	Nova Scotia.....	200	.....
	United States.....	49750	.....
	St. Peter's.....	100	.....
		64070	
Cheese.....	United Kingdom..	C. Q. L. 151 2 0	.....
	Canada.....	273 3 0	.....
	Nova Scotia.....	100 3 0	.....
	United States.....	461 2 0	.....
			987 2 0
Chocolate and Cocoa	United Kingdom..	Lbs. 45728	.....
	Jersey.....	224	.....
	Canada.....	21	.....
	Nova Scotia.....	3121	.....
	St. Peter's.....	50	.....
			49144

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs. 12940	Lbs. 12940	\$1294	Declared.	\$258.80
500	500	50	"	10.00
580	580	58	"	11.60
200	200	20	"	4.00
49750	49750	4975	"	995.00
100	100	10	"	2.00
64070	64070	\$6407		\$1281.40
C. Q. L. 151 2 0	C. Q. L. 151 2 0	\$2273	\$15.00	\$227.25
273 3 0	273 3 0	4106	"	410.63
100 3 0	100 3 0	1510	"	151.12
461 2 0	461 2 0	6923	"	692.25
987 2 0	987 2 0	\$14812		\$1481.25
Lbs. 45728	Lbs. 45728	\$5487	0.12	\$1829.12
224	224	27	"	8.96
21	21	2	"	0.84
3121	3121	375	"	124.84
50	50	6	"	2.00
49144	49144	\$5897		\$1965.76

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Coals.....	United Kingdom..	Tons. 11081	.....
	Nova Scotia.....	33198	.....
	United States ....	186	.....
	St. Peter's.....	62	.....
			44527
Clocks and Watches..	United Kingdom..	\$883	.....
	Nova Scotia .....	72	.....
	United States.....	2665	.....
			\$3620
Coffee.....	United Kingdom ..	Lbs. 98375	.....
	Jersey .....	224	.....
	Canada .....	3855	.....
	Nova Scotia.....	18655	.....
	B. W. Indies .....	13702	.....
	F. W. Indies .....	2397	.....
	United States .....	15348	.....
		\$152556	

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Tons. 11081 33198 186 62	Tons. 11081 33198 186 62	\$27703 \$2995 465 155	\$2.50 " " "	
44527	44527	\$111318		
\$883 72 2665	\$883 72 2665	\$883 72 2665	Declared. " "	\$114.79 9.36 346.45
\$3620	\$3620	\$3620		\$470.60
Lbs. 98375 224 3855 18655 13702 2397 15318	Lbs. 98496 224 3855 17184 6962 2397 34648	\$14756 34 578 2798 2055 360 2302	\$15.00 " " " " " "	\$2954.88 6.72 115.65 515.52 208.86 71.91 1039.44
152556	163766	\$22883		\$4912.98

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Cordage and Cables ..	United Kingdom..	Cwt. 12296	.....
	Jersey.....	459	.....
	Nova Scotia.....	125	.....
	United States.....	572	.....
	St. Peter's.....	19	.....
		\$13471	
Confectionery .....	United Kingdom..	C. Q. L. 327 3 0	.....
	Jersey .....	4 0 0	.....
	Canada .....	13 0 0	.....
	Nova Scotia.....	2 2 0	.....
	United States .....	4 3 0	.....
		352 0 0	
Corks and Corkwood	United Kingdom..	Cwts. 72	.....
	Jersey .....	6	.....
	Nova Scotia .....	3	.....
	Portugal .....	700	.....
		781	



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwts. 12296 459 125 572 19	Cwts. 12296 459 125 572 19	\$110664 4138 1122 5146 107	Declared. " " " "	\$8853.12 331.04 89.76 411.68 8.56
13471	13471	\$121177		\$9694.16
C. Q. L. 327 3 0 4 0 0 13 0 0 2 2 0 4 3 0	C. Q. L. 327 3 0 4 0 0 13 0 0 2 2 0 4 3 0	\$7866 96 312 60 114	\$24.00 " " " "	\$1147.13 14.00 45.50 8.75 16.62
352 0 0	352 0 0	\$8448		\$1232.00
Cwts. 72 6 3 700	Cwts. 72 6 3 700	\$359 32 15 3513	Declared. " " "	28.72 2.56 1.20 281.64
781	781	\$3919		\$314.21

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Corn Grain, viz: Oats	Canada .....	Bushels. 1402	.....
	Nova Scotia.....	990	.....
	P. E. Island .....	17288	.....
		19680	
Barley .....	United Kingdom..	\$58	.....
	P. E. Island .....	1248	.....
	Hamburg .....	35	.....
		\$1341	
Bran .....	Canada .....	\$111	.....
	United States .....	647	.....
		\$758	
Indian Corn .....	Canada .....	\$1389	.....
	United States.....	953	.....
		\$2342	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Bushels. 1402 990 17288	Bushels. 1402 990 17288	\$751 495 8644	Declared. " "	\$60.08 39.60 691.52
19680	19680	\$9890		\$791.20
\$58 1248 35	\$58 1248 35	\$58 1248 35	Declared. " "	\$4.64 99.84 2.80
\$1341	\$1341	\$1341		\$107.28
\$111 647	\$111 647	\$111 647	Declared. "	\$8.88 51.76
\$758	\$758	\$758		\$60.64
\$1389 953	\$1389 953	\$1389 953	Declared. "	\$111.12 76.24
\$2342	\$2342	\$2342		\$187.36

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Corn Meal .....	Canada .....	Bushels. 744	.....
	Nova Scotia.....	23	.....
	United States.....	6597	.....
		7364	
Oatmeal .....	United Kingdom..	Brls. 215	.....
	Canada.....	1403	.....
	Nova Scotia.....	212	.....
		1830	
Pease.....	United Kingdom..	Brls. 136	.....
	Canada.....	4669	.....
	Nova Scotia.....	9	.....
	Hamburg .....	8	.....
	4822		

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Bushels.	Bushels.			
744	744	\$2976	\$4.00	\$111.60
23	23	92	"	3.45
6597	6597	26388	"	989.55
7364	7364	\$29456		\$1104.60
Brls.	Brls.			
215	215	\$1075	\$5.00	\$43.00
1403	1403	7015	"	280.60
212	212	1060	"	42.40
1830	1830	\$9150		\$306.00
Brls.	Brls.			
136	136	\$544	\$4.00	\$20.40
4669	4669	18676	"	700.35
9	9	36	"	1.35
8	8	32	"	1.20
4822	4822	\$19288		\$723.30

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Flour .....	Jersey .....	Brls. 100	Brls. .....
	Canada .....	70333	.....
	Nova Scotia.....	2639	.....
	United States.....	176493	155
	St. Peter's .....	826	.....
		250391	155
Earthenware .....	United Kingdom..	\$24714	.....
	Jersey .....	573	.....
	Canada .....	26	.....
	Nova Scotia ..	275	.....
	St. Peter's .....	8	.....
		\$25596	
Feathers .....	United Kingdom..	Lbs. 9050	.....
	Nova Scotia .....	15	.....
	Spain .....	584	.....
	Portugal.....	1193	.....
	United States .....	36808	.....
		47650	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Brls.	Brls.			
100	100	\$600	6.00	\$20.00
70333	70333	121998	"	14066.60
2639	2639	15834	"	527.80
176648	176648	1059888	"	35329.60
826	826	4956	"	165.20
250546	250546	\$1503276		\$50109.20
\$24714	\$24714	\$24714	Declared.	\$3212.82
573	573	573	"	74.49
26	26	26	"	3.38
275	275	275	"	35.75
8	8	8	"	1.04
\$25596	\$25596	\$25596		\$3327.48
Lbs.	Lbs.			
9050	9050	\$1086	12.00	\$452.50
15	15	2	"	0.75
584	584	70	"	29.20
1193	1193	143	"	59.65
36808	36808	4417	"	1840.40
47650	47650	\$5718		\$2382.50

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Fishing Tackle .....	United Kingdom ..	\$155631	.....
	Jersey .....	8219	.....
	Canada .....	625	.....
	Nova Scotia.....	1736	.....
	United States.....	1689	.....
	St. Peter's.....	120	.....
		\$168020	
Do. Free.....	United Kingdom..	\$30401	.....
Fish, viz:—Oysters....		Bushels.	
	Canada .....	78	.....
	Nova Scotia .....	74	.....
	P. E. Island .....	30	.....
		182	
Fish, Pickled .....		C. Q. L.	
	United Kingdom..	13 1 0	.....
	Nova Scotia .....	53 3 0	.....
		67 0 0	



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$155631	\$155631	\$155631	Declared.	\$12450.48
8219	8219	8219	"	657.52
625	625	625	"	50.00
1736	1736	1736	"	138.88
1689	1689	1689	"	135.12
120	120	120	"	9.60
\$168020	\$168020	\$168020		\$13441.60
\$30401	\$30401	\$30401	Declared.	
Bushels. 78	Bushels. 78	\$58	\$75.00	
74	74	56	"	
30	30	23	"	
182	182	\$137		
C. Q. L. 13 1 0	C. Q. L. 13 1 0	\$26	\$2.00	\$17.49
53 3 0	53 3 0	108	"	70.95
67 0 0	67 0 0	\$134		\$88.44

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Fruit, dried . . . . .	United Kingdom..	Lbs. 130608	.....
	Jersey . . . . .	4101	.....
	Canada . . . . .	1775	.....
	Nova Scotia . . . . .	49187	.....
	Spain . . . . .	45184	.....
	Portugal . . . . .	1092	.....
	Sicily . . . . .	190	.....
	United States . . . . .	11341	.....
		243573	
Do. Apples . . . . .	Jersey . . . . .	Brls. 12	.....
	Canada . . . . .	1435	.....
	Nova Scotia . . . . .	1369	.....
	United States . . . . .	161	33
	St. Peter's . . . . .	4	.....
		2981	33

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs.	Lbs.			
130608	141808	\$13061	\$0.10	\$5672.32
4101	4101	410	"	164.04
1775	1775	178	"	71.00
49187	37987	4919	"	1519.48
45184	45184	4518	"	1807.36
1092	1092	109	"	43.68
190	190	19	"	7.60
11341	31447	1134	"	1257.88
<b>243573</b>	<b>263679</b>	<b>\$24357</b>		<b>\$10547.16</b>
Brls.	Brls.			
12	12	\$36	\$3.00	\$3.60
1435	1435	4305	"	430.50
1369	1369	4107	"	410.70
194	194	582	"	58.20
4	4	12	"	1.20
<b>3014</b>	<b>3014</b>	<b>\$9042</b>		<b>\$904.20</b>

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Fruit, other sorts .....	United Kingdom ..	\$502	.....
	Nova Scotia .....	259	.....
	B. W. Indies .....	61	.....
	Spain .....	177	.....
	Portugal .....	905	.....
	F. W. Indies .....	130	.....
	United States .....	436	.....
		\$2470	
Glassware .....	United Kingdom ..	\$1549	.....
	Canada .....	45	.....
	Nova Scotia .....	28	.....
	Hamburg .....	118	.....
	United States .....	5020	\$12
		\$6760	\$12
Hardware, 13 per cent	United Kingdom ..	\$101736	.....
	Jersey .....	1497	.....
	Canada .....	2698	.....
	Nova Scotia .....	8766	\$30
	United States .....		
		\$119376	\$30

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$502	\$502	\$502	Declared.	\$25.10
259	259	259	"	12.95
61	61	61	"	3.05
177	177	177	"	8.85
905	905	905	"	45.25
130	130	130	"	6.50
436	436	436	"	21.80
\$2470	\$2470	\$2470		\$123.50
\$1549	\$1549	\$1549	Declared.	\$201.37
45	45	45	"	5.85
28	28	28	"	3.64
118	118	118	"	15.34
5032	5032	5032	"	654.16
\$6772	\$6772	\$6772		\$880.36
\$101736	\$101736	\$101736	Declared.	\$13225.68
1497	1497	1497	"	194.61
2698	2698	2698	"	350.74
4679	4679	4679	"	608.27
8796	8796	8796	"	1143.48
\$119406	\$119406	\$119406		\$15522.78

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Hardware, 8 per cent	United Kingdom..	\$63103	.....
	Jersey .....	1260	.....
	Canada .....	213	.....
	Nova Scotia.....	422	.....
	United States .....	116	.....
	St. Peter's.....	6	.....
		\$65120	
India Rubber Manu- facture.....	United Kingdom..	\$1178	.....
	United States.....	60	.....
		\$1238	
Lead .....	United Kingdom..	Cwts. 474	.....
	Jersey .....	2	.....
	Canada.....	3	.....
	Nova Scotia.....	4	.....
			483

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$63103	\$63103	\$63103	Declared.	\$5148.24
1260	1260	1260	"	100.80
213	213	213	"	17.01
422	422	422	"	33.76
116	116	116	"	9.28
6	6	6	"	0.48
\$65120	\$65120	\$65120		\$5309.60
\$1178	\$1178	\$1178	Declared.	\$153.14
60	60	60	"	7.80
\$1238	\$1238	\$1238		\$160.94
Cwts.	Cwts.		Declared.	\$369.72
474	474	\$2844	"	1.56
2	2	12	"	2.34
3	3	18	"	3.38
4	4	26	"	
483	483	\$2900		\$377.00

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Lard.....	United Kingdom ..	Cwt. 5	.....
	Canada .....	120	.....
	Nova Scotia .....	55	.....
	P. E. Island .....	15	.....
	United States .....	42	.....
			237
Lead, Paint.....	United Kingdom..	Cwts. 2040	.....
	Jersey .....	79	.....
	Canada .....	2	.....
	Nova Scotia.....	18	.....
	United States .....	36	.....
	St. Peter's.....	2	.....
		2177	
Leather, 13 per cent..	United Kingdom..	\$3221	.....
	Jersey .....	850	.....
	Canada .....	13785	.....
	New Brunswick...	40	.....
	Nova Scotia.....	6927	.....
	P. E. Island .....	396	.....
	United States.....	38446	.....
	St. Peter's.....	107	.....
		\$63772	



### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwts. 5	Cwts. 5	\$57	Declared.	\$7.41
120	120	1439	"	187.07
55	55	658	"	85.54
15	15	180	"	23.40
42	42	506	"	65.78
237	237	\$2840		\$369.20
Cwts. 2040	Cwts. 2040	\$12262	Declared.	\$1594.16
79	79	474	"	61.62
2	2	12	"	1.56
18	18	106	"	13.78
36	36	219	"	28.47
2	2	8	"	1.04
2177	2177	\$13081		\$1700.63
\$3221	\$3221	\$3221	Declared.	\$418.73
850	850	850	"	110.50
13785	13785	13785	"	1792.05
40	40	40	"	5.20
6927	6927	6927	"	900.51
396	396	396	"	51.48
38446	38446	38446	"	4997.98
107	107	107	"	13.91
\$63772	\$63772	\$63772		\$8290.36

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Leatherware, 13 per cent .....	United Kingdom..	\$181341	.....
	Jersey .....	3166	.....
	Canada .....	10657	.....
	Nova Scotia .....	1440	.....
	P. E. Island .....	98	.....
	Hamburg .....	16700	.....
	United States .....	1870	.....
	St. Peter's .....	4	.....
		\$215276	
Leatherware, 20 per cent .....	United Kingdom..	\$18816	.....
	Jersey .....	5393	.....
	Canada .....	974	.....
	Nova Scotia .....	1074	.....
	Hamburg .....	542	.....
	United States .....	259	.....
	St. Peter's .....	32	.....
		\$27090	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$181341	\$181341	\$181341	Declared.	\$23574.33
3166	3166	3166	"	411.58
10657	10657	10657	"	1385.41
1440	1440	1440	"	187.24
98	98	98	"	12.74
16700	16700	16700	"	2171.00
1870	1870	1870	"	243.10
4	4	4	"	0.52
<b>\$215276</b>	<b>\$215276</b>	<b>\$215276</b>		<b>\$27985.92</b>
\$18816	\$18816	\$18816	Declared.	\$3763.20
5393	5393	5393	"	1078.60
974	974	974	"	194.80
1074	1074	1074	"	214.80
542	542	542	"	108.40
259	259	259	"	51.80
32	32	32	"	6.40
<b>\$27090</b>	<b>\$27090</b>	<b>\$27090</b>		<b>\$5418.00</b>

## Customs' Returns.

### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
<b>Meat and Poultry . . .</b>	Nova Scotia . . . . .	\$8356	.....
	P. E. Island . . . . .	4210	.....
	United States . . . . .	54	.....
	St. Peter's . . . . .	103	.....
		<b>\$12723</b>	
<b>Miscellaneous Articles</b>	United Kingdom . . . . .	\$23931	.....
	Jersey . . . . .	384	.....
	Canada . . . . .	2270	.....
	Nova Scotia . . . . .	2018	.....
	P. E. Island . . . . .	95	.....
	B. W. Indies . . . . .	58	.....
	Hamburg . . . . .	57	.....
	Spain . . . . .	52	.....
	Portugal . . . . .	58	.....
	F. W. Indies . . . . .	50	.....
United States . . . . .	6146	.....	
St. Peter's . . . . .	4	.....	
		<b>\$35123</b>	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$8356	\$8356	\$8356	Declared.	\$417.80
4210	4210	4210	"	210.50
54	54	54	"	2.70
103	103	103	"	5.16
<b>\$12723</b>	<b>\$12723</b>	<b>\$12723</b>		<b>\$636.16</b>
\$23931	\$23931	\$23931	Declared.	\$3111.13
384	384	384	"	49.92
2270	2270	2270	"	295.10
2018	2018	2018	"	262.34
95	95	95	"	12.35
58	58	58	"	7.54
57	57	57	"	7.41
52	52	52	"	6.76
58	58	58	"	7.54
50	50	50	"	6.50
6146	6146	6146	"	798.98
4	4	4	"	0.52
<b>\$35123</b>	<b>\$35123</b>	<b>\$35123</b>		<b>\$4566.09</b>

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Miscellaneous, Free...	United Kingdom..	\$602	.....
	Jersey .....	1680	.....
	Canada .....	285	.....
	Nova Scotia .....	1404	.....
	Portugal.....	60	.....
	United States .....	5782	.....
		\$9813	
Molasses .....	United Kingdom..	Gals. 900	Gals. ....
	Canada .....	3343	.....
	Nova Scotia.....	19142	.....
	B. W. Indies. ....	538767	.....
	F. W. Indies.....	81823	41811
	United States.....	517	40
	St. Peter's .....	1234	.....
		645726	41851
Oakum .....	United Kingdom..	Cwts. 734	.....
	Jersey .....	28	.....
	Nova Scotia.....	$\frac{1}{2}$	.....
	St. Peter's .....	1	.....
			763 $\frac{1}{2}$

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$602	\$602	\$602	Declared.	
1680	1680	1680	"	
285	285	285	"	
1404	1404	1404	"	
60	60	60	"	
5782	5782	5782	"	
\$9813	\$9813	\$9813		
Gals.	Gals.			
900	900	\$360	40.00	\$54.00
3343	7971	1337	"	478.26
19142	14574	7657	"	874.44
538767	553666	215507	"	33219.96
123634	128322	49453	"	7699.32
557	557	223	"	33.42
1234	1234	494	"	74.04
687577	707224	\$275031		\$42433.44
Cwts.	Cwts.			
734	734	\$4409	Declared.	\$352.72
28	28	167	"	13.36
$\frac{1}{2}$	$\frac{1}{2}$	3	"	0.24
1	1	5	"	0.40
763 $\frac{1}{2}$	763 $\frac{1}{2}$	\$4584		\$366.72

**Customs' Returns.**

**GENERAL IMPORTS INTO THE COLONY OF**

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Oil, viz:—Linseed . . . . .	United Kingdom . . . . .	Gals. 14840	.....
	Jersey . . . . .	580	.....
	Nova Scotia . . . . .	220	.....
	United States . . . . .	270	.....
	St. Peter's . . . . .	10	.....
			\$15920
Do Olive . . . . .	United Kingdom . . . . .	Gals. 630	.....
	Spain . . . . .	460	.....
	Portugal . . . . .	900	.....
			1990
Do Kerosene . . . . .	Canada . . . . .	Gals. 400	.....
	Nova Scotia . . . . .	2210	.....
	United States . . . . .	85710	.....
	St. Peter's . . . . .	100	.....
			88420



### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals. 14840	Gals. 14840	\$14842	Declared.	\$1929.46
580	580	586	"	76.18
220	220	227	"	29.51
270	270	275	"	35.75
10	10	11	"	1.43
15920	15920	\$15941		\$2072.33
Gals. 630	Gals. 630	\$795	Declared.	\$103.35
460	460	583	"	75.79
900	900	1133	"	147.29
1990	1990	\$2511		\$326.43
Gals. 400	Gals. 400	\$135	Declared.	\$17.55
2210	2210	774	"	100.62
85710	85710	30002	"	3900.26
100	100	37	"	4.81
88420	88420	\$30948		\$4023.24

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Paper Manufacture . . .	United Kingdom . .	\$23853	.....
	Jersey . . . . .	323	.....
	Nova Scotia . . . . .	67	.....
	United States . . . .	443	.....
			\$24686
Do. Printing . . . . .	United Kingdom . .	\$1239	.....
Printed Books . . . . .	United Kingdom . .	\$6452	.....
	Jersey . . . . .	42	.....
	Nova Scotia . . . . .	4	.....
	United States . . . . .	242	.....
			\$6740
Plate and Jewellery . . .	United Kingdom . .	\$3745	.....
	United States . . . .	195	.....
			\$3940

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$23853	\$23853	\$23853	Declared.	\$3100.89
323	323	323	"	41.99
67	67	67	"	8.71
443	443	443	"	57.59
\$24686	\$24686	\$24686		\$3209.18
\$1239	\$1239	\$1239	Declared.	
\$6452	\$6452	\$6452	Declared.	
42	42	42	"	
4	4	4	"	
242	242	242	"	
\$6740	\$6740	\$6740		
\$3745	\$3745	\$3745	Declared.	\$486.85
195	195	195	"	25.35
\$3940	\$3940	\$3940		\$512.20

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Pitch, Tar and Turpentine .....	United Kingdom..	Brls. 2285	.....
	Jersey .....	78	.....
	Canada .....	46	.....
	Nova Scotia.....	25	.....
	Hamburg.....	120	.....
	United States .....	962	.....
	St. Peter's.....	11	.....
		3527	
Pork .....	United Kingdom ..	Brls. 38	.....
	Jersey.....	35	.....
	Canada . . . . .	5838	.....
	Nova Scotia .....	1545	.....
	P. E. Island .....	580	.....
	Hamburg .....	169	.....
	United States .....	24044	.....
St. Peter's .....	22	.....	
		32271	

**Customs' Returns.**

**NEWFOUNDLAND FOR THE YEAR 1871.**

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Brls.	Brls.		Declared.	
2285	2285	\$9138		\$731.04
78	78	312	"	24.90
46	46	184	"	14.72
25	25	102	"	8.16
120	120	480	"	38.40
962	962	3850	"	308.00
11	11	43	"	3.44
3527	3527	\$14109		\$1128.66
Brls.	Brls.		\$16.00	
38	38	\$608		\$38.00
35	35	560	"	35.00
5838	5838	93408	"	5838.00
1545	1545	24720	"	1545.00
580	580	9280	"	580.00
169	169	2704	"	169.00
24044	24044	384704	"	24044.00
22	22	352	"	22.00
\$32271	\$32271	\$516336		\$32271.00

## Customs' Returns.

### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Pigs' Heads and Feet.	Canada .....	Brls. 449	.....
	Nova Scotia .....	333	.....
	P. E. Island .....	155	.....
	United States .....	2339	.....
			3276
Potatoes .....	Canada .....	Bushels. 1910	.....
	Nova Scotia .....	5259	.....
	P. E. Island .....	56710	.....
	Portugal .....	100	.....
	St. Peter's .....	448	.....
		64427	
Vegetables .....	Canada .....	Bushels. 191	.....
	Nova Scotia .....	1934	.....
	Spain .....	460	.....
	Portugal .....	2065	.....
		4650	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
<b>Brls.</b>	<b>Brls.</b>			
449	449	\$3592	\$8.00	\$269.40
333	333	2664	"	199.80
155	155	1240	"	93.00
2339	2339	18712	"	1403.40
<b>3276</b>	<b>3276</b>	<b>\$26208</b>		<b>\$1965.60</b>
<b>Bushels.</b>	<b>Bushels.</b>			
1910	1910	\$573	\$30.00	
5259	5259	1578	"	
56710	56710	17013	"	
100	100	30	"	
448	448	134	"	
<b>64427</b>	<b>64427</b>	<b>\$19328</b>		
<b>Bushels.</b>	<b>Bushels.</b>			
191	191	\$96	\$50.00	
1934	1934	967	"	
460	460	230	"	
2065	2065	1032	"	
<b>4650</b>	<b>4650</b>	<b>\$2325</b>		

## Customs' Returns.

### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Rice . . . . .	United Kingdom . . . . .	Cwts. 1330	. . . . .
	Jersey . . . . .	20	. . . . .
	Nova Scotia . . . . .	36	. . . . .
	B. W. Indies . . . . .	340	. . . . .
	United States . . . . .	30	. . . . .
		1756	
Religious purposes, articles for . . . . .	United States . . . . .	\$36	
Salt . . . . .	United Kingdom . . . . .	Tons. 12332	. . . . .
	Jersey . . . . .	685	. . . . .
	Canada . . . . .	22	. . . . .
	Nova Scotia . . . . .	849	. . . . .
	New Brunswick . . . . .	15	. . . . .
	Spain . . . . .	13118	. . . . .
	Portugal . . . . .	10317	. . . . .
	Italy . . . . .	340	. . . . .
	Sicily . . . . .	2215	. . . . .
	United States . . . . .	35	. . . . .
St. Peter's . . . . .	107	. . . . .	
		40035	



### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwts. 1330	Cwts. 1330	\$5332	Declared.	\$426.56
20	20	86	"	6.88
36	36	144	"	11.52
340	340	1375	"	110.00
30	30	121	"	9.68
1756	1756	7058		\$564.64
\$36	\$36	\$36	Declared.	
Tons. 12332	Tons. 12332	\$30830	\$2.50	\$2466.40
685	685	1712	"	137.00
22	22	55	"	4.40
849	849	2123	"	169.80
15	15	37	"	3.00
13118	13118	32795	"	2623.60
10317	10317	25793	"	2063.40
340	340	850	"	68.00
2215	2215	5537	"	443.00
35	35	88	"	7.00
107	107	268	"	21.40
40035	40035	\$100088		\$8007.00

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Soap .....	United Kingdom .	Cwts. 4550	.....
	Jersey .....	135	.....
	Canada .....	92	.....
	Nova Scotia .....	180	.....
	United States .....	1870	.....
	St. Peter's .....	1	.....
		6828	
Spirits, viz:—Brandy	United Kingdom..	Gals. 7426	.....
	Jersey .....	73	.....
	Nova Scotia .....	991	.....
	St. Peter's.....	9	.....
		8499	
Whiskey .....	United Kingdom..	Gals. 6124	.....
	Canada .....	75	.....
	Nova Scotia.....	45	.....
		6244	

## Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwts. 4550 135 92 180 1870 1	Cwts. 4550 135 92 180 1870 1	\$22755 681 457 897 9352 4	Declared. " " " " "	\$2958.15 88.53 59.51 116.61 1215.76 0.52
6828	6828	\$34146		\$4459.08
Gals. 7426 73 991 9	Gals. 5424 73 829 9	\$22278 219 2973 27	\$3.00 " " "	\$7051.20 94.90 1077.70 11.70
8499	6335	\$25497		\$8235.50
Gals. 6124 75 45	Gals. 5880 75 45	\$5880 75 45	\$1.00 " "	5292.00 67.50 40.50
6244	6000	\$6000		\$5400.00

## Customs' Returns.

### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Cordials .....	United Kingdom..	Gals. 3838	.....
	Jersey .....	18	.....
	Canada .....	1	.....
	Nova Scotia.....	19	.....
	St. Peter's .....	8	.....
		3884	
Geneva.....	United Kingdom..	Gals. 8137	.....
	Jersey .....	579	.....
	Canada .....	494	.....
	Nova Scotia .....	226	.....
	Hamburg .....	690	.....
		98	
		10224	
Rum .....	United Kingdom..	Gals. 5724	Gals. .....
	Jersey .....	87	.....
	Canada .....	33	.....
	Nova Scotia .....	7756	.....
	B. W. Indies. . .	26529	.....
	F. W. Indies.....	51610	6089
	United States.....	2361	.....
St. Peter's .....	185	.....	
		94285	6089

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals. 3838	Gals. 3021	\$1919	\$0.50	\$1812.60
18	13	9	"	10.80
1	1	1	"	0.60
19	19	9	"	11.40
8	8	4	"	4.80
<b>3884</b>	<b>3067</b>	<b>\$1942</b>		<b>\$1840.20</b>
Gals. 8137	Gals. 15650	\$4068	\$0.50	\$10955.00
579	579	299	"	417.90
494	494	247	"	345.80
226	1055	113	"	738.50
690	482	345	"	337.40
98	98	49	"	68.60
<b>10224</b>	<b>18358</b>	<b>\$5121</b>		<b>\$12863.20</b>
Gals. 5724	Gals. 1007	\$2862	\$0.50	\$704.90
87	87	43	"	60.90
33	33	17	"	23.10
7756	1030	3878	"	721.00
26529	14568	13265	"	10197.60
57699	87824	28849	"	61476.80
2361	708	1181	"	495.60
185	185	92	"	129.50
<b>100374</b>	<b>105442</b>	<b>\$50187</b>		<b>\$73809.40</b>

Customs' Returns.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Lime . . . . .	United Kingdom..	\$25	.....
	Jersey .....	57	.....
	Nova Scotia.....	8	.....
	United States.....	564	.....
	St. Peter's.....	5	.....
		\$659	
Grindstones .....	United Kingdom..	\$672	.....
	Nova Scotia.....	30	.....
		\$702	
Stone Manufacture...	United Kingdom..	\$1213	.....
	United States.....	305	.....
		\$1518	

### Customs' Returns.

#### NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$25	\$25	\$25	Declared.	\$3.25
57	57	57	"	7.41
8	8	8	"	1.04
564	564	564	"	73.32
5	5	5	"	0.65
\$659	\$659	\$659		\$85.67
\$672	\$672	\$672	Declared.	\$87.36
30	30	30	"	3.90
\$702	\$702	\$702		\$91.26
\$1213	\$1213	\$1213	Declared.	\$157.69
305	305	305	"	\$39.65
\$1518	1518	\$1518		\$197.34

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.					
		British Ships.			Foreign Ships.		
		C.	Q.	L.			
Sugar, Refined . . . . .	United Kingdom..	755	1	0			
	Jersey . . . . .	4	2	0			
	Canada . . . . .	17	3	0			
	Nova Scotia . . . . .	10	2	0			
	United States . . . . .	443	2	0			
	St. Peter's . . . . .	2	1	0			
			1233	3	0		
Sugar, viz: Unrefined.	United Kingdom..	323	2	0			
	Jersey . . . . .	10	0	0			
	Canada . . . . .	240	1	0			
	Nova Scotia . . . . .	801	0	0			
	B. W. Indies. . . . .	2249	3	0			
	Brazil . . . . .	189	0	0			
	F. W. Indies . . . . .	2658	0	0	5447	0	0
	United States . . . . .						
St. Peter's . . . . .	0	2	0				
		6172	0	0	5447	0	0
Do. Bastard . . . . .	United Kingdom..	539	1	0			
	Nova Scotia . . . . .	51	1	0			
	United States . . . . .	2	1	0			
			592	3	0		



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.			VALUE.		Gross amount of duty collected.
				Total of Imports.	Price.	
C. Q. L.	C. Q. L.					
755 1 0	755 1 0		\$7553	\$10.00	\$2643.38	
4 2 0	4 2 0		45	"	15.75	
17 3 0	17 3 0		177	"	62.12	
10 2 0	10 2 0		105	"	36.75	
443 2 0	500 3 0		4435	"	1752.63	
2 1 0	2 1 0		22	"	7.87	
1233 3 0	1291 0 0		\$12337		\$4518.50	
C. Q. L.	C. Q. L.					
323 2 0	77 2 0		2588	\$3.00	\$155.00	
10 0 0	10 0 0		80	"	20.00	
240 1 0	240 1 0		1922	"	480.50	
801 0 0	784 3 0		6408	"	1569.50	
2249 3 0	1991 2 0		17998	"	3983.00	
189 0 0	189 0 0		1512	"	378.00	
8105 0 0	7520 2 0		64840	"	15041.00	
.....	234 3 0	.....	.....	.....	469.50	
0 2 0	0 2 0		4	"	1.00	
11919 0 0	11048 3 0		\$95352		\$22097.50	
C. Q. L.	C. Q. L.					
539 1 0	539 1 0		\$4853	9.00	\$1348.12	
51 1 0	51 1 0		462	"	124.13	
2 1 0	2 1 0		20	"	5.62	
592 3 0	592 3 0		\$5335		\$1481.87	

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
<b>Tea, viz:—Souchong</b>	United Kingdom ..	Lbs. 425457	.....
	Jersey .....	9836	.....
	Canada . . . . .	2123	.....
	Nova Scotia .....	25380	.....
	United States .....	1829	.....
	St. Peter's .....	690	.....
			465315
<b>Do. other sorts . . . . .</b>	United Kingdom .	Lbs. 3418	.....
<b>Tobacco, manufactured</b>	United Kingdom..	Lbs. 200	.....
	Jersey .....	345	.....
	Canada .....	201487	.....
	Nova Scotia .....	100260	.....
	New Brunswick...	3750	.....
	F. W. Indies .....	.....	.....
	United States .....	139653	.....
	St. Peter's .....	409	.....
		446104	

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs. 425457	Lbs. 452971	\$85091	\$0.20	\$45297.10
9836	9836	1967	"	983.60
2123	6551	425	"	655.10
25380	27304	5076	"	2730.40
1829	26175	366	"	2617.50
630	690	138	"	69.00
465315	523527	\$93063		\$52352.70
Lbs. 3418	Lbs. 3418	\$1025	\$0.30	\$416.16
Lbs. 200	Lbs. 200	\$30	\$0.15	\$24.00
345	345	52	"	41.40
201487	232230	20223	"	27867.60
100260	81752	15039	"	9810.24
3750	3750	563	"	450.00
.....	1821	.....	"	218.52
139653	135036	20948	"	16204.32
409	409	61	"	49.08
446104	455543	\$56916		\$54665.16

**Customs' Returns.**

**GENERAL IMPORTS INTO THE COLONY OF**

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Tobacco, Stems .....	Nova Scotia.....	Cwts. 74	.....
Cigars.....	United Kingdom..	No. .....	.....
	Nova Scotia.....	216000	.....
	F. W. Indies.....	32000	.....
		248000	
Turpentine and Var- nish.	United Kingdom..	Gals. 1224	.....
	Canada .....	268	.....
	Nova Scotia.....	517	.....
		2039	
Vinegar.....	United Kingdom..	Gals. 1804	.....
	Jersey .....	332	.....
	Nova Scotia .....	110	.....
	Hamburg .....	300	.....
	United States. ....	1420	.....
		3966	

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.		VALUE.		Gross amount of duty collected.
			Total of Imports.	Price.	
Cwts. 74	Cwts. 74		\$518	\$7.00	\$57
No. ..... 216000 32000	No. 19000 116000 44000	\$336.00 1152.00 639.00	..... \$1296 192	6.00 " "	\$66.96 363.84 148.11
248000	179000	2127.00	\$1488		\$578.91
Gals. 1224 268 547	Gals. 1224 268 547		\$1224 268 547	Declared. " "	\$159.12 34.84 71.11
2039	2039		\$2039		\$265.07
Gals. 1804 332 110 300 1420	Gals. 1804 332 110 300 1420		\$721 133 44 120 568	\$0.40 " " " "	180.40 33.20 11.00 30.00 142.00
3966	3966		\$1586		\$396 00

**Customs' Returns.**

**GENERAL IMPORTS INTO THE COLONY OF**

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Wine, viz: Champagne	United Kingdom ..	Gals. 448	.....
Do Port .....	United Kingdom..	Gals. 124	.....
	Jersey .....	6	.....
	Nova Scotia .....	.....	.....
	Canada . .....	18	.....
	Portugal.....	10455	.....
		10603	
Do Sherry .....	United Kingdom..	Gals. 89	.....
	Spain.....	3045	.....
		3134	
Do other sorts.....	United Kingdom..	Gals. 36	.....

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals. 448	Gals. 466	\$1444	\$3.00	\$699.00
Gals. 124	Gals. 248	\$248	\$2.00	272.80
6	6	12	"	6.60
.....	154	.....	"	169.40
18	18	36	"	19.80
10455	3924	20910	"	4316.40
10603	4350	\$21206		\$4785.00
Gals. 89	Gals. 756	\$ 1083.20	\$1.50	\$679.72
3045	1307	1788.00	"	1164.54
3134	2063	2871.20	\$4701	\$1844.26
Gals. 36	Gals. 36	\$ 40.00	\$1.50	\$26.60
		\$54		

## Customs' Returns.

## GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Wine, viz: Claret.....	United Kingdom..	Gals. 1914	.....
	Jersey .....	572	.....
	Canada .....	78	.....
	Nova Scotia.....	168	.....
	Spain .....	1246	.....
	Portugal... ..	177	.....
	F. W. Indies. . .	331	.....
St. Peter's.....	175	.....	
		4661	
Woollens.....	United Kingdom .	\$997487	.....
	Jersey .....	18340	.....
	Canada .....	20285	.....
	Nova Scotia .....	15521	.....
	Hamburg.....	5811	.....
	United States .....	3809	.....
	St. Peter's .....	613	.....
		\$1061806	
Ready Made Clothing	United Kingdom..	\$25721	.....
	Jersey .....	1456	.....
	Canada .....	884	.....
	Nova Scotia.....	1700	.....
	United States.....	1247	\$0
	St. Peter's.....	30	.....
		\$31038	\$20



## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals. 1914	Gals. 1836	\$1914	\$1.00	\$550.80
572	572	572	"	171.60
78	1076	78	"	322.80
168	.....	168	"	
1246	1602	1246	"	480.60
177	125	177	"	37.50
331	331	331	"	99.30
175	175	175	"	52.50
4661	5717	\$4661		\$1715.10
\$997487	\$997487	\$997487	Declared.	\$129673.31
18340	18340	18340	"	2384.20
20285	20285	20285	"	2637.05
15521	15521	15521	"	2017.73
5811	5811	5811	"	755.43
3809	3809	3809	"	495.17
613	613	613	"	79.69
\$1061866	\$1061866	\$1061866		\$138042.58
\$25721	\$25721	\$25721	Declared.	\$5144.20
1456	1456	1456	"	291.20
884	884	884	"	176.80
1700	1700	1700	"	340.00
1267	1267	1267	"	153.40
30	30	30	"	6.00
\$31058	\$31058	\$31058		\$6211.60

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Canvas.....	United Kingdom..	\$66599	.....
	Jersey .....	545	.....
	Canada .....	251	.....
	Nova Scotia .....	365	.....
	United States.....	3712	.....
	St. Peter's .....	5	.....
			\$71477
Woodwares .....	United Kingdom..	\$5360	.....
	Jersey .....	78	.....
	Canada.....	710	.....
	Nova Scotia.....	435	.....
	United States .....	7905	.....
	St. Peter's.....	6	.....
		\$14494	
Do. 20 per cent.....	United Kingdom..	\$2471	.....
	Jersey .....	603	.....
	Canada .....	679	.....
	Nova Scotia.....	1364	.....
	Hamburg .....	50	.....
	United States.....	851	.....
	St. Peter's .....	48	.....
		\$6126	

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$-6599	\$66599	\$66599	Declared.	\$5327.92
545	545	545	"	43.60
251	251	251	"	20.03
365	365	365	"	29.20
3712	3712	3712	"	296.96
5	5	5	"	0.40
\$71477	\$71477	\$71477		\$5718.16
\$5360	\$5360	\$5360	Declared.	\$696.80
78	78	78	"	10.14
710	710	710	"	92.30
435	435	435	"	56.55
7907	7905	7907	"	1027.65
6	6	6	"	0.78
\$14494	\$14494	\$14494		\$1884.22
\$2471	2471	\$2471	Declared.	\$494.20
66	663	663	"	132.60
679	679	679	"	135.80
1364	1364	1364	"	272.80
50	50	50	"	10.00
851	851	851	"	170.20
48	48	48	"	9.60
\$6126	\$6126	\$6126		\$1225.20

**Customs' Returns.**

**GENERAL IMPORTS INTO THE COLONY OF**

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Blocks... ..	United Kingdom..	\$680	.....
	Nova Scotia .....	30	.....
	Hamburg.....	623	.....
		<b>\$1333</b>	
Board and Plank...	Canada .....	Feet. 176000	.....
	Nova Scotia.....	2494250	.....
	New Brunswick...	394250	.....
	P. E. Island .....	18500	.....
	United States.....	33500	.....
	<b>3116500</b>		
Shingles .....	Canada .....	M. 505½	.....
	Nova Scotia.....	627	.....
	New Brunswick ...	4434	.....
	St. Peter's.....	11	.....
	<b>5577½</b>		

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$680	\$680	\$680	Declared.	\$136.00
30	30	30	"	6.00
623	623	623	"	124.60
<b>\$1333</b>	<b>\$1333</b>	<b>\$1333</b>		<b>\$266.60</b>
Feet. 176000	Feet. 176000	\$1760	\$10.00	\$176.00
2494250	2494250	24943	"	2494.25
394250	394250	3942	"	394.25
18500	18500	185	"	18.50
33500	33500	335	"	33.50
<b>3116500</b>	<b>3116500</b>	<b>\$31165</b>		<b>\$3116.50</b>
M. 505½	M. 505½	\$758	\$1.50	\$202.20
627	627	940	"	250.80
4434	4434	6651	"	1773.60
11	11	17	"	4.40
<b>5577½</b>	<b>5577½</b>	<b>\$8366</b>		<b>\$2231.00</b>

**Customs' Returns.**

**GENERAL IMPORTS INTO THE COLONY OF**

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
<b>Shooks and Packs . . . .</b>	United Kingdom . . . . .	\$4068	.....
	Canada . . . . .	6330	.....
	Nova Scotia . . . . .	3462	.....
	United States . . . . .	2709	.....
	St. Peter's . . . . .	235	.....
		<b>\$16804</b>	
<b>Staves, undressed . . . .</b>	Canada . . . . .	\$19997	.....
	Nova Scotia . . . . .	103	.....
	New Brunswick . . . . .	163	.....
	United States . . . . .	2638	.....
		<b>\$22901</b>	
<b>Masts and Spars . . . .</b>	Canada . . . . .	\$295	.....
	Nova Scotia . . . . .	1105	.....
	New Brunswick . . . . .	269	.....
	St. Peter's . . . . .	400	.....
		<b>\$2069</b>	

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**Customs' Returns.**

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home Consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$4068	\$4068	\$4068	Declared.	\$813.60
6330	6330	6330	"	1266.00
3462	3462	3462	"	692.40
2709	2709	2709	"	541.80
235	235	235	"	47.00
<b>\$16804</b>	<b>\$16804</b>	<b>\$16804</b>		<b>\$3360.80</b>
\$19997	\$19997	\$19997	Declared.	\$1599.76
103	103	103	"	8.24
163	163	163	"	13.04
2638	2638	2638	"	211.04
<b>\$22901</b>	<b>\$22901</b>	<b>\$22901</b>		<b>\$1832.08</b>
\$295	\$295	\$295	Declared.	\$23.60
1105	1105	1105	"	88.40
269	269	269	"	51.52
400	400	400	"	32.00
<b>\$2069</b>	<b>\$2069</b>	<b>\$2069</b>		<b>\$195.52</b>

### Customs' Returns.

#### GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries from whence imported.	QUANTITIES IMPORTED.	
		British Ships.	Foreign Ships.
Laths .....	Nova Scotia .....	\$122	.....
Pailings .....	New Brunswick...	\$50	.....
Timber and Scantling	Canada.....	Tons. 24	.....
	Nova Scotia.....	327	.....
	New Brunswick ...	236	.....
		587	



### Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

Total.	Quantities entered for Home consumption.	VALUE.		Gross amount of duty collected.
		Total of Imports.	Price.	
\$122	\$122	\$122	Declared.	\$15.86
\$50	\$50	\$50	Declared.	\$6.50
Tons. 24 327 236	Tons. 24 327 236	\$120 1635 1180	\$5.00 " "	\$7.20 98.10 70.80
587	587	2935		176.10

**Customs' Returns.**

**GENERAL EXPORTS FROM THE COLONY OF**

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Coals .....	B. W. Indies...	.....	.....	.....
	Brazil .....	.....	.....	.....
	F. W. Indies ..	.....	.....	.....
Composition ...	United States ..	.....	.....	.....
Copper Ore.....	U. Kingdom ..	Tons. 1407	.....	Tons. 1407
		.....	.....	.....
Copper, Old....	Canada... ..	.....	.....	.....
	United States..	.....	.....	.....
Flour .....	Brazil .....	.....	.....	.....
		.....	.....	.....

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Fo- reign, and other Colonial Produce and Manufacture.	Total.	Price.
Tons.				
220	.....	\$880	\$880	\$4.00
87	.....	348	348	"
245	.....	980	980	"
552		\$2208	\$2208	
Cwts.				
91	.....	\$273	\$273	Declared.
.....	\$45024	.....	\$45024	\$32.00
Cwts.				
4	.....	\$48	\$48	\$12.00
4	.....	48	48	"
8		\$96	\$96	
Brls.				
300	.....	\$2400	\$2400	\$8.00

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Fish, viz: Dry Cod . . . .		Qtls.	Qtls.	Qtls.
	U. Kingdom . . . .	58276	.....	58276
	Jersey . . . . .	2416	.....	2416
	Canada . . . . .	1914	.....	1914
	Nova Scotia . . .	40579	.....	40579
	B. W. Indies . . .	77978	.....	77978
	Spain . . . . .	149747	69117	218864
	Portugal . . . . .	191545	.....	191545
	Italy . . . . .	65511	.....	65511
	Sicily . . . . .	2800	.....	2800
	Greece . . . . .	1790	.....	1790
	United States . .	8735	.....	8735
	F. W. Indies . . .	31372	.....	31372
	Brazil . . . . .	255708	.....	255708
		888371	69117	957488
Do. Core . . . . .		Qtls.		Qtls.
	U. Kingdom . . .	61	.....	61
	Nova Scotia . . .	507	.....	507
		568		568
Do. Haddock . . .		Qtls.		Qtls.
	B. W. Indies . .	52	.....	52
	United States . .	630	.....	630
		682		682

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.				
	British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....		\$233104	.....	\$233104	\$4.00
.....		9664	.....	9664	"
.....		7656	.....	7656	"
.....		162316	.....	162316	"
.....		272023	.....	272923	3.50
.....		875456	.....	875456	4.00
.....		766180	.....	766180	"
.....		262044	.....	262044	"
.....		11200	.....	11200	"
.....		7160	.....	7160	"
.....		34940	.....	34940	"
.....		125488	.....	125488	"
.....		1150686	.....	1150686	4.50
.....		\$3918817	.....	\$3918817	
.....		\$61	.....	\$61	\$1.00
.....		507	.....	507	"
.....		\$568	.....	\$568	
.....		\$156	.....	\$156	\$3.00
.....		1890	.....	1890	"
.....		\$2046	.....	\$2046	

3000 | 255,708  
 24000  
 15708

## Customs' Returns.

## GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.			
		PRODUCE AND MANUFACTURE OF THE COLONY.			
		B. S.	F. S.	Total.	
Fish, viz:— Herring	U. Kingdom ..	Brls. 8146	.....	Brls. 8146	
	Jersey .....	569	.....	569	
	Canada...	3450	.....	3450	
	Nova Scotia...	8857	.....	8857	
	New Brunswick	100	.....	400	
	P. E. Island ..	734	.....	734	
	B. W. Indies...	7948	.....	7948	
	United States..	14973	4690	19663	
	F. W. Indies ..	271	.....	271	
	Brazil .....	30	.....	303	
		45651	4690	50341	
Do Salmon ..	U. Kingdom ..	Trs. 625	Brls. 48	Trs. 625	Brls. 48
	Canada .....	79	116	79	116
	Nova Scotia ..	66	106	66	106
	B. W. Indies..	4	322	4	322
	United States..	1089	502	1089	502
	F. W. Indies..		46		46
	Brazil .....		11		11
		1863	1151	1863	1151

## Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	British, Foreign, and other Colonial Produce and Manufacture.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$24438	.....	\$24438	\$3.00
.....	1707	.....	1707	"
.....	10350	.....	10350	"
.....	26571	.....	26571	"
.....	1200	.....	1200	"
.....	2202	.....	2202	"
.....	23844	.....	23844	"
.....	58989	.....	58989	"
.....	813	.....	813	"
.....	909	.....	909	"
	\$151023	.....	\$151023	
.....	\$10576	.....	\$10576	\$16.12
.....	2656	.....	2656	"
.....	2328	.....	2328	"
.....	3928	.....	3928	"
.....	23448	.....	23448	"
.....	552	.....	552	"
.....	132	.....	132	"
	\$43620	.....	\$43620	

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Salmon, Preserved.	U. Kingdom....	\$920	.....	\$920
	Nova Scotia ...	300	.....	300
	B. W. Indies....	350	.....	350
		\$1570	.....	\$1570
Trout .....	B. W. Indies .	Brls. 27	.....	Brls. 27
	Spain . . . . .	200	.....	200
	United States..	386	.....	386
		613	.....	613
Mackerel.....	Canada .....	Brls. 51	.....	Brls. 51
	B. W. Indies...	243	.....	243
	United States..	916	.....	916
	Brazil .....	28	.....	28
	1238	.....	1238	
Halibut .....	Nova Scotia...	Qtls. 557	.....	Qtls. 557
	Canada .....	140	.....	140
		697	.....	697



Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$920	.....	\$920	Declared.
.....	300	.....	300	"
.....	350	.....	350	"
.....	\$1570	.....	\$1570	
.....	\$216	.....	\$216	\$8.00
.....	1600	.....	1600	"
.....	3088	.....	3088	"
.....	\$4904	.....	\$4904	
.....	\$408	.....	\$408	\$8.00
.....	1944	.....	1944	"
.....	7328	.....	7328	"
.....	224	.....	224	"
.....	\$9904	.....	\$9904	
.....	\$1114	.....	\$1114	\$2.00
.....	280	.....	280	"
.....	\$1394	.....	\$1394	

## Customs' Returns

## GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Turbot .....	Jersey .....	Qtls. 6	.....	Qtls. 6
	Canada... ..	40	.....	40
		46		46
Caplin .....	U. Kingdom ..	Brls. 91	.....	Brls. 91
Lobsters, pre- served.....	U. Kingdom ..	\$200	.....	\$200
	Canada .....	250	.....	250
		\$450		\$450
Tongues and Sounds.....	U. Kingdom ..	Kegs. 59	.....	Kegs. 59
	Jersey .....	33	.....	33
	Nova Scotia...	106	.....	106
	B. W. Indies...	89	.....	89
	United States..	102	.....	102
		389		389

## Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Fo- reign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$24	.....	\$24	\$4.00
.....	160	.....	160	"
	\$184		\$184	
.....	\$91	.....	\$91	\$1.00
.....	\$200	.....	\$200	Declared.
.....	250	.....	250	"
	\$450		\$450	
.....	\$59	.....	\$59	\$1.00
.....	33	.....	33	"
.....	106	.....	106	"
.....	89	.....	89	"
.....	102	.....	102	"
	\$389		\$389	

## Customs' Returns.

## GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Cod Roes.....	U. Kingdom....	Brls. 22	.....	Brls. 22
	Nova Scotia ...	488	.....	488
	France.....	1004	.....	1004
	Spain . . . . .	273	.....	273
		1787	.....	1787
Whalebone.. .	U. Kingdom ...	\$220	.....	\$220
Fruit, viz:— Berries.....	U. Kingdom ..	Gals. 832	.....	Gals. 832
Iron, Old.....	Canada .....	.....	.....	.....
	United States..	.....	.....	.....
		.....	.....	.....

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$176	.....	\$176	\$8.00
.....	3904	.....	3904	"
.....	8032	.....	8032	"
.....	2184	.....	2184	"
.....	\$14296	.....	\$14296	
.....	\$220	.....	\$220	Declared.
.....	\$100	.....	\$100	\$0.12
Cwts. 28	.....	\$28	\$28	\$1.00
2982	.....	2982	2982	"
3010	.....	\$3010	\$3010	

## Customs' Returns.

## GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Lead, Old . . . . .	United States . . . . .			
Molasses . . . . .	U. Kingdom . . . . .			
	Canada . . . . .			
	Nova Scotia . . . . .			
	St. Peter's . . . . .			
Oil, viz:—Cod..	U. Kingdom . . . . .	Tuns. 3067		Tuns. 3067
	Jersey . . . . .	26		26
	Canada . . . . .	133		133
	Nova Scotia . . . . .	39		39
	B. W. Indies . . . . .	13		13
	Hamburg . . . . .	6		6
	Spain . . . . .	16		16
	United States . . . . .	455		455
		3755		3755

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
Cwts. 20	.....	\$120	\$120	\$6.00
Gals. 14638 11089 100 900	..... ..... ..... .....	\$7319 5545 50 450	\$7319 5545 50 450	\$0.50 " " "
26727	.....	\$13364	\$13364	
..... ..... ..... ..... ..... ..... ..... .....	\$398710 3380 17290 5070 1690 780 2080 59150	..... ..... ..... ..... ..... ..... ..... .....	\$398710 3380 17290 5070 1690 780 2080 59150	\$150.00 " " " " " " "
.....	\$488150		\$488150	

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
		Tuns.		Tuns.
Oil, viz:—Cod Liver .....	U. Kingdom....	177	.....	177
	Canada .....	20	.....	20
	Nova Scotia ...	11	.....	11
	Hamburg .....	1	.....	1
	United States..	92	.....	92
			301	
		Tuns.	Tuns.	Tuns.
Do Seal .....	U. Kingdom ...	5574	.....	5574
	Canada .....	261	.....	261
	Nova Scotia...	10	.....	10
	B. W. Indies ..	9	.....	9
	Hamburg .....	580	.....	580
	United States..	322	187	509
		6756	187	6943
		Tuns.		Tuns.
Do. Herring ..		13	.....	13



Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			Price.
	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	
.....	\$35400	.....	\$35400	\$200.00
.....	4000	.....	4000	"
.....	2200	.....	2200	"
.....	200	.....	200	"
.....	18400	.....	18400	"
	\$60200		\$60200	
.....	\$780360	.....	\$780360	\$140.00
.....	36540	.....	36540	"
.....	1400	.....	1400	"
.....	1260	.....	1260	"
.....	81200	.....	81200	"
.....	71260	.....	71260	"
	\$972020		\$972020	
.....	\$1950	.....	\$1950	\$150.00

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Oil, Whale . . . .	U. Kingdom . . . .	Tuns. 32	.....	Tuns. 32
Do. Dog . . . . .	U. Kingdom . . . .	Tuns. 1	.....	Tuns. 1
	United States . . .	7	.....	7
		8	.....	8
Blubber and Drugs . . . .	U. Kingdom . . . .	Tuns. 87	.....	Tuns. 87
	Jersey . . . . .	9	.....	9
	Canada . . . . .	32	.....	32
	United States . . .	10	.....	10
		138	.....	138

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$4480	.....	\$4480	\$140.00
.....	\$160	.....	\$160	\$160.00
.....	1120	.....	1120	"
.....	\$1280	.....	\$1280	
.....	\$1392	.....	\$1392	\$16.00
.....	144	.....	144	"
.....	512	.....	512	"
.....	160	.....	160	"
.....	\$2208	.....	\$2208	

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Rags and Paper Stuff . . . . .	U. Kingdom . . . . .	.....	.....	.....
	Canada . . . . .	.....	.....	.....
	United States . . . . .	.....	.....	.....
Seal Skins . . . . .	U. Kingdom . . . . .	No. 451048	.....	No. 451048
	Canada . . . . .	1505	.....	1505
	Nova Scotia . . . . .	709	.....	709
	United States . . . . .	33000	.....	33000
		486262		486262
Ox & CowHides	U. Kingdom . . . . .	No. 586	.....	No. 586
	Canada . . . . .	2293	.....	2293
	Jersey . . . . .	39	.....	39
	Nova Scotia . . . . .	2374	.....	2374
		5292		5292

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
British, Foreign, and other Colonial Produce and Manufacture.				
Cwt.				
134	.....	\$268	\$268	\$2.00
227	.....	454	454	"
2352	.....	4704	4704	"
2713		\$5426	\$5426	
.....	\$451048	.....	\$451048	\$1.00
.....	1505	.....	1505	"
.....	709	.....	709	"
.....	33000	.....	33000	"
	\$486262		\$486262	
.....	\$1758	.....	\$1758	\$3.00
.....	6789	.....	6789	"
.....	117	.....	117	"
.....	7122	.....	7122	"
	\$15786		\$15786	

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Calf Skins . . . . .	U. Kingdom . . . . .	No. 146	.....	No. 146
	Nova Scotia . . . . .	107	.....	107
		253		253
Salt . . . . .	Nova Scotia . . . . .	.....	.....	.....
	St. Peter's . . . . .	.....	.....	.....
Furs . . . . .	U. Kingdom . . . . .	\$4409	.....	\$4409
	Jersey . . . . .	140	.....	140
	Canada . . . . .	116	.....	116
	Nova Scotia . . . . .	270	.....	270
		\$4935		\$4935

Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	\$73	.....	\$73	\$0.50
.....	54	.....	54	"
.....	\$127	.....	\$127	
Tons.				
36	.....	\$108	\$108	\$3.00
446	.....	1338	1338	"
482	.....	\$1446	\$1446	
.....	\$4409	.....	\$4409	Declared.
.....	140	.....	140	"
.....	116	.....	116	"
.....	270	.....	270	"
.....	\$4935	.....	\$4935	

### Customs' Returns.

#### GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Spirits, viz:— Brandy .....	B. W. Indies ..	.....	.....	.....
	St. Peter's .....	.....	.....	.....
Do. Rum .....	St. Peters. ....	.....	.....	.....
Sugar, viz: Unrefined .....	Canada .....	.....	.....	.....
	Nova Scotia .....	.....	.....	.....
Tea .....	St. Peter's .....	.....	.....	.....
Tobacco .....	St. Peter's .....	.....	.....	.....



### Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
Gals. 22	.....	\$108	\$108	Declared.
200	.....	1338	1338	“
222		\$1446	\$1446	
Gals. 1020	.....	\$510	\$510	\$0.50
Cwts. 1207	.....	\$9656	\$9656	\$8.00
116	.....	928	928	“
1323		\$10584	\$10584	
Lbs. 2000	.....	\$800	\$800	\$0.40
Lbs. 3540	.....	\$885	\$885	\$0.25

**Customs' Returns.**

**GENERAL EXPORTS FROM THE COLONY OF**

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Wine, viz: Port	U. Kingdom.....	.....	.....	.....
	Canada.....	.....	.....	.....
	Nova Scotia ..	.....	.....	.....
	B. W. Indies ..	.....	.....	.....
	United States..	.....	.....	.....
Do Sherry ....	U. Kingdom ..	.....	.....	.....
	Nova Scotia...	.....	.....	.....
	United States..	.....	.....	.....
Do Claret .	Nova Scotia ...	.....	.....	.....
	F. W. Indies..	.....	.....	.....

## Customs' Returns.

## NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.			
	Produce and Manufacture of the Colony.	British, Fo- reign, and other Colonial Produce and Manufacture.	Total.	Price.
Gals. 702	.....	\$2106	\$2106	\$3.00
270	.....	1110	1110	"
2977	.....	8931	8931	"
276	.....	828	828	"
186	.....	558	558	"
4511	.....	\$13533	\$13533	
Gals. 175	.....	\$350	\$350	\$2.00
174	.....	348	348	"
25	.....	50	50	"
374	.....	\$748	\$748	
Gals. 78	.....	\$39	\$39	\$0.50
205	.....	103	103	"
283	.....	\$142	\$142	

**Customs' Returns.**

**GENERAL EXPORTS FROM THE COLONY OF**

Articles.	Countries to which exported.	QUANTITIES EXPORTED.		
		PRODUCE AND MANUFACTURE OF THE COLONY.		
		B. S.	F. S.	Total.
Board & Plank	B. W. Indies....	.....	.....	.....
	F. W. Indies ...	.....	.....	.....
	Brazil .....	.....	.....	.....
Hoops .....	U. Kingdom ..	Bundles. 1040	.....	Bundles. 1040
	B. W. Indies ..	9729	.....	9729
		10769		10769
Oars .....	B. W. Indies ..	No. 336	.....	No. 336
	Shooks & Packs	B. W. Indies..	\$158	.....

## Customs' Returns.

NEWFOUNDLAND FOR THE YEAR 1871.

QUANTITIES EXPORTED.	VALUE.				
	British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
M.					
13	.....		\$130	\$130	\$10.00
6	.....		60	60	"
3	.....		30	30	"
22			\$220	\$220	
.....	\$260	.....	\$260	\$260	\$0.25
.....	2432	.....	2432	2432	"
.....	\$2692	.....	\$2692	\$2692	
.....	\$134	.....	\$134	\$134	0.40
.....	\$158		\$158	\$158	Declared.

### Customs' Returns.

No. 1.—AN ACCOUNT of the Number, Tonnage and Crews of  
Country, in the year 1871, distinguishing Vessels with Cargo

### UNITED

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	146	28450	1358	6	863	41	152	29316	1399	2	2055	89
Tilt Cove.....	2	315	12				2	315	12			
Twillingate .....	3	299	20				3	299	20			
Trinity .....	1	89	6				1	89	6			
Catalina .....	1	285	8				1	285	8			
Carbonear .....	1	99	6	1	142	6	2	241	12			
Harbor Grace.....	32	5005	241	3	378	17	35	5383	258			
Harbor Briton.....	4	646	35				4	646	35			
Brigus .....	1	240	7				1	240	7			
	191	35431	1693	10	1383	64	201	36814	1757	2	2055	89

### Customs' Returns.

*Vessels entered inwards at each Port in Newfoundland, from each from those in Ballast, and British from Foreign Ships.*

#### KINGDOM.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	2	2055	89	148	30508	1447	6	863	41	154	31371	1488
.....	.....	.....	.....	.....	.....	2	315	12	.....	.....	.....	2	315	12
.....	.....	.....	.....	.....	.....	3	299	20	.....	.....	.....	3	299	20
.....	.....	.....	.....	.....	.....	1	89	6	.....	.....	.....	1	89	6
.....	.....	.....	.....	.....	.....	1	285	8	.....	.....	.....	1	285	8
.....	.....	.....	.....	.....	.....	1	99	6	1	142	6	2	241	12
.....	.....	.....	.....	.....	.....	32	5005	241	3	378	17	35	5383	258
.....	.....	.....	.....	.....	.....	4	646	35	.....	.....	.....	4	646	35
.....	.....	.....	.....	.....	.....	1	240	7	.....	.....	.....	1	240	7
.....	.....	.....	2	2055	89	193	37486	1782	10	1383	64	203	38869	1846

## Customs' Returns.

No. 1.—(Continued.)

## HANSEATIC

Ports at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's .....	8	1321	61	.....	.....	.....	8	1321	61	3	323	16
Harbor Grace .....	1	178	8	.....	.....	.....	1	178	8	.....	.....	.....
	9	1499	69	.....	.....	.....	9	1499	69	3	323	16

## FRANCE.

Saint John's.....	1	135	6	.....	.....	.....	1	135	6	.....	.....	.....
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## NORWAY.

Saint John's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	164	11
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Customs' Returns.

TOWNS.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	2	323	16	11	1644	77	.....	.....	.....	11	1644	77
.....	.....	.....	.....	.....	.....	1	178	8	.....	.....	.....	1	178	8
.....	.....	.....	3	323	16	12	1822	85	.....	.....	.....	12	1822	85

FRANCE.

.....	.....	.....	.....	.....	.....	1	135	6	.....	.....	.....	1	135	6
-------	-------	-------	-------	-------	-------	---	-----	---	-------	-------	-------	---	-----	---

NORWAY.

.....	.....	.....	.....	.....	.....	1	464	11	.....	.....	.....	1	464	11
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## Customs' Returns.

No. 1—(Continued.)

BRITISH

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	
Saint John's.....	311	51164	2732	4	586	20	315	51750	2752	1	169	9
Twillingate .. .. .	1	87	5				1	87	5			
Greenspend .. . . .	1	111	5				1	111	5			
Trinity .. . . . . .	2	260	14				2	260	14			
Catalina .. . . . . .				1	60	15	1	60	15			
Carbonear .. . . . .	6	754	49				6	754	49			
Harbor Grace.....	42	5124	277	2	229	13	44	5353	290			
Brigus .. . . . . .	4	574	31				4	574	31			
Trepassey .. . . . .	3	166	24				3	166	24			
Burin .. . . . . . .	14	1157	71	1	113	6	15	1270	77			
St. Lawrence .. . . .	3	168	13				3	168	13			
Lamaline .. . . . . .	5	238	24				5	238	24			
Grand Bank and Fortune .. . . . .	9	341	43				9	341	43			
Harbor Briton.....	8	493	35				8	493	35			
Gaultois.....	5	470	33				5	470	33			
Pushthrough .. . . .	6	213	25				6	213	25			
English Harbor .. . . .	2	100	9				2	100	9			
Burgeo .. . . . . .	6	451	35				6	451	35			
LaPoile .. . . . . .	24	2087	143				24	2087	143			
Rose Blanche .. . . .	7	222	29					222	29			
Channel.....	34	1522	145				34	1522	145			
	493	65702	3742	8	988	54	501	66690	3796	1	169	9

Customs' Returns.

POSSESSIONS.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1	159	11	2	328	20	312	51833	2741	5	745	31	317	52078	2772
.....	.....	.....	.....	.....	.....	1	87	5	.....	.....	.....	1	87	5
.....	.....	.....	.....	.....	.....	1	111	5	.....	.....	.....	1	111	5
.....	.....	.....	.....	.....	.....	2	260	14	.....	.....	.....	2	260	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	60	15	1	60	15
.....	.....	.....	.....	.....	.....	6	754	49	.....	.....	.....	6	754	49
.....	.....	.....	.....	.....	.....	42	5124	277	2	229	13	44	5353	290
.....	.....	.....	.....	.....	.....	4	574	31	.....	.....	.....	4	574	31
.....	.....	.....	.....	.....	.....	3	166	24	.....	.....	.....	3	166	24
.....	.....	.....	.....	.....	.....	14	1157	71	1	113	6	15	1270	77
.....	.....	.....	.....	.....	.....	3	168	13	.....	.....	.....	3	168	13
.....	.....	.....	.....	.....	.....	5	238	24	.....	.....	.....	5	238	24
.....	.....	.....	.....	.....	.....	9	341	43	.....	.....	.....	9	341	43
.....	.....	.....	.....	.....	.....	8	493	35	.....	.....	.....	8	493	35
.....	.....	.....	.....	.....	.....	5	470	33	.....	.....	.....	5	470	33
.....	.....	.....	.....	.....	.....	6	213	25	.....	.....	.....	6	213	25
.....	.....	.....	.....	.....	.....	2	100	9	.....	.....	.....	2	100	9
.....	.....	.....	.....	.....	.....	6	451	35	.....	.....	.....	6	451	35
.....	.....	.....	.....	.....	.....	24	2087	143	.....	.....	.....	24	2087	143
.....	.....	.....	.....	.....	.....	7	222	29	.....	.....	.....	7	222	29
.....	.....	.....	.....	.....	.....	34	1522	145	.....	.....	.....	34	1522	145
1	159	11	2	328	20	494	65871	3751	9	1147	65	503	67018	3816

## Customs' Returns.

No. 1.—(Continued.)

## SPANISH WEST

Ports at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	6	633	33	.....	.....	.....	6	633	33	16	2012	160
Harbor Grace .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	102	9
	6	633	33	.....	.....	.....	6	633	33	17	2114	169

## SPAIN.

Saint John's .....	57	6683	324	.....	.....	.....	57	6683	324	2	272	17
Twillingate .....	1	132	8	.....	.....	.....	1	132	8	.....	.....	.....
Fogo .....	3	501	25	.....	.....	.....	3	501	25	.....	.....	.....
Trinity .....	2	167	11	.....	.....	.....	2	167	11	.....	.....	.....
Carbonar.....	1	92	6	.....	.....	.....	1	92	5	.....	.....	.....
Harbor Grace.....	8	1039	48	.....	.....	.....	8	1039	48	2	170	13
Harbor Briton .....	1	144	6	.....	.....	.....	1	144	5	.....	.....	.....
	73	8758	428	.....	.....	.....	73	8758	428	4	442	30

### Customs' Returns.

#### INDIES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
4	507	36	20	2519	196	22	2645	193	4	507	36	26	3152	229
1	128	9	2	230	18	1	102	9	1	128	9	2	230	18
5	635	45	22	2749	214	23	2747	202	5	635	45	28	3382	247

#### SPAIN.

1	110	10	3	382	27	59	6955	341	1	110	10	60	7065	351
.....	.....	.....	.....	.....	.....	1	132	8	.....	.....	.....	1	132	8
.....	.....	.....	.....	.....	.....	3	501	25	.....	.....	.....	3	501	25
.....	.....	.....	.....	.....	.....	2	167	11	.....	.....	.....	2	167	11
.....	.....	.....	.....	.....	.....	1	92	6	.....	.....	.....	1	92	6
.....	.....	.....	2	170	13	10	1209	61	.....	.....	.....	10	1209	61
.....	.....	.....	.....	.....	.....	1	144	6	.....	.....	.....	1	144	6
1	110	10	5	552	40	77	9200	458	1	110	10	78	9310	468

## Customs' Returns.

No. 1—(Continued.)

## PORTUGAL.

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	54	7129	371	1	70	5	55	7199	376	.....	.....	.....
Twillingate .....	1	110	7	.....	.....	.....	1	110	7	.....	.....	.....
Trinity .....	1	145	7	.....	.....	.....	1	145	7	.....	.....	.....
Harbor Grace .....	4	507	25	.....	.....	.....	4	507	25	.....	.....	.....
Renews .....	1	137	8	.....	.....	.....	1	137	8	.....	.....	.....
Burin .....	1	140	7	.....	.....	.....	1	140	7	.....	.....	.....
Harbor Briton .....	1	220	9	.....	.....	.....	1	220	9	.....	.....	.....
Gaultois.....	3	489	33	.....	.....	.....	3	489	33	.....	.....	.....
Burgeo .....	1	138	8	.....	.....	.....	1	138	8	.....	.....	.....
La Poile.....	5	633	37	.....	.....	.....	5	633	37	.....	.....	.....
	92	9648	512	1	70	5	73	9718	517	.....	.....	.....

## SICILY.

Saint John's.....	12	1570	71	.....	.....	.....	12	1570	71	.....	.....	.....
Harbor Grace .....	4	464	24	.....	.....	.....	4	464	24	.....	.....	.....
	16	2034	95	.....	.....	.....	16	2034	95	.....	.....	.....

Customs' Returns.

PORTUGAL.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	.....	.....	.....	54	7129	371	1	70	5	55	7199	376
.....	.....	.....	.....	.....	.....	1	110	7	.....	.....	.....	1	110	7
.....	.....	.....	.....	.....	.....	1	145	7	.....	.....	.....	1	145	7
.....	.....	.....	.....	.....	.....	4	507	25	.....	.....	.....	4	507	25
.....	.....	.....	.....	.....	.....	1	137	8	.....	.....	.....	1	137	8
.....	.....	.....	.....	.....	.....	1	140	7	.....	.....	.....	1	140	7
.....	.....	.....	.....	.....	.....	1	220	9	.....	.....	.....	1	220	9
.....	.....	.....	.....	.....	.....	3	489	33	.....	.....	.....	3	489	33
.....	.....	.....	.....	.....	.....	1	138	8	.....	.....	.....	1	138	8
.....	.....	.....	.....	.....	.....	5	633	37	.....	.....	.....	5	633	37
.....	.....	.....	.....	.....	.....	72	9648	512	1	70	5	73	9718	517

SICILY.

.....	.....	.....	.....	.....	.....	12	1570	71	.....	.....	.....	12	1570	71
.....	.....	.....	.....	.....	.....	4	464	24	.....	.....	.....	4	464	24
.....	.....	.....	.....	.....	.....	16	2034	95	.....	.....	.....	16	2034	95

### Customs' Returns.

No. 1.—(Continued.)

## UNITED

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's .....	112	22996	931	.....	.....	.....	112	22996	931	1	96	14
Harbor Grace.....	12	1661	63	.....	.....	.....	12	1661	63	1	95	5
Bav Roberts. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	525	20
Harbor Briton.....	2	440	20	.....	.....	.....	2	440	20	.....	.....	.....
English Harbor .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	1760	145
Burgeo .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
LaPoile .....	3	294	21	.....	.....	.....	3	294	21	.....	.....	.....
Rose Blanche.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	141	11
	129	25391	1035				129	25391	1035	28	2617	196

## BRAZIL.

Harbor Grace.....	1	249	12	.....	.....	.....	1	249	12	.....	.....	.....
-------------------	---	-----	----	-------	-------	-------	---	-----	----	-------	-------	-------



Customs' Returns.

STATES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1	110	16	2	206	30	113	23092	945	1	110	16	114	23202	961
.....	.....	.....	1	95	5	13	1756	68	.....	.....	.....	13	1756	68
.....	.....	.....	1	525	20	1	525	20	.....	.....	.....	1	525	20
.....	.....	.....	.....	.....	.....	2	440	20	.....	.....	.....	2	440	20
4	318	26	27	2078	171	23	1760	145	4	318	26	27	2078	171
1	50	7	1	50	7	.....	.....	.....	1	50	7	1	50	7
.....	.....	.....	.....	.....	.....	3	294	21	.....	.....	.....	3	294	21
.....	.....	.....	2	141	11	2	141	11	.....	.....	.....	2	141	11
6	478	49	34	3095	244	157	28008	1230	6	478	49	163	28486	1279

BRAZIL.

.....	.....	.....	.....	.....	.....	1	249	12	.....	.....	.....	1	249	12
-------	-------	-------	-------	-------	-------	---	-----	----	-------	-------	-------	---	-----	----

### Customs' Returns.

No. 1—(Continued.)

### FRENCH

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	1	183	19	2	153	14	3	336	33	.....	.....	.....
Great Placentia .....	2	55	7	.....	.....	.....	2	55	7	.....	.....	.....
Oderin .....	8	114	23	.....	.....	.....	8	114	23	.....	.....	.....
Burin .....	5	93	14	1	30	4	6	123	18	.....	.....	.....
St. Lawrence .....	1	35	3	.....	.....	.....	1	35	3	.....	.....	.....
Lamaline .....	41	865	150	.....	.....	.....	41	865	150	.....	.....	.....
Grand Bank.....	2	53	9	.....	.....	.....	2	53	9	.....	.....	.....
Harbor Briton .....	6	286	34	.....	.....	.....	6	286	34	.....	.....	.....
English Harbor .....	5	206	23	.....	.....	.....	5	206	23	.....	.....	.....
Pushtrough .....	16	327	54	.....	.....	.....	16	327	54	.....	.....	.....
	87	2217	336	3	183	18	90	2400	354	.....	.....	.....

## Customs' Returns.

## COLONIES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1	112	6	1	112	6	1	183	19	3	265	20	4	448	39
.....	.....	.....	.....	.....	.....	2	55	7	.....	.....	.....	2	55	7
.....	.....	.....	.....	.....	.....	8	114	23	.....	.....	.....	8	114	23
.....	.....	.....	.....	.....	.....	5	93	14	1	30	4	6	123	18
.....	.....	.....	.....	.....	.....	1	35	3	.....	.....	.....	1	35	3
.....	.....	.....	.....	.....	.....	41	865	150	.....	.....	.....	41	865	150
.....	.....	.....	.....	.....	.....	2	53	9	.....	.....	.....	2	53	9
.....	.....	.....	.....	.....	.....	6	286	34	.....	.....	.....	6	286	34
.....	.....	.....	.....	.....	.....	5	206	23	.....	.....	.....	5	206	23
.....	.....	.....	.....	.....	.....	16	327	54	.....	.....	.....	16	327	54
1	112	6	1	112	6	87	2217	336	4	295	24	91	2512	360

## Customs' Returns.

No. 2.

### ABSTRACT OF THE

Countries from which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom . . . .	191	35431	1693	10	1383	64	201	36814	3757	2	2055	89
British Possessions ..	493	65702	3742	8	988	54	501	66690	3796	1	169	9
Hanseatic Towns . . . .	9	1499	69				9	1499	69	3	323	16
Norway . . . . .										1	464	11
France . . . . .	1	135	6				1	135	6			
Spain . . . . .	73	8758	428				73	8758	428	4	442	30
Portugal . . . . .	72	9648	512	1	70	5	73	9718	517			
Sicily . . . . .	16	2034	95				16	2034	95			
United States . . . . .	129	25391	1035				129	25391	1035	28	2617	195
Spanish West Indies ..	6	633	33				6	633	33	17	2114	169
French Colonies . . . . .	87	2217	336	3	183	18	90	2400	354			
Brazil . . . . .	1	249	12				1	249	12			
	1078	151697	7961	22	2624	141	1100	154321	8102	56	8184	519

Customs' Returns.

FOREGOING ACCOUNT.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	2	2055	89	193	37486	1782	10	1383	64	203	38869	1846
1	159	11	2	328	20	494	65871	3751	9	1147	65	503	67018	3816
.....	.....	.....	3	323	16	12	1822	85	.....	.....	.....	12	1822	85
.....	.....	.....	1	464	11	1	464	11	.....	.....	.....	1	464	11
.....	.....	.....	.....	.....	.....	1	135	6	.....	.....	.....	1	135	6
1	110	10	5	552	40	77	9200	458	1	110	10	78	9810	468
.....	.....	.....	.....	.....	.....	72	9648	512	1	70	5	73	9718	517
.....	.....	.....	.....	.....	.....	16	2034	95	.....	.....	.....	16	2034	95
6	478	49	34	3095	244	157	28008	1230	6	478	49	163	28486	1279
5	635	45	22	2749	214	23	2747	202	5	635	45	28	3382	247
1	112	6	1	112	6	87	2217	336	4	295	24	91	2512	360
.....	.....	.....	.....	.....	.....	1	249	12	.....	.....	.....	1	249	12
14	1494	121	70	9678	640	1134	159881	3480	36	4118	262	1170	163999	8742

### Customs' Returns.

*No. 3.—AN ACCOUNT of the Number, Tonnage and Crews of  
Country in the year 1871, distinguishing Vessels with Cargo*

### UNITED

Ports at which cleared	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	80	17075	893	.....	.....	.....	80	17075	893	2	229	13
Tilt Cove.....	5	912	33	.....	.....	.....	5	912	33	.....	.....	.....
Twillingate.....	4	506	29	.....	.....	.....	4	506	29	.....	.....	.....
Harbor Grace.....	25	3583	195	.....	.....	.....	25	3583	195	.....	.....	.....
Harbor Briton.....	3	583	34	.....	.....	.....	3	583	34	.....	.....	.....
La Poile.....	1	138	7	.....	.....	.....	1	138	7	.....	.....	.....
	118	22797	1191	.....	.....	.....	118	22797	1191	2	229	13

### Customs' Returns.

*Vessels cleared Outwards at each Port in Newfoundland, for each from those in Ballast, and British from Foreign Ships.*

#### KINGDOM.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	2	229	13	82	17904	906	.....	.....	.....	82	17904	906
.....	.....	.....	.....	.....	.....	5	912	33	.....	.....	.....	5	912	33
.....	.....	.....	.....	.....	.....	4	506	29	.....	.....	.....	4	506	29
.....	.....	.....	.....	.....	.....	25	3583	195	.....	.....	.....	25	3583	195
.....	.....	.....	.....	.....	.....	3	583	34	.....	.....	.....	3	583	34
.....	.....	.....	.....	.....	.....	1	138	7	.....	.....	.....	1	138	7
.....	.....	.....	2	229	13	120	23026	1204	.....	.....	.....	120	23026	1204

### Customs' Returns.

No. 3—(Continued.)

### HANSEATIC

Ports from which cleared.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	2	386	20				2	386	20			
Catalina.....	1	78	5				1	78	5			
Harbor Grace.....	2	324	17				2	324	17			
	5	788	42				5	788	42			

### SPAIN.

Saint John's.....	38	5130	265				38	5130	265	21	2564	200
Twillingate.....	2	195	13				2	195	13			
Fogo.....	1	97	6				1	97	6			
Harbor Grace.....	1	137	7				1	137	7	3	306	23
Renews.....	1	137	8				1	137	8			
Burgeo.....	1	91	7				1	91	7			
	44	5787	306				44	5787	306	24	2870	223



Customs' Returns.

TOWNS.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	.....	.....	.....	2	386	20	.....	.....	.....	2	386	20
.....	.....	.....	.....	.....	.....	1	78	5	.....	.....	.....	1	78	5
.....	.....	.....	.....	.....	.....	2	324	17	.....	.....	.....	2	324	17
.....	.....	.....	.....	.....	.....	5	788	42	.....	.....	.....	5	788	42

SPAIN.

.....	.....	.....	21	2564	200	59	7694	465	.....	.....	.....	59	7694	465
.....	.....	.....	.....	.....	.....	2	195	13	.....	.....	.....	2	195	13
.....	.....	.....	.....	.....	.....	1	97	6	.....	.....	.....	1	97	6
.....	.....	.....	3	303	23	4	443	30	.....	.....	.....	4	443	30
.....	.....	.....	.....	.....	.....	1	137	8	.....	.....	.....	1	137	8
.....	.....	.....	.....	.....	.....	1	91	7	.....	.....	.....	1	91	7
.....	.....	.....	24	2870	223	68	8657	529	.....	.....	.....	68	8657	529

### Customs' Returns.

No. 3.—(Continued.)

### BRITISH

Ports at which cleared	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's .....	107	28211	1556	225	32640	1464	332	60851	3014	1	464	12
Twillingate .....	1	139	8				1	139	8			
Fogo .....	1	61	6	2	289	16	3	350	22			
Greenspond .....				1	111	5	1	111	5			
Trinity .....				2	260	14	2	260	14			
Catalina .....	1	119	7	2	345	23	3	464	30			
Carbonear .....	3	398	25	5	689	40	8	1087	65			
Harbor Grace .....	16	2368	112	31	3854	188	47	6222	300			
Bay Roberts .....	5	750	50				5	750	50			
Brigus .....				7	1051	55	7	1051	55			
Burin .....	1	113	7	5	478	27	6	591	34			
St. Lawrence .....	2	127	9	1	69	5	3	196	14			
Grand Bank .....	2	84	11				2	84	11			
Harbor Briton .....	6	368	38	1	107	5	7	475	43			
English Harbor .....	2	193	13				2	193	13			
Pussthrough .....	5	175	21				5	175	21			
Gaultois .....				2	295	17	2	295	17			
Burgeo .....	3	194	15	2	70	8	5	264	23			
LaPoile .....	12	809	65	8	763	51	20	1572	116			
Rose Blanche .....	12	411	39	1	32	4	13	443	43			
Channel .....	26	1178	116	10	393	41	36	1571	157			
	205	35698	2092	305	41446	1963	510	77144	4055	1	464	12

Customs' Returns.

POSSESSIONS.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
			1	464	12	108	28675	1562	225	32640	1464	333	61315	3026
						1	139	8				1	139	8
						1	61	6	2	289	16	3	850	22
									1	111	5	1	111	5
									2	260	14	2	260	14
						1	119	7	2	345	23	3	464	30
						3	398	25	5	689	40	8	1087	65
						16	2868	112	31	8854	188	47	6222	300
						5	750	50				5	750	50
									7	1051	55	7	1051	55
						1	113	7	5	478	27	6	591	34
						2	127	9	1	69	5	3	196	14
						2	84	11				2	84	11
						6	368	38	1	107	5	7	475	43
						2	193	13				2	193	13
						5	175	21				5	175	21
									2	295	17	2	295	17
						3	194	15	2	70	8	5	264	23
						12	809	65	8	763	51	20	1572	116
						12	411	39	1	32	4	13	443	43
						26	1178	116	10	393	41	36	1571	157
			1	464	12	206	36162	2104	305	41446	1963	511	77608	4067

### Customs' Returns.

No. 3—(Continued.)

### PORTUGAL.

Ports from which cleared.	BRITISH									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	36	4496	235				36	4496	235	1	159	11
Fogo .....	5	493	30				5	493	30			
Carbonear.....	1	128	5				1	128	5			
Harbor Grace.....	4	580	32	1	148	7	5	728	39			
Renews.....	1	65	5				1	65	5			
Trepassey.....	1	63	5				1	63	5			
Burin .....	2	280	14				2	280	14			
Harbor Briton.....	2	384	20				2	384	20			
Gaultois.....	4	703	45				4	703	45			
Burgeo .....	1	138	8				1	138	8			
LaPoile.....	5	651	40				5	651	40			
Rose Blanche .....	3	353	18				3	353	18			
	65	8334	457	1	148	7	66	8482	464	1	159	11

Customs' Returns.

PORTUGAL.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	1	159	11	37	4655	246	.....	.....	.....	37	4655	246
.....	.....	.....	.....	.....	.....	5	493	30	.....	.....	.....	5	493	30
.....	.....	.....	.....	.....	.....	1	128	5	.....	.....	.....	1	128	5
.....	.....	.....	.....	.....	.....	4	580	32	1	148	7	5	728	39
.....	.....	.....	.....	.....	.....	1	65	5	.....	.....	.....	1	65	5
.....	.....	.....	.....	.....	.....	1	63	5	.....	.....	.....	1	63	6
.....	.....	.....	.....	.....	.....	2	280	14	.....	.....	.....	2	280	14
.....	.....	.....	.....	.....	.....	2	384	20	.....	.....	.....	2	384	20
.....	.....	.....	.....	.....	.....	4	703	45	.....	.....	.....	4	703	46
.....	.....	.....	.....	.....	.....	1	138	8	.....	.....	.....	1	138	8
.....	.....	.....	.....	.....	.....	5	651	40	.....	.....	.....	5	651	40
.....	.....	.....	.....	.....	.....	3	353	18	.....	.....	.....	3	353	18
.....	.....	.....	1	159	11	66	8493	468	1	148	7	67	8641	476

## Customs' Returns.

No. 3.—(Continued.)

## ITALY.

Ports at which cleared	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.			Vessels.	Tons.	Crews.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
Saint John's .....	9	1102	53	.....	.....	.....	9	1102	53	.....	.....	.....
Twillingate .....	2	191	11	.....	.....	.....	2	191	11	.....	.....	.....
Fogo .....	1	92	6	.....	.....	.....	1	92	6	.....	.....	.....
Greenspond .....	3	392	19	.....	.....	.....	3	392	19	.....	.....	.....
Trinity .....	4	351	23	.....	.....	.....	4	351	23	.....	.....	.....
Catalina .....	2	165	9	.....	.....	.....	2	165	9	.....	.....	.....
Harbor Grace .....	5	591	28	.....	.....	.....	5	591	28	.....	.....	.....
	26	2884	149	.....	.....	.....	26	2884	149	.....	.....	.....

## FRANCE.

Saint John's .....	1	119	7	.....	.....	.....	1	119	7	.....	.....	.....
--------------------	---	-----	---	-------	-------	-------	---	-----	---	-------	-------	-------

## HOLLAND.

Saint John's .....	3	407	21	.....	.....	.....	3	407	21	.....	.....	.....
--------------------	---	-----	----	-------	-------	-------	---	-----	----	-------	-------	-------

Customs' Returns.

(Inclusive) — 2.03

ITALY.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	.....	.....	.....	9	1102	53	.....	.....	.....	9	1102	53
.....	.....	.....	.....	.....	.....	2	191	11	.....	.....	.....	2	191	11
.....	.....	.....	.....	.....	.....	1	92	6	.....	.....	.....	1	92	6
.....	.....	.....	.....	.....	.....	3	392	19	.....	.....	.....	3	392	19
.....	.....	.....	.....	.....	.....	4	351	23	.....	.....	.....	4	351	23
.....	.....	.....	.....	.....	.....	2	165	9	.....	.....	.....	2	165	9
.....	.....	.....	.....	.....	.....	5	591	28	.....	.....	.....	5	591	28
.....	.....	.....	.....	.....	.....	26	2884	149	.....	.....	.....	26	2884	149

FRANCE.

.....	.....	.....	.....	.....	.....	1	119	7	.....	.....	.....	1	119	7
-------	-------	-------	-------	-------	-------	---	-----	---	-------	-------	-------	---	-----	---

HOLLAND.

.....	.....	.....	.....	.....	.....	3	407	21	.....	.....	.....	3	407	21
-------	-------	-------	-------	-------	-------	---	-----	----	-------	-------	-------	---	-----	----

### Customs' Returns.

No. 3—(Continued.)

### UNITED

Ports from which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	17	2689	137	.....	.....	.....	17	2689	137	3	2515	106
Harbor Grace.....	6	714	43	.....	.....	.....	6	714	43	.....	.....	.....
Trepassey... ..	1	70	7	.....	.....	.....	1	70	7	.....	.....	.....
English Harbor .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	2078	171
Burgeo .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50	7
LaPolle.....	1	63	7	.....	.....	.....	1	63	7	.....	.....	.....
Rose Blanche.....	1	41	4	.....	.....	.....	1	41	4	.....	.....	.....
Channel.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	68	.....
	26	3577	198	.....	.....	.....	26	3577	198	32	4711	286

### SPANISH

Saint John's.....	17	2336	113	.....	.....	.....	17	2336	113	.....	.....	.....
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Customs' Returns.

STATES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	3	2515	103	20	5204	240	.....	.....	.....	20	5204	240
.....	.....	.....	.....	.....	.....	6	714	43	.....	.....	.....	6	714	43
.....	.....	.....	.....	.....	.....	1	70	7	.....	.....	.....	1	70	7
.....	.....	.....	27	2078	171	27	2078	171	.....	.....	.....	27	2078	171
.....	.....	.....	1	50	7	1	50	7	.....	.....	.....	1	50	7
.....	.....	.....	.....	.....	.....	1	63	7	.....	.....	.....	1	63	7
.....	.....	.....	.....	.....	.....	1	41	4	.....	.....	.....	1	41	4
.....	.....	.....	1	68	5	1	68	5	.....	.....	.....	1	68	5
.....	.....	.....	32	4711	286	58	8288	484	.....	.....	.....	58	8288	484

WEST INDIES.

.....	.....	.....	.....	.....	.....	17	2336	113	.....	.....	.....	17	2336	113
-------	-------	-------	-------	-------	-------	----	------	-----	-------	-------	-------	----	------	-----

## Customs' Returns.

No. 3.—(Continued.)

## FRENCH

Ports at which cleared	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	8	511	35	.....	.....	.....	8	511	35	1	112	6
Harbor Briton .....	.....	.....	.....	1	119	6	1	119	6	.....	.....	.....
	8	511	35	1	119	6	9	630	41	1	112	6

## BRAZIL.

Saint John's.....	66	13194	616	.....	.....	.....	66	13194	616	4	580	42
Harbor Grace .....	7	1371	33	.....	.....	.....	7	1371	63	.....	.....	.....
Ganlofs .....	1	164	11	.....	.....	.....	1	164	11	.....	.....	.....
LaPoile .....	1	93	7	.....	.....	.....	1	93	7	.....	.....	.....
	75	14822	697	.....	.....	.....	75	14822	697	.....	580	42

Customs' Returns.

COLONIES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	1	112	6	9	623	41	.....	.....	.....	9	623	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	119	6	1	119	6
.....	.....	.....	1	112	6	9	623	41	1	119	6	10	742	47

BRAZIL.

.....	.....	.....	4	580	42	70	13774	658	.....	.....	.....	70	13774	658
.....	.....	.....	.....	.....	.....	7	1371	63	.....	.....	.....	7	1371	63
.....	.....	.....	.....	.....	.....	1	164	11	.....	.....	.....	1	164	11
.....	.....	.....	.....	.....	.....	1	93	7	.....	.....	.....	1	93	7
.....	.....	.....	4	580	42	79	15402	739	.....	.....	.....	79	15402	658

### Customs' Returns.

No. 4.

### ABSTRACT OF THE

Countries for which cleared.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom.....	118	22797	1191	.....	.....	.....	118	22797	1191	2	229	13
British Possessions....	205	3569	2092	305	41446	1963	510	77144	4055	1	464	12
Hanseatic Towns .....	5	788	42	.....	.....	.....	5	788	42	.....	.....	.....
France .....	1	119	7	.....	.....	.....	1	119	7	.....	.....	.....
Holland .....	3	407	21	.....	.....	.....	3	407	21	.....	.....	.....
Spain .....	44	5787	306	.....	.....	.....	44	5787	306	24	2870	223
Portugal .....	65	8334	457	1	148	7	66	8482	464	1	159	11
Italy .....	26	2884	149	.....	.....	.....	26	2884	149	.....	.....	.....
United States .....	26	3577	198	.....	.....	.....	26	3577	198	32	4711	286
Spanish West Indies ..	17	2336	113	.....	.....	.....	17	2336	113	.....	.....	.....
French Colonies .....	8	511	35	1	119	6	9	630	41	1	112	6
Brazil.....	75	14822	697	.....	.....	.....	75	14822	697	4	580	42
	598	98060	5308	307	41713	1976	900	139773	7284	65	9125	593

Customs' Returns.

FOREGOING ACCOUNT.

FOREIGN.						TOTAL								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	2	229	13	120	23026	1204	.....	.....	.....	120	23026	1204
.....	.....	.....	1	464	12	206	36162	2104	305	41446	1963	511	77608	4067
.....	.....	.....	.....	.....	.....	5	788	42	.....	.....	.....	5	788	42
.....	.....	.....	.....	.....	.....	1	119	7	.....	.....	.....	1	119	7
.....	.....	.....	.....	.....	.....	3	407	21	.....	.....	.....	3	407	21
.....	.....	.....	24	2870	223	68	8657	529	.....	.....	.....	68	8657	529
.....	.....	.....	1	159	11	66	8493	468	1	148	7	67	8641	475
.....	.....	.....	.....	.....	.....	26	2884	149	.....	.....	.....	26	2884	149
.....	.....	.....	32	4711	286	58	8288	484	.....	.....	.....	58	8288	484
.....	.....	.....	.....	.....	.....	17	2386	113	.....	.....	.....	17	2386	113
.....	.....	.....	1	112	6	9	623	41	1	119	6	10	742	47
.....	.....	.....	4	580	42	79	15402	739	.....	.....	.....	79	15402	739
.....	.....	.....	65	9125	593	658	107185	5901	307	41713	1976	965	148898	7877

## Customs' Returns.

No. 5.—AN ACCOUNT of Vessels entered at each Port

Ports at which entered	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	708	120267	5906	13	1672	80	721	121939	5986	26	5391	316
Tilt Cove.....	2	315	12				2	315	12			
Twillingate.....	6	628	40				6	628	40			
Fogo.....	3	501	25				3	501	25			
Greenspond.....	1	111	5				1	111	5			
Trinity.....	6	661	38				6	661	38			
Catalina.....	1	285	8	1	60	15	2	345	23			
Carbonar.....	8	945	61	1	142	6	9	1087	67			
Harbor Grace.....	104	14227	698	5	607	30	109	14834	728	4	367	27
Bay Roberts.....										1	425	20
Brigus.....	5	814	38				5	814	38			
Renews.....	1	137	8				1	137	8			
Trepaszy.....	3	166	24				3	166	24			
Great Placentia.....	2	55	7				2	55	7			
Oderin.....	8	114	23				8	114	23			
Burin.....	20	1390	92	2	143	10	22	1533	102			
St. Lawrence.....	4	203	16				4	203	16			
Lamaline.....	46	1103	174				46	1103	174			
Grand Bank.....	11	334	52				11	334	52			
Harbor Briton.....	22	2229	139				22	2229	139			
English Harbor.....	7	306	32				7	306	32	23	1760	145
Pushthrough.....	22	540	79				22	540	79			
Gaultois.....	8	959	66				8	959	66			
Burgeo.....	7	589	43				7	589	43			
LaPoile.....	32	3014	201				32	3014	201			
Rose Blanche.....	7	222	29				7	222	29	2	141	11
Channel.....	34	1522	145				34	1522	145			
	1078	151697	7961	22	2624	141	1100	154321	8102	56	8184	519

Customs' Returns.

*in Newfoundland, from all Countries, in the year 1871.*

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
8	998	79	34	6389	395	734	125658	6222	21	2670	159	755	128328	6331
.....	.....	.....	.....	.....	.....	2	315	12	.....	.....	.....	2	315	12
.....	.....	.....	.....	.....	.....	6	628	40	.....	.....	.....	6	628	40
.....	.....	.....	.....	.....	.....	3	501	25	.....	.....	.....	3	501	25
.....	.....	.....	.....	.....	.....	1	111	5	.....	.....	.....	1	111	5
.....	.....	.....	.....	.....	.....	6	661	38	.....	.....	.....	6	661	38
.....	.....	.....	.....	.....	.....	1	285	8	1	60	15	2	345	23
.....	.....	.....	.....	.....	.....	8	945	61	1	142	6	9	1087	67
1	128	9	5	495	36	108	14594	725	6	735	30	114	15829	764
.....	.....	.....	1	525	20	1	525	20	.....	.....	.....	1	525	20
.....	.....	.....	.....	.....	.....	5	814	38	.....	.....	.....	5	814	38
.....	.....	.....	.....	.....	.....	1	137	8	.....	.....	.....	1	137	8
.....	.....	.....	.....	.....	.....	3	166	24	.....	.....	.....	3	166	24
.....	.....	.....	.....	.....	.....	2	55	7	.....	.....	.....	2	55	7
.....	.....	.....	.....	.....	.....	8	114	23	.....	.....	.....	8	114	23
.....	.....	.....	.....	.....	.....	20	1390	92	2	143	10	22	1533	102
.....	.....	.....	.....	.....	.....	4	203	16	.....	.....	.....	4	203	16
.....	.....	.....	.....	.....	.....	46	1103	174	.....	.....	.....	46	1103	174
.....	.....	.....	.....	.....	.....	11	394	52	.....	.....	.....	11	394	52
.....	.....	.....	.....	.....	.....	22	2229	139	.....	.....	.....	22	2229	139
4	318	26	27	2078	171	30	2066	177	4	318	26	34	2384	203
.....	.....	.....	.....	.....	.....	22	540	79	.....	.....	.....	22	540	79
.....	.....	.....	.....	.....	.....	8	959	66	.....	.....	.....	8	959	66
1	50	7	1	50	7	7	589	43	1	50	7	8	639	50
.....	.....	.....	.....	.....	.....	32	3014	201	.....	.....	.....	32	3014	201
.....	.....	.....	2	141	11	9	363	40	.....	.....	.....	9	363	40
.....	.....	.....	.....	.....	.....	34	1522	145	.....	.....	.....	34	1522	145
14	1494	121	70	9678	640	1134	159881	8480	36	4118	262	1170	163999	8742

## Customs' Returns.

No. 6.—AN ACCOUNT of Vessels cleared at each Port

Ports at which cleared.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Saint John's.....	384	75656	3945	225	32640	1464	609	108296	5409	33	6623	387
Tilt Cove .....	5	912	33				5	912	33			
Twillingate .....	9	1031	61				9	1031	61			
Fogo .....	8	743	45	2	289	16	10	1032	64			
Greenspond .....	3	392	19	1	111	5	4	503	24			
Trinity .....	4	351	23	2	230	14	6	611	37			
Catalina .....	4	362	21	2	345	23	6	707	44			
Carbonear .....	4	526	30	5	689	40	9	1215	70			
Harbor Grace .....	66	9648	497	32	4002	195	98	13670	692	3	806	23
Bay Roberts.....	5	750	50				5	750	50			
Brigus .....				7	1051	55	7	1051	55			
Renews .....	2	202	13				2	202	13			
Trepassy .....	2	133	12				2	133	12			
Burin .....	3	393	21	5	478	27	8	871	48			
St. Lawrence .....	2	127	9	1	69	5	3	196	14			
Grand Bank .....	2	84	11				2	84	11			
Harbor Briton .....	11	1335	92	2	226	11	13	1561	103			
English Harbor .....	2	193	13				2	193	13	27	2078	171
Pushthrough .....	5	175	21				5	175	21			
Gaultois .....	5	867	56	2	295	17	7	1162	73			
Burgeo .....	5	423	30	2	70	8	7	493	38	1	50	7
LaPoile .....	20	1754	126	8	763	51	28	2517	177			
Ecse Blanche .....	16	805	61	1	32	4	17	837	65			
Channel .....	26	1178	116	10	393	41	36	1571	157	1	68	5
	593	98060	5308	307	41713	1976	900	139773	7284	65	9125	593

CUSTOM HOUSE, ST. JOHN'S,  
31st Dec., 1871.



Customs' Returns.

in Newfoundland, for all Countries, in the year 1871.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	33	6623	387	417	82279	4332	225	32640	1464	642	114919	5796
.....	.....	.....	.....	.....	.....	5	912	33	.....	.....	.....	5	912	33
.....	.....	.....	.....	.....	.....	9	1031	61	.....	.....	.....	9	1031	61
.....	.....	.....	.....	.....	.....	3	743	45	2	289	16	10	1032	64
.....	.....	.....	.....	.....	.....	3	392	19	1	111	5	4	503	24
.....	.....	.....	.....	.....	.....	4	351	23	2	230	14	6	611	37
.....	.....	.....	.....	.....	.....	4	362	21	2	345	23	6	707	44
.....	.....	.....	.....	.....	.....	4	526	30	5	689	40	9	1215	70
.....	.....	.....	3	306	23	69	9974	520	32	4002	195	101	13976	715
.....	.....	.....	.....	.....	.....	5	750	50	.....	.....	.....	5	750	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	7	1051	55	7	1051	55
.....	.....	.....	.....	.....	.....	2	202	13	.....	.....	.....	2	202	13
.....	.....	.....	.....	.....	.....	2	133	12	.....	.....	.....	2	133	12
.....	.....	.....	.....	.....	.....	3	393	21	5	478	27	8	871	48
.....	.....	.....	.....	.....	.....	2	127	9	1	69	5	3	196	14
.....	.....	.....	.....	.....	.....	2	84	11	.....	.....	.....	2	84	11
.....	.....	.....	.....	.....	.....	11	1335	92	2	226	11	13	1561	103
.....	.....	.....	27	2078	171	29	2271	184	.....	.....	.....	29	2271	184
.....	.....	.....	.....	.....	.....	5	175	21	.....	.....	.....	5	175	21
.....	.....	.....	.....	.....	.....	5	867	56	2	295	17	7	1162	73
.....	.....	.....	1	50	7	6	473	37	2	70	8	8	543	45
.....	.....	.....	.....	.....	.....	20	1754	126	8	763	51	28	2517	177
.....	.....	.....	.....	.....	.....	16	805	61	1	32	4	17	837	65
.....	.....	.....	1	68	5	27	1246	121	10	393	41	37	1639	162
.....	.....	.....	65	9125	593	658	107185	5901	307	41713	1976	965	148898	7877

THOMAS GLEN,  
Receiver General.

### Customs' Returns.

*Return of the amount of Duties and Light Dues collected in each  
all the Districts of the Island*

DISTRICTS.	1862.		1863.		1864.		1865.		1866.
	Duties.	Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Tilt Cove.....									
Twillingate ....	2251.52	427.49	2347.09	416.30	742.61	400.64	1587.84	358.48	2030.82
Fogo .....	5351.08	573.33	5071.06	154.37	4857.16	183.26	4493.41	124.21	1516.24
Greenspond ....	3439.21	494.99	4102.60	527.35	5956.55	506.07	3051.28	485.78	2696.97
Catalina.....						3.46	6.16	294.74	207.82
Trinity .....	3255.62	561.11	4442.10	607.49	5229.62	738.69	2463.70	418.07	3169.23
Hant's Harbor..	11.19	51.68		39.45	270.11	4.84		92.16	
Carbonear.....	2847.51	640.03	2859.17	548.18	2289.31	666.91	3977.43	606.57	6613.34
Harbor Grace ..	35630.60	4001.76	45464.40	3070.69	55118.30	3380.06	58649.17	3491.59	76450.50
Bay Roberts....	726.09	235.49		256.49	30.70	250.53		267.42	63.08
Brigus .....	329.36	623.07	219.24	619.03	33.37	615.34	6.49	671.88	65.08
Bay Bulls .....			32.15						
Ferryland.....		13.73	68.39	6.11		29.42		11.32	16.80
Renews .....									
Trepassy .....									
St. Mary's.....			16.43	19.38					4.20
Great Placentia.	145.98		91.76			18.46			129.30
Little Placentia.	383.78	18.69	5.86					3.68	
Oderin .....	86.03		741.19	63.46	1409.11	101.76	34.10	25.84	31.62
Burin .....	7276.23	276.10	1471.57	142.53	1756.69	174.45	3301.64	131.57	1418.80
St. Lawrence ...	279.45	25.37	148.08	85.53	186.70	20.69	249.86	35.99	236.31
Lamaline .....	569.65	100.26	310.34	30.80	247.47	70.48	258.71	59.75	90.93
Grand Bank and Fortune.....		17.30		10.38		27.69		42.17	43.05
English Harbor.	636.68	113.29	418.34	192.92	315.59	126.45	212.55	521.74	477.84
Harbor Briton..	5506.64	581.30	7122.74	495.68	1727.05	339.80	1380.80	480.32	5234.21
Gaultois.....	580.45	154.83	1735.73	155.99	2722.73	118.38	7725.43	193.19	5074.21
Pushthrough ..	255.14	19.84	260.11	17.17	274.39	82.07	297.81	36.28	477.99
Burgeo .....	567.37	61.84	881.89	143.53	682.46	106.14	870.64	123.12	1303.75
LaPoile .....	7355.06	474.10	3146.64	351.22	5469.22	377.24	11113.97	441.95	12597.98
Rose Blanche ..									
Channel .....	1341.97	346.49	1799.84	226.26	1775.14	187.14	1235.53	194.09	4019.54
Bay-de-North....		98.30		129.11					
Labrador.....							5258.29		7900.47

CUSTOM HOUSE, St. John's, Newfoundland,  
20th February, 1872.

Customs' Returns.

year, for ten years, specifying the amount of each year's collection, for except that of St. John's.

1866.		1867.		1868.		1869.		1870.		1871.	
Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.	Light Dues.	Duties.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
.....	.....	.....	3966.08	67.01	1854.79	95.82	4200.18	114.48	3018.17	119.24	.....
393.82	1139.43	380.92	985.84	368.14	2378.65	430.33	5967.05	534.28	5005.07	426.69	.....
139.62	1452.82	155.01	55.90	90.51	162.74	169.79	526.14	144.78	168.87	216.96	.....
424.32	1712.93	487.19	2969.25	530.97	2061.85	565.58	1476.78	478.40	1424.48	405.40	.....
428.10	867.24	430.52	1462.60	487.39	833.57	444.00	4775.90	467.30	670.89	283.01	.....
556.92	2687.74	555.78	1817.10	382.63	1960.62	380.52	4269.21	344.40	4416.43	285.50	.....
398.06	.....	59.96	.....	86.02	.....	79.63	.....	95.83	.....	54.07	.....
545.58	6879.84	697.81	6363.97	524.70	10219.16	622.27	15997.93	710.67	6817.73	615.71	.....
4305.00	101853.00	4497.42	89763.80	4153.27	103046.25	4755.32	122729.53	4328.57	61055.47	2874.09	.....
287.78	294.60	299.72	228.64	258.83	579.42	281.55	308.42	338.88	97.78	348.93	.....
710.54	126.71	657.59	62.59	143.44	143.49	452.23	124.58	501.27	87.66	616.07	.....
.....	.....	.....	.....	.....	19.95	.....	.....	.....	.....	.....	.....
3.47	.....	13.63	34.00	3.47	160.15	3.47	153.73	6.55	.....	80.52	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	34.91	3.46	.....
.....	185.13	16.20	10.64	19.58	1143.15	37.63	455.50	90.99	368.12	32.78	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15.51	.....
.....	31.89	.....	659.52	6.10	416.56	39.12	27.08	2.70	38.29	6.00	.....
.....	.....	.....	.....	.....	6.39	43.89	171.76	22.62	.....	.....	.....
.....	259.47	3.47	140.32	.....	161.34	15.24	128.14	.....	64.63	.....	.....
98.22	2610.90	198.15	2106.87	117.93	2168.80	190.02	2799.44	324.74	2450.51	219.48	.....
43.15	51.41	12.69	10.09	10.84	44.35	6.92	319.74	62.65	466.75	23.85	.....
47.06	136.61	84.43	268.05	82.97	325.06	73.97	339.31	77.34	267.21	87.03	.....
72.40	311.21	209.87	175.40	192.41	330.15	178.53	463.60	210.40	721.72	24.23	.....
631.03	333.65	484.94	361.21	613.22	784.89	825.53	296.05	619.53	226.52	617.50	.....
524.97	9491.25	632.15	8472.50	368.66	7903.33	313.45	12293.37	390.38	10456.01	354.41	.....
186.01	19.2.07	187.88	1757.04	122.56	1765.07	257.60	96.38	49.39	752.07	29.08	.....
48.34	452.44	25.35	713.47	30.27	434.06	20.57	615.83	26.57	801.26	13.83	.....
165.47	1199.31	101.07	1018.55	87.85	1722.05	277.75	2168.88	108.33	4433.03	92.39	.....
407.51	12813.82	325.36	10102.40	421.34	9817.35	311.20	12840.59	295.14	10336.37	346.02	.....
311.52	4850.29	242.84	3331.29	210.30	4815.24	247.45	5447.63	316.55	1661.99	184.98	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	2354.19	103.46	.....
.....	6364.24	.....	8707.13	.....	11938.56	.....	9167.15	.....	11946.17	.....	.....

THOMAS GLEN,  
Receiver General.

## Customs' Returns.

ABSTRACT OF THE STATE OF SHIPPING REGISTERED  
AT THIS PORT ON THE 31<sup>ST</sup> DAY OF DECEMBER, 1871.

	Vessels.	Tons.	Vessels.	Tons.
Total amount of last year's account .....			1496	76947
<b>STRUCK OFF—</b>				
Vessels wrecked, tounded, destroyed by fire, and missing .....	126	7785		
Vessels broken up or otherwise destroyed, condemned as unseaworthy, and no longer employed at sea .....	193	7166		
Vessels registered <i>de Novo</i> at this Port and transferred to other Ports .....	9	1246		
Vessels sold to Foreigners .....	2	247		
Decrease in Tonnage of <i>Louisa</i> , $\frac{44}{1870}$ stated in error .....		26		
Decrease in Tonnage of <i>Scotia</i> , $\frac{93}{1868}$ stated in error .....		5		
Decrease in Tonnage of <i>Rainbow</i> , $\frac{11}{1866}$ on removal of enclosed space .....		14	330	16489
<b>ADDED—</b>			1166	60458
Vessels new, built in the Colony ..	45	1806		
“ registered <i>de Novo</i> , on account of purchase, transfer from other Ports and otherwise .....	27	3821		
Increase in Tonnage on <i>Annie Laurie</i> , $\frac{20}{1870}$ stated in error .....		5		
<i>Rosanna</i> , $\frac{67}{1863}$ re-inserted .....	1	25	73	5657
<b>Total .....</b>			<b>1239</b>	<b>66115</b>

THOMAS GLEN, *Receiver General.*CUSTOM HOUSE, St. John's Newfoundland,  
31st December, 1871.

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**Education.**

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**REPORT UPON THE INSPECTION OF PROTESTANT  
SCHOOLS, FOR THE YEAR 1871.**

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**SIR—**

Upon the conclusion of another year's Inspection of the Public Schools, I am yet more deeply impressed with the conviction that there is a vast amount of teaching remaining to be done in this country, and that the agency now employed is not equal to the task before it.

Whilst making this admission, however, I would endeavor to form a just estimate of all that has been accomplished for education through the instrumentality of the Boards, and to correct a wrong impression that has been made relative to the character of the Board Schools generally. It has been said that they are all but worthless, and that the public does not receive value for the amount of money spent upon them. This is a most untrue statement, and can be only made or received by those who have never entered our Board Schools.

With the Government grant placed at the disposal of the Protestant Boards of Education, a great amount of good has been accomplished under many difficulties, the chief arising from the want of cordial assistance on the part of the parents. They have secured the services of one hundred and fifty teachers at an average salary of thirty-five pounds each, whilst the tuition fees paid by parents is less than four pounds per school. Thus it will be seen that the public are paying but a small sum for the Teachers' salaries; and I can testify that they are the best qualified persons that could be engaged for the money, and are worthy of better support. Comfortable schoolrooms are now provided almost everywhere, with tolerably good school furniture and class-books, and also several teachers' residences. About seven thousand children are in attendance at the Board Schools, and one thousand more in the denominational schools, assisted by the Government, (not including the Newfoundland School Society's Schools), half of whom can read fairly, and all have the opportunity afforded them of at least learning to read, spell, and write well, and to cypher to interest before leaving school. Besides keeping the day schools, many of the teachers render important

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## Education.

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service in the cause of education by keeping night schools and Sabbath schools; and as some indication of the fruits of their labors, I may say, that in whatever distant outport a traveller may be on the Sabbath, where a school has been kept, and attend Divine service, he will observe that the congregation generally use the service books.

Some persons have too magnificent an idea of what our elementary schools ought to be, beyond our possibilities or needs, gained from reading accounts of flourishing schools in other countries, where the circumstances and requirements are so different to ours. If we had highly educated teachers, we could not pay them, nor make them content in small outports, nor would their qualifications be fully availed of. It is my endeavor to form a just estimate of all that has been attained by the Boards, and also to form a *scber idea* of what better may be reasonably expected to be accomplished—what are the educational advantages that it is right and proper to set before all the youth of Newfoundland in the Government Elementary and Commercial Schools, under the most improved system that can be devised, taking into account the circumstances and habits of the people, and the actual educational needs.

I will now state what I consider are the educational advantages which it is desirable should be placed before the youth of this country, and that, it may be hoped, would be availed of. A comfortable school-room with all necessary furniture, apparatus, and the best class books should be provided. They should have the opportunity presented of learning a thorough good school discipline, to read and spell books of general information with facility, to write neatly on paper, including writing from dictation readily, composing letters, and copying bills of sale, agreements and accounts. To cypher quite through the first arithmetic, J. N. Series. To know the outlines of Geography completely, and to find course and distance on Mercator's Charts. To know scripture history, and leading events in English history. In the Commercial Schools the further advantages of learning English Grammar, Geography and History, more fully, and especially Navigation. I have not included Grammar in the Elementary School studies, because I find that few pupils remain long enough to make any valuable advance in this branch, it occupies much time, and the highest school fee allowed by the Act is so small, that it is hardly just to expect the masters who can, to teach it without special remuneration.

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## Education.

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Of course most of the above branches are already taught in the schools, but it is very desirable that they should be taught more efficiently and according to the modern improved art of teaching.— Geography is too much neglected in the Elementary Schools, and Grammar in the Commercial, while Navigation, which must be so essential to aspiring youths in this Maritime Province, has few students in our Board Schools (three only have been returned for the past year.) There are about eight masters competent to teach this branch. For the purpose of increasing the facilities for learning Navigation, it would seem desirable to secure a teacher of this art for every district, and to grant him an annual premium for holding a certificate of competence.

A question that now arises is, how may these improvements, this better teaching that is desirable, be attained? I have no hesitation in answering; there is but one way, and that is by qualifying the agents. The teacher makes the school, and if we can secure well qualified teachers, we shall have well taught schools. The requirements of the Protestant Schools are from ten to fifteen new teachers per year, and we can no more expect to get competent teachers, as they are required, without the cost and trouble of training them, than we may hope to pick up in the street an axe ready helved and ground just when we need it. All tools for particular work must be specially prepared, and the teacher must be qualified by careful training for his important business, in order to produce the best results.

The Education Act of 1858 granted four hundred pounds sterling per annum for the training of pupil teachers, and through this provision twenty-three trained teachers are now in charge of Government Schools, but there is a demand for a larger number than this means will supply, and the pupil teachers require to be better taught than they are likely to be in schools not laid out for this purpose. I would again respectfully urge upon the Government the establishment of a Normal School, as the very best means of eventually improving all the Government Schools, whether the present system of administration of educational affairs be continued or altered; trained teachers alone will improve the schools, and the best administration without such will not effect good results. The cost of maintaining such an institution over and above the four hundred pounds sterling now granted for training teachers would not be great; but if it be true that the teaching now performed in the common schools is below the public demand and requirement, and the only way of raising

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**Education.**


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it to the desired standard is by qualifying the teachers now or to be engaged through a regular training, then surely it is a necessity and can be afforded.

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**REMARKS UPON THE INSPECTION OF THE SCHOOLS.**

From the returns that have been received from the several school districts, I find that the number of the Board Schools in operation the past year is one hundred and thirty-eight, and seven thousand one hundred and fifty-nine children's names on the books, being seven schools and five hundred and eighty-four pupils in excess of the year before, and eight schools have been closed for want of Teachers.

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**DISTRICT OF TILT COVE.**

**SHOE COVE**—The Teacher is competent and appears to give satisfaction; thirty names of pupils are on the list. The school-room is suitable.

**TILT COVE**—A school is in operation here, under the control of the Proprietor of the mine, but the Board granted twenty pounds towards its support last year. It is well conducted and has a large attendance. The school-room is not large enough.

**BURYING PLACE**—In successful operation with thirty children ; a comfortable school-room is provided.

**LITTLE BAY ISLANDS**—School-room comfortable, highest number on the list thirty-three, usual attendance twenty; two thirds of the whole number read in the Testament.

**NIPPER'S HARBOR**—Thirty-two names on the list; average, twenty-six in winter, fifteen in summer; eleven read and write in copies. School-room newly built and nearly finished. Fees paid in all the schools in this district without reluctance.



## Education.

### DISTRICT OF MORETON'S HARBOR.

**EXPLOITS BURNT ISLAND**—On the list thirty, in winter eighteen, present to-day twenty-one; three reading in the Testament; spell poorly, write carelessly; nearly all the rest in spelling and easy reading, but backward; school-room old and unsuitable.

**MORETON'S HARBOR**—On the list now forty-nine, highest number fifty-six, present thirty-six. The school under good discipline, and all the scholars progressing satisfactorily. Room much too small.

**TIZZARD'S HARBOR**—On the list seventy-one, fifty-three in attendance in March quarter, present to-day forty. First class nineteen, read, spell and write well. Second class read and spell well in easy lessons, others doing well for their ages. School in a very successful state as regards the number in attendance, their attainments, and the general good order. Books well supplied; school-room not very good.

### DISTRICT OF TWILLINGATE.

**BACK HARBOR**—Attendance generally between fifty and sixty; good order preserved; reading and spelling of first class good, writing fair; second class read fair in easy lessons, sewing and knitting taught. More advanced scholars attend in winter, school-room excellent; books well supplied.

**TWILLINGATE, SOUTH SIDE**—Present twenty-two, ten read and spell moderately well; attainments low; on the list thirty-eight.

**TWILLINGATE, COMMERCIAL**—In summer young children only attend, and the attainments are low; but in winter many older scholars attend, who make higher advances.

**HERRING NECK**—In winter the attendance is large and regular, being about fifty, now about thirty. The first class read, write and

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### Education.

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spell fair, and some well advanced in cyphering. Good order preserved, books well supplied, school-room comfortable.

**HERRING NECK, CLARK'S COVE**—Forty-three names on the list, thirty-five average attendance, all very young, but doing well for their ages. Room suitable, and fairly supplied with books.

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### DISTRICT OF FOGO.

**CHANGE ISLANDS**—Teacher resigned in February and school closed till 1st June, then re-opened by another master; thirty-two names on the list, sixteen in first division write fair, spell imperfectly, and write carelessly—all very young. Room suitable, bad furniture, books supplied.

**FOGO**—On the list in winter forty, in summer thirty, attendance irregular; scholars now present rather young, reading fair, spelling imperfect; the winter scholars more advanced.

**BARR'D ISLAND COVE**—School closed.

**SELDOM-COME-BY**—A humble school, not visited this year, but well reported by Chairman; kept by Miss Stone.

**INDIAN ISLANDS**—School closed.

**MUSGRAVE HARBOR**—Reported by Chairman in operation.

**CAT HARBOR**—Closed many years, no one troubling themselves about it.

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### DISTRICT OF GREENSPOND.

The remarks upon the schools of this Educational District are from my note book of the previous year, since which scarcely any change has taken place.

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### Education.

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**CAPE FREELS**—Twenty children attend, they are very young and the attainments low and imperfect. The room comfortable.

**PINCHARD'S ISLAND**—The elder boys away fishing, twenty-seven present, allowed master to go on his usual way. First all the Scripture readers repeated a text committed to memory, then read in Proverbs, questioned by master, replies good, spelled off lively and correctly. Only a few write in copies summer time, not forward in cyphering.

**POOL'S ISLAND**—Highest attendance forty-one, average twenty-eight, present thirty-two, of whom twelve read and spell fair, two enter sums neatly to Rule of Three. Children do not attend from the other side of the harbor. The room has been lately ceiled and is comfortable.

**GOOSEBERRY ISLAND**—Present twenty-seven, thirteen read and spell well, those supplied with copies write well all the tables correctly said, Grammar taught as far as the definitions, outlines of Geography taught, but no maps in the school; good maps in the Cape school where they are not used.

**NEWELLS ISLAND**—Attendance as well as may be expected on this small island, over twenty children are most carefully taught, have made most satisfactory progress, and are well behaved.

**FLAT ISLAND**—Attendance irregular and rather small, about twenty-five; reading, writing and spelling fair for children so young; room comfortable.

**SALVAGE, (Society's School)** — Reading, &c., well performed, school very successfully taught.

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### DISTRICT OF KING'S COVE.

**OPEN HALL**—Highest number on list thirty-two, all rather young, and appear backward by reference to their books and slates, but the teacher is quite competent.

### Education.

**Tickle Cove**—So many families have removed from this place that the school is now quite a small one, from 12 to 15 is the attendance, and the attainments low; room not good.

**KING'S COVE**—The new school-room is completely finished, and is beautiful in appearance and suitable. Dimensions 25 x 18 feet, and 10 feet upright, three double windows in front and one large one in the end, clapboarded diagonally. Attendance at school greatly increased, 50 now on the register, all rather young, but good progress made.

**KIELS**—Attendance large and regular, and attainments satisfactory.

### DISTRICT OF BONA VISTA.

**NEWMAN'S COVE**—For want of a suitable school-room the school is unsatisfactory. The Teacher is occupied in winter at Amherst Cove, and better results are obtained there.

**CANNAILLE**—On the list in winter 57, and the attendance very regular; present to-day 30; 15 in first division, reading good, spelling perfect, writing fair, well advanced in arithmetic for ages. The school is successfully conducted. Books are supplied; but the room is unsuitable.

**BAYLY'S COVE**—106 on the list in quarter ending June; average attendance 65; 26 present, all young and attainments low, but believe the school is efficiently conducted and doing much good. School-room excellent.

**BONA VISTA, (Central)**—This school has received a large increase since last year, as many as 103 have been on the list in winter, 60 in attendance to-day; the reading, writing, and spelling of the first and second classes good, but particularly the writing; many creditable cyphering books shown as far as practice. The order excellent, well found in books; room good, but wants painting.

**Education.**

**RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
114	Spoon Cove .....	Isabella Goddard ...	20	0	05	0	0	0
115	Port-au-Bras .....	Elizabeth Wagg ...	15	0	00	18	0	0
116	Foot's Cove .....	Mrs. Foote .....	15	0	03	0	0	0
117	Great Burin .....	Edith Hollett .....	20	0	05	7	6	
118	Lamaline .....	No return.						
119	Fortune .....	James N. Haddon..	40	0	038	0	0	0
120	Grand Bank .....	James W. Pelley ...	40	0	04	0	0	0
121	Garnish .....	G. R. Snellgrove...	40	0	035	0	0	0
122	Bay L'Argent . . . . .	William Miles .....	25	0	05	0	0	0
	Harbor Mille .....	Vacant.						
	Rencontre .....	"						
	English Harbor .....	"						
	Coomb's Cove .....	"						
123	Sagona .....	Thomas W. Bulley.	40	0	0			

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### Education.

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ing very faulty, spelling imperfect, writing all unintelligible. Room comfortable and well supplied.

**SEAL COVE**—Not in such a commendable state as I have before seen it, both as regards the number attending it, or their proficiency.

**OLD PERLICAN**—As usual well attended and doing much good ; 25 attended night school last winter. The teacher competent to teach navigation.

**GRATES COVE**—Room repaired, painted and furnished. 118 on the list in March quarter, and good progress made in reading, spelling, and writing ; 41 returned as reading in the scriptures, 48 writing, and 39 in arithmetic.

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### DISTRICT OF BAY-DE-VERDS.

**BAY-DE-VERDS** School efficiently managed by Mrs. Campbell till autumn, when she resigned.

**ISLAND COVE, (Commercial)**—Attendance 110 in winter, all properly classified and being well taught.

**NORTHERN BAY and OCHRE PIT COVE**—Schools closed for the holidays.

**WESTERN BAY, (South Side)**—68 names on the list, attendance small to-day, about half read fairly in fifth book. School-room old and unsuitable.

**ADAM'S COVE**—Present 22 ; 6 read well and 4 others fairly, all the rest in easy lessons. School-room much improved and lengthened.

**BLACKHEAD, (Wesleyan)**—A large and regular attendance in winter ; the discipline excellent, and the progress of the children highly creditable.

**PERBY'S COVE and OTTERBURY** schools are as usually reported, very humble affairs.

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### Education.

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**FRESHWATER**—Well attended and fair progress made. The room too small.

**CARBONEAR, (West)**—On the list now 80, in May 100, present 54. First class read and spell fairly, keep neatly written copy and cyphering books. Room in excellent condition and most suitable; well found in books.

**VICTORIA VILLAGE**—Every way most unsatisfactory.

**CARBONEAR, (South Side)**—199 on the list last winter, and the attendance regular, 84 now attending, a large proportion reading well. School under good discipline and in a prosperous condition.

**MOSQUITO**—The Carbonear Board has assumed the cost and responsibility of the management of this school, and received the right of the school-house without purchase. It is now in operation.

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### DISTRICT OF HARBOR GRACE.

**BEAR'S COVE**—50 on the list, and is going on rather successfully. Room comfortable.

**UP HARBOR**—95 on the list, attainments and order not satisfactory, a larger list and more advanced scholars seen in the winter.

**HARBOR GRACE, (West End)**—On the list 46, present 35, reading, spelling, and answering questions good; writing and tables fair. A useful school; room comfortable but too small.

**ISLAND COVE**—As last year, attendance satisfactory, between 40 and 60, present 61, all properly classified and progressing creditably. The first class shew writing books that for neatness and style are seldom equalled in any school; about 90 on the list.

**BRYANT'S COVE**—No suitable school-room provided, which keeps the school in a low state.

**HARBOR GRACE, (South-side)**—It appeared to be closed the day

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### Education.

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I called, but I believe it is well conducted. School-room well built, but in a bleak and inconvenient situation.

I observe that the Rule posted up in the above schools relative to the fees reduces them considerably lower than the amount allowed by the Education Act, and thereby an injustice is done to the teachers.

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#### DISTRICT OF BAY ROBERTS

**SPANIARD'S BAY ROAD**—Reading, writing and spelling fair; room comfortable and quite suitable; books well supplied, present 48.

**BAY ROBERTS, (West)**—70 on the list, well classified and good discipline enforced, but are rather backward. Room comfortable, but too small.

**BAY ROBERTS, (Commercial)**—The building, which includes a Teacher's residence and excellent school-room, is quite finished, and is all that can be desired. 12 children only have entered up to the present, who are carefully instructed, and have the opportunity of acquiring a superior education. It is to be hoped, however, that the advantages of this institution will be open to females, who at present are not admitted. Tuition fees from 12s. 6d. to 20s. per quarter.

**MERCER'S COVE**—74 on the list, 65 present, a large proportion read; well conducted. Room comfortable and well supplied.

**FRENCH'S COVE**—On the list now 42, in winter 53; a third read and spell fairly in the Testament, some write ditto on paper, next class in easy reading. Room unsuitable, being small and close.

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#### DISTRICT OF PORT-DE-GRAVE.

**BARNEED**—A large attendance, in successful operation, the room somewhat improved, but it is still small and unsuitable.



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**Education.**


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**HIBB'S HOLE** and **NORTH RIVER**—Both in operation, small, but very useful schools.

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**DISTRICT OF BRIGUS.**

**CLARK'S BEACH**—Closed since death of former master in April, re-opened in October; 42 have entered, they are very backward owing to former irregular attendance, are now getting on fairly in simply learning to read. Room comfortable.

**SALMON COVE**—Highest number on the list 50, attendance about 30, reading good, spelling imperfect, tables ditto. Room very comfortable and well finished and supplied with books; a small teacher's house is nearly finished, adjoining the school-room.

**BRIGUS, (Commercial)**—On the list 24, which is more than last year, present 18, all doing well for their ages, most carefully taught reading, writing and English grammar and accounts. Room comfortable.

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**DISTRICT OF ST. JOHN'S.**

A school-room has been built at Seal Cove, and a suitable room hired at Upper Gully, and the former teacher of Long Pond has been engaged to keep school 3 days a week alternately in each place. The arrangement is a good one, a large number of children are thus brought under efficient teaching, and are making remarkable progress.

**MIDDLE BIGHT**—The teacher, who so long and efficiently conducted this school resigned in the spring, and another has been appointed; 80 have re-entered, present 50, suitable books and furniture are provided, the teacher is attentive, and it is hoped he will prove successful.

**LONG POND**—On the list now 46, in winter 70. First class acquitted themselves creditably in the usual branches, other classes doing well for their ages. Room comfortable.

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**Education.**


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**BELLE ISLE**—Present 18, usual attendance 20—25; on the list 37; 12 of those present read fairly, write well, spell fairly. School useful, room comfortable.

**TOPSAIL**—Attendance not so large or regular as could be desired; successfully conducted. Room suitable.

**BROAD COVE**—This school fulfils the requirements of the place; the room is being repaired.

**TORBAY**—

**QUIDI VIDI**—30 to 40 children are in attendance, and are most carefully taught in the elementary branches. Room comfortable.

**ST. JOHN'S, (East End)**—The teacher becoming incapacitated through illness, obtained 6 months' leave of absence, and a substitute was provided, the attendance and attainments only fair at the examination in the fall. The room has been repaired at considerable cost.

**ST. JOHN'S, (West End)**—A very large attendance all the year, and good progress made by all the classes, a few in the first class somewhat advanced in Algebra, class books well supplied. Room comfortable.

**POUCH COVE**—

**BROOKFIELD**—The attendance somewhat lower in the summer than usual, but all are most carefully taught the usual branches, including English Grammar and Geography.

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**DISTRICT OF PLACENTIA BAY.**

All the schools under this Board are of the humblest description. The teachers' salaries less than £30 each, and the fees scarcely worth noticing. The status of the Harbor Buffett school is quite discreditable to the place. School has been re-opened at Isle of Valen, and at Arnold's Cove Cove, under competent female teachers.

## Education.

### DISTRICT OF BURIN.

There are so many schools to keep up that the salaries of the teachers are unfairly low, and the tuition fees amount to but little. Indeed, education is in a low state in this district.

**MORTIER BAY**—About 20 children meet in school here and are most carefully taught in Day and Sabbath school, for which the teacher received only £10 per year. It ought to be increased to the amount given at Port-au-Bras and Rock Harbor.

**PATH END**—Too few children attend to make the teacher's services valuable. The school will not be satisfactory till a school-room is provided; children now meet in the teacher's house.

**BURIN, (Commercial, Episcopalian)**—Only 4 names on the list for the summer, and 1 in attendance the day I called.

**BURIN, (Commercial, Wesleyan)**—Attendance small, and attainments much too low to be satisfactory.

**SPOON COVE**—30 on the list, 23 present, 9 read fairly and write tolerably, all young.

**BURIN BAY**—Present 34, 10 in first class, reading good, spelling imperfect, cypher in simple rules, repeat some chapters of Catechism of Geography.

**GREAT BURIN**—26 on the list, of whom about one third read in the Testament, others fair in easy lessons, 3 cypher to practice. Room in a poor state.

**SHALLOWAY**—Mrs. Inkpen was engaged to keep school in her kitchen last March for £7 10s. for six months; 15 children avail themselves of her teaching.

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### DISTRICT OF LAMALINE.

**LAMALINE**—The attendance of the school larger and more regular than formerly. The attainments in reading, spelling and writing good; discipline good; state of school quite satisfactory.

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**Education.**

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**DISTRICT OF GRAND BANK.**

**FORTUNE**—I believe that all the schoolable children of the place attend school, the attendance being daily over 100. Good discipline preserved, the school well organized, room scrupulously clean, and all the classes in a creditable state of progress for their ages. The writing from dictation of first class performed neatly, rapidly and correctly.

**GRAND BANK**—Teacher away taking his holidays.

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**DISTRICT OF FORTUNE BAY.**

I was not able to visit the schools of this and the other Western Districts this year, as I had to go to the extreme Northern District, but from information gathered from the Chairman and the school returns, I may remark that the schools at Harbor Mille, Rencontre, English Harbor and Combs Cove, are closed for want of teachers. The Chairman writes me, "I cannot obtain teachers suitable and willing to supply these vacancies, and other solitary settlements sadly requiring them." The other 8 are in operation and are well reported. I had the pleasure of inspecting the Society's school at Belloram, and as it is seldom visited would say, that the school-room, though old, was beautifully clean and orderly. A fair attendance of children was present under the control of good discipline, the first class were fully examined in reading, spelling, writing and cyphering, and acquitted themselves with much credit. The efficient teaching shewn in this school is a good proof that female teachers may be quite equal to the management of the average elementary schools of the country.

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**DISTRICT OF BURGEO.**

The school at Rameo is closed for want of a teacher. The two others at Burgeo are in operation.

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## Education.

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### DISTRICT OF LAPOILE.

Up to this time I have not received the annual school returns, so cannot say how many of the schools are in operation.

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### DISTRICT OF CHANNEL.

These schools are maintained by this Board, viz., at Burnt Islands, Seal Cove and Channel, are all in operation.

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### GENERAL REMARKS.

There being many youths whose education was more or less neglected in childhood who would gladly avail of an opportunity of improving their knowledge in the winter evenings. I would recommend that an inducement be given to the teachers generally to keep night schools. The fee usually charged night scholars is 5s. for the term of 3 or 4 months, which does not give sufficient remuneration for opening such schools, and therefore comparatively few are kept. I am sure that the teachers (whose salaries are small,) would gladly engage in this extra work for a trifling certain consideration, and so their teaching power and the school-rooms and apparatus already provided by the Boards would be more fully employed for the good of the country. The Boards having appropriated all their means in sustaining day schools, I suppose an additional grant from the Government would be required for this purpose.

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### DIVISION OF LARGE DISTRICTS.

The interests of education have been promoted by the division of the district of Burgeo and LaPoile, and the division of the district of Moreton's Harbor, and it would also serve the cause of education in the district of Trinity Bay West, by dividing it into three parts, from Scilly Cove to Heart's Delight inclusive, might form one district, from thence to Bay Bulls Arm a second, and from thence to British Harbor exclusive, the third.

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**Education.**

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**CHARTS OF NEWFOUNDLAND.**

A good Chart of Newfoundland on a large scale has long been a desideratum in the Board Schools, and as I believe such may now be had with the improvements of the late surveys, I would strongly recommend that every school be supplied with one. This, it is true, would only give the coast line, but that is what is chiefly needed in the schools, and when the Geological Survey is completed, it is presumed we may have another impression, giving the principal features of the interior.

Respectfully submitted.

I have the honor to remain,

Sir,

Your most obedient Servant,

**JOHN HADDON,**

*Inspector of Protestant Schools.*

**Hon. JAMES L. NOONAN,**  
*Colonial Secretary.*

MEMORANDUM

MEMORANDUM FOR THE RECORD

1. The Board of Directors has received a report from the  
Committee on the part of the Board of Directors  
concerning the financial condition of the  
Company for the year ending December 31, 1924.  
The report shows that the Company has  
maintained a sound financial position  
and that the assets are well protected.  
The Board has approved the report and  
has authorized the officers to sign the  
same.

Respectfully submitted,

Very truly yours,

John T. Johnson

JOHN T. JOHNSON

President of the Board of Directors

John T. Johnson

Secretary of the Board of Directors

**Education.**

## RETURN OF WESLEYAN SCHOOLS, 1871.

No.	Where Situate.	No. of Schools.	No. of Teachers.	Boys.	Girls.	Total.
1	St. John's .....	1	1	20	32	52
2	Carbonear .. .. .	1	1	50	26	76
3	Brigus.....	1	1	61	40	101
4	Port-de-Grave .. .	1	1	51	33	84
5	Black Head .....	1	1	50	52	102
6	Old Perlican .....	1	1	56	57	113
7	Bonavista .....	1	1	19	7	26
8	Catalina .....	1	1	12	31	43
9	Burin ... ..	1	1	16	18	34
10	Sound Island.....	1	1	20	23	43
11	Petites.....	2	2	37	22	59
12	Green's Harbor .....	1	1	23	21	44
		<b>13</b>	<b>13</b>	<b>415</b>	<b>362</b>	<b>777</b>



## Education.

## SUMMARY STATEMENT

ESTABLISHED BY.	1859.		1860.		1861.		1862.		1863.	
	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.
Government Elementary Boards .....	92	4340	99	4573	108	4968	113	5290	119	5409
Government Commercial Boards .....	6	172	5	154	4	159	4	202	3	201
Colonial Church and School Society .....	25	2468	24	2434	24	2524	24	2436	21	2027
Wesleyan School Society	11	793	8	669	8	593	8	560	10	473
Church of England.....	1	64	2	157	2	108	2	110	4	105
Presbyterian Church.....	1	75	1	86	1	61	1	45	1	45
<b>Totals.....</b>	<b>136</b>	<b>7912</b>	<b>139</b>	<b>8073</b>	<b>147</b>	<b>8413</b>	<b>152</b>	<b>8643</b>	<b>156</b>	<b>8260</b>

## Education.

## OF SCHOOLS.

1864.		1865.		1866.		1867.		1868.		1869.		1870.		1871.	
No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.	No. of Schools.	No. of Pupils in attendance.
120	5624	128	6265	127	6248	139	6244	136	6138	139	6341	131	6575	138	7159
3	92	8	263	5	201	5	194	5	213	6	214	6	218	7	301
21	1968	19	1940	19	1904	19	2015	18	2071	20	2100	20	2324	20	2247
10	543	12	618	13	662	14	711	12	622	12	695	12	740	12	760
4	164	2	173	2	183	2	175	4	160	3	176	4	258	2	142
1	58	1	55	1	57	1	61	1	71	1	70	1	72	1	67
159	8449	170	9314	167	9255	189	9400	176	9275	181	9596	174	10187	180	10676

## Education.

## FINANCIAL RETURN OF ELEMENTARY SCHOOL

Number.	Districts.	Ordinary appropriation for the District.			Special Grant.			Credit Balance from past year.			Debit balance from past year.			Amount paid in Teachers' Salaries.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1	Tilt Cove .....	165	18	6									160	0	0	
2	Moreton's Hr...	188	6	4							12	11	3	125	0	0
3	Twillingate....	266	16	8			29	4	8				196	0	0	
4	Fogo .....	273	3	9	57	13	9	31	4	9			224	12	11	
5	Greenspond.....	342	11	8			53	12	7				260	0	0	
6	King's Cove ..	185	15	11			65	9	7				155	10	0	
7	Bonavista.....	209	0	8			12	17	5				130	0	0	
8	Catalina .. ...	151	16	4			27	16	8				116	17	6	
9	Trinity . ....	328	8	0	5	10	3	31	15	2			271	9	4	
10	Hearts Content	244	10	0			1	11	2				200	0	0	
11	Hant's Harbor.	245	9	4	9	4	5	16	0	9			208	0	0	
12	Bay-de-Verds .	318	0	0	6	14	0	17	11	4			265	0	0	
13	Carbonear .....	344	11	9			22	9	5				240	8	4	

## Education.

## BOARDS FOR THE YEAR ENDING 30TH JUNE, 1871.

Expenditure in building or repairing school houses.	School rents and fuel.	School requisites.	Paid to Secretary of Board.	Incidental	Deficit.	Balance on hand.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
.....	.....	.....	.....	0 5 0	.....	Unknown
1 0 0	.....	5 0 0	5 0 0	.....	.....	39 14 1
.....	.....	6 15 8	.....	3 3 0	.....	183 13 1
.....	.....	21 10 9	5 0 0	2 15 0	.....	114 2 3
4 0 0	2 10 0	.....	.....	.....	.....	29 14 2
21 10 9	.....	7 3 1	5 0 0	.....	.....	62 1 8
16 9 7	7 0 0	31 10 6	5 0 0	.....	.....	31 18 11
2 19 8	.....	5 10 4	5 0 0	1 16 0	.....	49 11 7
22 1 0	0 17 10	10 0 8	8 13 0	9 5 11	.....	43 5 8
35 0 0	.....	6 0 0	5 0 0	.....	.....	.....
11 19 2	11 13 6	18 1 1	5 0 0	0 11 2	.....	15 11 9
26 0 0	.....	14 0 0	5 0 0	.....	.....	14 0 0
.....	29 0 0	15 15 0	11 10 0	4 10 4	.....	65 19 5

## Education.

## FINANCIAL RETURN OF ELEMENTARY SCHOOL

Number.	Districts.	Ordinary appropriation for the District.			Special Grant.			Credit Balance from past year.			Debit balance from past year.			Amount paid in Teachers' Salaries.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
14	Harbor Grace..	472	10	8	8	15	8	21	7	0	.....	351	8	0		
15	Bay Roberts...	220	5	0	.....	14	15	10	.....	161	6	0				
16	Port-de-Grave..	124	10	8	..	9	8	5	.....	101	0	0				
17	Brigus.....	266	15	0	5	7	11	13	5	6	.....	200	0	0		
18	Saint John's...															
19	Ferryland ...	12	0	0	10	0	0	0	16	0	.....	20	0	0		
20	Placentia Bay..	126	4	0	.....	4	12	2	...	99	0	0				
21	Burin.....	158	12	0	.....						.....	142	10	0		
22	Lamaline.....															
23	Grand Bank ..	134	16	4	..					6	18	0	97	10	0	
24	Harbor Briton..	354	3	4	.....	16	19	6	.....	242	10	0				
25	Burgeo .....	194	6	0	.....	13	4	9	.....	112	0	0				
26	LaPoile . ....	169	8	6	3	11	10	5	14	1	.....	142	5	0		
27	Channel .. ...	126	18	8	.....					7	19	0	108	3	0	

Education.

BOARDS FOR THE YEAR ENDING 30TH JUNE, 1871.

Expenditure in building or repairing school houses.			School rents and fuel.			School requisites.			Paid to Secretary of Board.			Incidental.			Deficit.			Balance on hand.				
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.				
5	9	2	36	0	0	7	6	3	12	0	7	11	5	9½	.....	79	3	6½				
24	18	3	.....	18	10	3	.....	1	5	10	.....	29	0	6	.....	29	0	6				
17	15	6	1	0	0	4	5	10	.....	2	10	6	.....	7	7	3	.....	7	7	3		
21	2	5	4	0	0	2	0	7	6	6	0	.....	.....	51	19	5	.....	51	19	5		
.....	.....	.....	.....	.....	.....	2	10	0	.....	.....	.....	.....	.....	.....	.....	5	0	0	.....	5	0	0
1	1	10	.....	2	13	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	0	11	.....	28	0	11
10	0	0	3	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3	0	.....	3	3	0
9	17	11	.....	3	0	3	5	0	0	.....	.....	.....	.....	.....	.....	12	9	4	.....	12	9	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	121	7	10	.....	121	7	10
2	12	6	5	0	0	10	18	2	5	0	0	.....	.....	.....	.....	72	0	1	.....	72	0	1
10	2	6	.....	3	11	10	5	0	0	5	0	0	.....	.....	.....	27	3	9	.....	27	3	9
.....	.....	.....	3	0	0	1	0	0	5	0	0	.....	.....	.....	.....	1	16	8	.....	1	16	8

Education.

**RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
1	Shoe Cove .....	No return received	.	.	.	.	.	.
2	Tilt Cove .....	"	.	.	.	.	.	.
3	Burying Place .....	"	.	.	.	.	.	.
4	Nipper's Harbor .....	"	.	.	.	.	.	.
5	Little Bay Islands.....	"	.	.	.	.	.	.
6	Exploits Burnt Island ....	Andrew Pearce ....	40	0	0	1	15	6
7	Moreton's Harbor .... .	Justinian Dowell ..	40	0	0	3	17	0
8	Tizzard's Harbor .....	No return .....	.	.	.	.	.	.
9	Twillingate (Back Harbor)	Mary Ann Pride..	36	0	0	4	14	0
10	Twillingate (South Side)..	John Moss .....	60	0	0	2	0	0
11	Merritt's Harbor .....	No return	.	.	.	.	.	.
12	Herring Neck.....	Wm. Haynes ... .	50	0	0	.	.	.
13	Herring Neck(ClarksCove)	Thomas Connor....	40	0	0	15	0	0
4	Change Islands .... .	No return	.	.	.	.	.	.

Education.

ATION DURING THE YEAR ENDING 30<sup>TH</sup> JUNE, 1871.

No. Scholars in attendance past year			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
22	20	42	26	16	..	25	207	19	12	11	14	7	..	6	3				
35	33	68	16	47	5	36	218	20	22	26	23	25	10	24	6	4	1		
23	47	70	8	55	6	52	241	8	21	41	41	28	28	30	24	6			
32	26	58	15	33	10	30	220	13	20	25	15	13	..	25	13	4	3	2	
30	40	70	16	38	11	54	234	14	26	30	9	24	..	14	10	9			
23	22	45	13	26	6	25	171	14	25	6	18	2	..	2	1	1			



**Education.**

**RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
15	Fogo .....	Martin Stone .....	69	4	03	0	0	0
16	Barr'd Island Harbor.....	Alice Winter .....	50	0	02	14	0	
17	Seldom-Come-By .....	Sarah Stone .....	35	0	01	12	0	
18	Musgrave Harbor .....	John B. Wheeler ..	40	0	03	10	0	
19	Cape Freels .....	Thomas F. Parker...	40	0	02	0	0	
20	Cape Island ..	Jane Oakley.....	22	10	01	2	6	
21	Pinchard's Island .....	No return received						
22	Pool's Island .....	“						
23	Newel's Island .....	Eliza A. M. Wills ..	30	0	00	7	6	
24	Fair Island ...	Charles Oakley ....	35	0	00	16	6	
25	Gooseberry Island.....	Charles Harris .....	35	0	0			
26	Flat Islands .....	Moses Davis .....	35	0	0			
27	Open Hall ...	Henry Miles .....	30	0	01	19	0	
28	Tickle Cove .....	George Skiffington..	30	0	0			

Education.

ATTENDANCE DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Scholars in attendance past year.			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On Paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
25	15	40	..	26	14	30	200	9	13	18	7	22	9	6	14	6			
23	19	42	5	25	12	30	210	5	21	15	20	9	9	9	6				
26	22	48	16	17	13	28	230	10	10	28	14	20	9	14	7	.....		6	
50	35	85	33	40	12	60	...	16	29	40	47	17	41	20	13	8	16		
13	20	33	18	15	..	13	195	9	13	11	8	9	..	7	4				
11	9	20	5	17	4	17	158	....	6	14	7	8	..	8	4				
16	14	30	9	16	5	17	204	6	12	12	13	10	..	17	5				
15	10	25	8	17	..	19	176	5	10	10	6	4	..	5	5				
26	20	46	12	20	14	33	188	19	11	16	10	17	..	12	4	4	16	16	
15	10	25	4	18	3	21	184	3	4	18	11	10	..	8	6	3	9	9	
15	16	31	9	15	7	17	220	6	5	20	7	13	5	12	5	2	6		
12	12	24	10	9	5	13	219	9	3	12	7	5	4	6	1	1	1		

## Education.

## RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
29	Kiels .....	Samuel Coffin .....	40	0	0	3	10	7
30	King's Cove .....	John Coffin .....	32	0	0	2	8	6
31	Newman's & Amherst Cove	Joseph Tilley .....	30	0	0	.....	.....	.....
32	Bonavista (West Side) ..	C. E. Thompson ..	40	0	0	2	0	0
33	Bonavista (Central) .....	Samuel Rowsell .....	87	13	10	1	15	6
34	Bonavista (East Side) .....	Alfred Vincent .....	40	0	0	8	13	7
35	Bird Island Cove .....	William Minty .....	36	5	0	2	0	0
36	Little Catalina .....	Josiah Stone .....	31	7	6	1	16	9
37	Catalina .....	J. T. Butt .....	49	5	0	5	5	2
38	English Harbor .....	John S. Collis .....	34	12	4	1	0	6
39	Salmon Cove (East & West)	Jacob Pitcher .....	34	12	4	4	15	6
40	Trinity (North Side) .....	Arthur Watts .....	39	0	0	8	0	0
41	Trouty .....	Frederic Gover .....	34	12	4	1	12	0
42	New Bonaventure .....	George Field .....	38	0	0	2	7	6

## Education.

ATION DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Scholars in attendance past year			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Monosyllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
22	22	44	15	21	8	35	230	12	8	24	10	10	..	8	6	3			
25	21	46	19	25	2	38	222	13	20	13	12	6	..	7	5	2			
39	29	68	33	26	9	16	230	35	22	11	15	9	..	5	4				
22	39	61	22	30	9	32	207	10	11	18	8	14	..	20	8	9	2	10	
85	72	157	81	55	21	68	235	47	51	59	43	84	37	24	30	29	8	8	
49	57	106	49	43	14	45	207	65	25	16	14	13	5	20	6	2	2	3	
35	26	61	4	36	21	45	220	8	20	33	8	16	..	6	7	1			
24	22	46	15	24	7	27	184	11	12	23	9	19	12	12	7	4			
56	37	93	38	43	12	28	207	26	25	42	15	25	10	30	20	8	8	4	1
21	27	48	17	27	4	38	218	13	14	21	19	19	11	10	8	4			
27	30	57	17	33	7	40	225	8	8	41	36	29	22	22	11	8	4	4	
44	37	81	12	62	7	75	215	..	34	17	24	40	44	24	7	4			
16	24	40	15	16	9	32	217	8	14	8	16	14	12	12	4				
24	21	45	11	26	8	35	214	7	15	23	9	15	13	8	7	7	8		

Education.

RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
43	British Harbor .....	Thomas Gawler.....	30	0	0	2	2	8
44	Hearts Ease .....	George Vardy .....	40	0	0	.....	..	..
45	Chance Cove .. ..	James Moore .....	30	0	0			
46	New Harbor .....	Moses Parsons .....	40	0	0	1	15	0
47	Hearts Delight .. ..	Samuel Humphries	40	0	0	1	4	0
48	New Perlican.....	Edward Bickford ..	50	0	0	.....	.....	.....
49	Scilly Cove.....	Robert Pitman .....	40	0	0	14	0	0
50	Hants Harbor							
51	Seal Cove .. ..	Robert Belben.....	36	0	0	2	13	6
52	Russel's Cove... .	Moses Button.....	36	0	0	2	0	0
53	Lance Cove .....	No return.						
54	Grates Cove .....	Simeon Avery ...	40	0	0	10	0	0
55	Bay-de-Verds .....	Mrs. A. E. Campbell	35	0	0	.....	.....	.....
56	Burnt Point } .....	Josiah Garland .....	42	10	0	3	0	0
57	Northern Bay }							

Education.

ATION DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Schol- ars in at- tendance past year.			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithme- tic.			Geography.	Grammar.	Navigation.	
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono- syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On Paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.				
20	13	33	4	22	7	20	218	3	14	16	8	8	..	9	1	1				
..	..	47																		
26	11	37	14	16	7	22	216	10	20	7	16	12	12	23	8	4				
22	28	50	18	28	4	45	212	6	26	18	22	10	18	8	10	2				
34	40	74	16	52	6	40	197	21	23	30	12	18	18	17	8	5	6	6		
74	62	136	46	66	24	65	202	41	36	59	38	27	15	12	16	18				
30	26	56	25	30	1	38	207	14	17	25	24	18	18	10	4	4	8			
9	17	26	6	16	4	14	211	7	6	13	7	6	2	3	2	1	2			
76	42	118	30	35	53	95	110	32	40	46	18	23	24	14	10	5				
30	44	74	26	34	14	29	184	13	23	38	29	21	33	31	9	1				
29	17	46	12	18	14	30	215	5	17	21	11	24	10	18	5	5				

## Education.

## RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
58	Ochre Pit Cove .....	Philip Goudie .....	37	7	64	3	0	
59	Western Bay (North Side)	Pierce Hanrahan...	22	10	0	.....	.....	
60	Western Bay (South Side)	Patrick Walsh.....	35	0	06	0	0	
61	Adam's Cove .....	No return						
62	Mully's Cove .....	Levi Garland.....	37	7	64	4	6	
63	Perry's Cove .....	John Swaine .....	35	0	0	.....	.....	
64	Otterbury .....	Joseph Jutson. ...	30	0	00	16	6	
65	Freshwater.....	No return.....						
66	Victoria Village .....	Sarah Powell.....	17	10	00	2	6	
67	Carbonear (West Side)....	Edward Chipman ..	55	0	07	5	6	
68	Carbonear (South Side) ...	Aubrey J. Crocker.	55	0	06	2	9	
69	Mosquito .....	No return.						
70	Bears Cove... ..	Sarah A. Comer....	43	4	05	0	0	
71	Hr. Grace (North Side) ..	Eli Martin .....	60	0	04	10	0	

Education.

ATION DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Scholars in attendance past year			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
35	15	50	6	36	8	40	220	10	15	25	10	15	6	8	3				
20	15	35	8	18	9	30	240	10	15	10	9	6	4		4				
40	30	70	5	29	36	49	231	15	20	35	25	15	18	21	12	8			
35	45	80	18	32	30	65	218	28	32	20	18	16	8	25	10	8	...	5	
21	23	44	10	27	7	35	212	14	18	12	18	6	4	4	2				
16	16	32	7	13	12	20	206	7	8	17	7	5	5	5					
7	15	22	6	14	2	14	200	6	8	8	9	5	6	4	1				
97	57	154	34	56	64	78	213	28	37	89	24	60	28	39	21	15	10	10	
62	54	116	20	63	33	54	219	44	31	41	46	42	30	57	12	10	20	13	4
30	41	71	44	21	6	...	234	24	18	29	12	29	28	18	8	2			
67	43	110	28	64	18	64	236	12	40	58	35	41	23	17	27	17	8	8	



**Education.**

**RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
72	Harbor Grace (West End)	Fanny Stowe .....	43	4	06	17	0	
73	Harbor Grace (South Side)	Wm. W. Webber ..	60	0	03	19	6	
74	Bryant's Cove .....	Thomas Stevenson	60	0	01	2	8	
75	Upper Island Cove .....	John S. Martin ....	60	0	04	0	0	
76	Spaniard's Bay Pond ....	Robert Pepper	30	0	0	.....	.	
77	Bay Roberts (West) ....	J. T. Moore .. ...	46	3	07	9	1	
78	Mercer's Cove .....	Harriet Garland ....	34	12	34	6	0	
79	French's Cove .....	Charles French ....	34	12	33	0	0	
80	Coley's Point .....	W. H. Bursell .....	46	3	09	0	0	
81	Hibbs Hole .....	Sarah J. Ford .....	20	0	03	0	0	
82	Bareneed .....	Geo. F. Payne ....	46	0	09	6	0	
83	North River .....	William Newell ....	35	0	02	15	0	
84	Clark's Beach .....	John Tough .....	50	0	01	11	0	
85	Salmon Cove .....	Eli Piccot .....	50	0	06	4	5	

Education.

ATION DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Schol- ars in at- tendance past year.			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithme- tic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono- syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On Paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
36	44	80	20	36	24	35	226	38	12	30	39	37	17	26	5	5	10	10	
37	29	66	17	38	11	38	225	18	23	25	32	17	17	29	14	6	10	4	
28	12	40	4	28	8	25	155	25	8	7	8	8	..	4	5				
52	66	118	25	73	20	45	228	40	43	35	35	25	8	20	7	8	8	4	
19	18	37	3	27	7	30	200	12	14	11	7	2	..	10	1				
25	29	54	4	38	12	40	226	3	28	23	2	20	..	8	8	4	...	5	
28	34	62	15	18	29	33	135	14	20	28	19	16	13	9	10	....	....	2	
32	26	58	17	35	6	45	120	28	18	11	12	6	3	3	2				
44	37	81	23	52	6	60	231	22	18	41	21	20	15	14	7	10	2	2	
8	16	24	9	11	4	20	226	4	8	12	7	11	..	9	3				
64	52	116	32	70	14	68	228	31	27	58	32	36	20	29	14	8	8	9	
18	12	30	5	20	5	23	227	12	10	18	9	5	3	7	2	2			
25	31	56	13	32	11	33	....	20	24	12	18	7	1	..	1	1			
41	36	77	10	53	14	25	205	21	12	44	40	37	11	20	6	6			

## Education.

## RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
86	Burnt Head.....	Thomas Roberts ....	50	0	04	16	9	
87	Bull Cove .....	Thomas Youden ....	50	0	03	2	0	
88	Upper Gully } .....	Thomas Grouchy ..	60	0	0	.....	..	
89	Seal Cove }							
90	Middle Bight.....	Francis F. Furneaux .....						
91	Long Pond.....	Benj. J. Williams..	45	0	02	15	0	
92	Bell Isle ... ..	Fanny Witten ....	41	0	01	4	0	
93	Topsail .....	Wm. Swansborough	50	0	02	5	0	
94	Broad Cove .....	Mary J. Ward .....	36	0	01	0	0	
95	Bauline							
96	Torbay .....	Sophia S. Wills....	40	0	00	15	0	
97	Pouch Cove .....	William Ward .....	50	0	09	0	0	
98	St. John's (East End)							
99	St. John's (West End)....	Thomas Woods....	100	0	027	0	0	

Education.

ATION DURING THE YEAR ENDING 30<sup>TH</sup> JUNE, 1871.

No. Scholars in attendance past year			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
43	28	71	11	30	30	39	218	22	10	39	35	32	22	18	9	11	...	4	2
27	15	42	8	19	14	28	257	11	11	20	2	5	10	7	2				
46	37	83	29	39	15	...	...	62	10	11	48	7	..	12	2				
40	55	95	26	45	24	50	...	61	20	34	64	15	9	20	4	4	14	14	
39	49	88	22	44	22	40	239	25	16	47	27	37	37	26	14	13	37	37	
20	22	42	8	24	10	25	215	5	10	27	37	14	14	21	6	1	14	14	
40	39	79	25	34	10	40	230	26	19	34	30	28	10	25	20	7	10		
23	30	53	20	17	16	23	234	9	20	24	18	30	20	13	5	4	10		
20	26	46	16	30	4	40	...	16	20	14	30	6	6	6	6				
76	80	156	29	87	40	79	122	32	48	76	124	45	34	64	17	19	36	20	
66	65	131	33	41	57	107	222	28	29	75	...	74	32	22	28	31	31	31	2

**Education.**

**RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
100	Brookfield.							
101	Ferryland .....	Clara J. Morry .....	10	0	0			
102	Aquaforte.....	Caroline Winser ...	10	0	0	0	11	8
103	Harbor Buffett .....	James Burton .....	24	0	0	1	0	0
104	Haystack ...	} ..... Phœbe Collett .....	24	0	0			
105	Spencer's Cove							
106	Arnold's Cove .....	No return.						
107	Woody Island.....	"						
108	'Tack's Beach .....	"						
109	Oderin.....	"						
110	Rock Harbor .....	Isabella Hooper....	15	0	0			
111	Mortier Bay.....	Eliz. A. Hodder ...	10	0	0			
112	Burin (Path End) .....	Frances Brushett ..	20	0	0			
113	Burin Bay .....	William Harding...	20	0	0	3	5	0

Education.

ATTENDANCE DURING THE YEAR ENDING 30TH JUNE, 1871.

No. Scholars in attendance past year.			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On Paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
4	8	12	4	3	5	10	156	3	4	5	6	6	..	8	...	4	4		
11	12	23	5	6	12	15	225	4	8	11	6	13	4	8	2	2	3	4	
18	23	41	15	23	3	28	160	10	14	17	12	16	8	10	10	1	...	1	
3	3	6	1	5	..	6	120	1	..	5	5	2	2	3	2				
2	12	14	5	6	3	14	113	....	7	7	10	5	3	6	2				
6	10	16	5	10	1	..	210	5	6	5	4	1							
9	19	28	9	18	1	23	254	6	11	11	8	6	..	6					
7	10	17	6	8	3	10	228	3	10	4	5	5	5	7	4	1	7	9	
26	11	37	14	17	4	22	202	10	8	9	2	8	..	4	..	..	3	3	

## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Western Bay.....	Richard Fitzgerald.	25	0	0	.....		
Broad Cove .....	John Molloy.....	25	0	0	.....		
Crocker's Cove .. .. .	Miss Bransfield .. .	20	0	0	.....		
Carbonear.....	Lawrence Mackay..	80	0	05	0	0	
Carbonear, (South Side)....	John O'Keefe.....	50	0	04	0	0	
Mosquito.....	Miss Meaney .....	25	0	01	9	0	
Harbor Grace. ....	Patrick Fox.....	60	0	03	0	0	
Harbor Grace, (River Head).	Mrs. Stapleton .....	12	0	00	18	0	
“ “	Miss Kelly .. .. .	12	0	02	0	0	
Feather Point.....	Michael Kelly. ....	25	0	0	.....		
Upper Island Cove .....	John Coady .....	30	0	00	15	0	
Spaniards Bay.....	John Lynch .....	30	0	01	12	0	
Bay Roberts.....	John Keeffe.....	30	0	02	0	0	
Northern Gut.....	Edward Kenney ...	28	0	00	10	0	

Education.

ATION DURING THE YEAR ENDING 30<sup>TH</sup> JUNE, 1871.

No. Schol- ars in at- tendance past year			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithme- tic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono- syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
14	21	35	15	18	2	20	181	10	15	12	5	12	7	6	1	...	...	3	
13	19	32	19	12	2	18	246	10	10	12	8	5	3	2	1	...	2	2	
18	12	30	8	16	6	...	229	9	13	8	7	6	4	1					
16	12	28	16	9	3	18	212	9	9	10	7	8	4	5	6	2	...	3	
55	65	120	50	52	18	100	226	30	20	70	40	50	48	24	20	15	20	8	
60	50	110	32	40	12	90	232	8	31	71	25	43	30	20	15	18	7		
32	25	57	28	24	5	45	284	25	20	12	25	12	12	16	8	6	4	8	
18	13	31	10	18	3	25	290	11	12	8	...	...	...	9					
35	18	53	19	29	5	...	271	24	11	18	13	13	12	11	4				



## Education.

## RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
124	Harbor Briton .....	Mary B. White ....	25	0	0	1	10	0
125	Pass Island .....	Henry Shepherd ...	40	0	0	5	0	0
126	Hermitage Cove .....	J. Colley .....	15	0	0	0	15	0
127	Gaultois .....	Mrs. Bradshaw ....	15	0	0			
128	Pushthrough .....	Henry Camp .....	30	0	0			
	Rameo .....	Closed.						
129	Burgeo .....	John Jordan .....	60	0	0	9	0	0
130	Upper Burgeo .....	Mrs. McDonald ....	40	0	0			
131	Grand Bruit .....	No return.						
132	Plant .....	"						
133	Western Point .....	"						
134	Petites .....	"						
135	Rose Blanche .....	"						
136	Burnt Islands .....	Elizabeth Reeves ...	29	0	0	0	10	0

Education.

ATION DURING THE YEAR ENDING 30<sup>TH</sup> JUNE, 1871.

No. Scholars in attendance past year.			Age of Pupils.			Average attendance.	No. of days in which School was in operation past year.	Reading.			Writing.			Arithmetic.			Geography.	Grammar.	Navigation.
Boys.	Girls.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.			Letters and Mono-syllables.	Easy Lessons.	Holy Scriptures.	On Slates.	On Paper.	From Dictation.	First Four Rules.	Compound Rules.	Rule of Three and beyond.			
12	27	39	12	14	13	...	192	9	14	16	22	17	14	16	3	..	12	12	12
18	15	33	18	10	5	25	206	9	5	19	19	2	..	19					
19	16	35	14	15	6	...	194	13	10	13	21	15	12	5	1	....	4	6	
12	22	34	..	..	..	22	150	9	16	9	6	7	4	8	2	....	4	4	
8	12	20	..	..	..	...	283	8	5	7	8	4	..	2	2				
54	42	96	15	69	12	55	218	22	34	40	20	20	20	14	6	9	4		
10	8	18	4	7	7	12	274	3	6	9	5	9	6	5	6	1			
9	5	14	3	11	..	....	130	4	7	3	8	4	..	6	2				

### Education.

#### RETURN OF ELEMENTARY BOARD SCHOOLS IN OPER

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
137	Seal Cove .....	James Walters .....	29	0	0	1	5	0
138	Channel .....	William Reeves .....	50	0	0	30	6	6

## Education.

ACTION DURING THE YEAR ENDING 30<sup>TH</sup> JUNE, 1871.

No. Scho- lars in at- tendance past year		Age of Pupils.		Average attendance.		Reading.		Writing.		Arithme- tic.		Geography.		Grammar.		Navigation.		
Boys.	Girls.	Under 7 years.	Between 7 and 12.			Letters and Mono- syllables.			On Slates.									
Total.		Over 12 years.				Easy Lessons.			On paper.			First Four Rules.						
						Holy Scriptures.			From Dictation.			Compound Rules.						
												Rule of Three and beyond.						
51/39	90	22	53	15	43	1	6	4	2	4	2	3						
8	3	11	110	..	8	175	18	21	28	28	10	22	21	10				

**Education.**

**RETURN OF COMMERCIAL AND OTHER SCHOOLS IN**

No.	Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
			£	s.	d.	£	s.	d.
1	Twillingate .....	John E. Duder .....	60	0	0	.....		
2	Bonavista .....	Given in Elementary Returns.						
3	Trinity .....	Richard S. West ...	80	0	0	8	17	6
4	Island Cove .....	George Tuff .....	52	0	0	9	14	6
5	Brigus .....	William Green .....	57	13	10	13	0	4
6	Queen's Road (Presby- rian) .....	Robert Stott .....				85	0	0
7	St. John's, South Side (Episcopalian) .....	Eliz J. Parmiter .....	30	0	0	12	0	0
8	Burin (Episcopalian) .....	No return.						
9	Burin (Wesleyan) .....	B. Kirby Wagg ..	30	0	0	7	0	0
10	Cod Roy (Episcopalian) ..	James S. Hutchings	20	0	0	34	0	0
11	Bay Roberts .....	Elias Marrett .....						



**Education.**

RETURN OF PUPIL TEACHERS IN

No.	Names of Pupil Teachers.	By what Board nominated.
1	Louisa Wiseman .....	Col. & Con. Church Society.
2	Ann Pippy .....	“
3	Elizabeth Potter .....	“
4	Mary Prowse .....	“
5	Margaret Blackler .....	“
6	Elizabeth Wilmore .....	“
7	Isabella Stone .....	Fogo Board .....
8	Benjamin Williams .....	St. John's Board .....
9	James Rowsell .....	Bonavista Board .....
10	Arthur Collis .....	Trinity Board .....
11	Augustis Coffin .....	King's Cove Board .....
12	Ambrose Chafe .....	St. John's Board .....
13	Henry C. Morris .....	Harbor Briton Board .....
14	William Squires .....	Brigus Board .....
15	Thomas Butt .....	Grand Bank Board .....
16	John Pike .....	Bay-de-Verds Board .....
17	Robert Whiteway .....	Moreton's Harbor Board .....
18	— Johnson .....	Ferryland Board .....

### Education.

#### TRAINING FOR THE YEAR 1871.

Where being trained.	When term commenced.	Remarks.
Central School.	Sept. 6th, 1869.	Died in April, 1871.
“	“	
“	“	
“	“	
“	“	
“	May 25th, 1871.	
“	July 4th, 1871.	
“	June 2nd, 1868.	Left, in charge of a School.
“	Sept. 24th, 1869.	
“	Dec. 27th, 1869.	
“	Oct. 18th, 1870.	
“	May 26th, 1871.	
“	Dec. 1st, 1871.	
Wesleyan Academy.	Aug. 1871.	
“	Jan. 1872.	
“	Jan. 1872.	
“	Sept. 1869.	
Church of [Academy England.]	1871.	



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**Education.**

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**REPORT UPON THE INSPECTION OF ROMAN CATHOLIC SCHOOLS, FOR THE YEAR 1871.**

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I commenced my Inspection in the district of Fogo. On my visiting the School at Tilton Harbor, I found 77 pupils attending. The attendance throughout the year is very good. The school is amply provided with books and stationery, and the teacher keeps a stock of these articles always on hand. Of the large number of pupils assembled, there was not one child unprovided. The room is also furnished with maps and a clock. The school is very successfully conducted. A very large number of copy and entering books were presented for inspection. Writing in general fair, and books well kept—pupils cyphering as far as interest. The spelling, reading, and knowledge of grammar and geography were very good. A strict discipline is carried out in the working of the school. A class wrote very correctly from dictation.

A Miss Baldwin had charge of the Joe Batt's Arm School. I was informed by the chairman that her appointment was only temporary, as he intended procuring the services of a mail teacher to meet the desires of the inhabitants of the locality in that respect. The school is elementary, none of the pupils cyphering beyond the compound rules, and the attendance small, the average being but 18.

The Fogo School continues in the charge of Mr. Shea, one of the very few teachers who are now permitted the privilege of fishing during a portion of the summer. As the teacher was taking advantage of this privilege, at the time of my visit, I did not see the school in operation; I was enabled to examine the copy and entering books, none of which told favorably of the advancement of the pupils.

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**DISTRICTS OF BONAVIDA AND TRINITY.**

The Bonavista school had been closed for about 6 months previous to the appointment of its present teacher, who took charge in November, 1870. The attendance since then has been very small and chiefly very young children. There were but 7 in school on the day of my visit; with the exception of two pupils, those attending the school are merely beginning to read and write, they are also poorly supplied with books, &c.

## Education.

There has been nothing done in the way of repairs to the Ragged Harbor School-house since last reported. It is still in the same unfinished state it was in 6 years ago. From the unprotected way, too, in which the funnel of the stove goes through the roof, the house is in a very unsafe state; the school-room has never been supplied with forms, and the few I saw there were borrowed from the neighbouring houses. The school I found in charge of a Mrs. Haurahan, and the children appeared to be making fair progress under her tuition; writing very good for young children, spelling, reading, tables and catechism, also good; supply of books very limited and not uniform, in consequence of not having been supplied by the Board as they ought to have been. It would be very desirable to have a teacher's residence attached to this school-house.

The Catalina School had an attendance of 17 pupils, very little progress seemed to be making, 5 writing on paper, 3 of whom were merely beginners, and in figures, the most advanced only in reduction of coin; spelling and reading very bad, deficient in tables and catechism. Teacher has charge 2½ years, and she states that the school has never been supplied with reading books during that time; children read from their spelling books.

There was no register kept in these three schools, the teachers not having been supplied with a copy of the printed form that the chairman had received for distribution to his teachers some time previous.

The 24 children assembled in the Knight's Cove School were all very young, and fully half of them were without books. Attendance very irregular; teacher stated that boys as young as 8 or 9 years of age are kept from school to go fishing. No progress making; two boys said to be writing on paper, but no copy books to produce; 6 read in second class books, the others were in the alphabet and commencing to spell.

The School-house, which is a very good one, has never been painted, or the roof tared since its erection, 6 years ago.

The School-room at King's Cove has been enlarged, which it much needed. The school has a good attendance, and is well conducted by its present teacher, 49 present; spelling and reading of 1st and 2nd classes very good; grammar and geography fair; cyphering in class

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### Education.

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very correct. A large number of pupils writing on paper and cyphering, seven having gone quite through the entire rules of arithmetic.

There has been no advance made in the St. Croix School since last inspection. None of the 20 pupils present further than elementary reading; attendance small and irregular, poorly supplied with books. A few of the absent pupils cyphering in the advanced rules.

This School-house, which is a fine building, has never been painted nor the roof tared since its erection, and from the want of a small chimney for the funnel of the stove to pass through, the roof took fire from the heated funnel the past winter, and the house was near being burned down.

There is no alteration in the Red Cliff Island School since last reported. It seems to be working fairly. Out of a daily attendance of 21 there are 10 writing on paper, and 18 cyphering; 4 in the advanced rules. The attendance is small, yet there are only 8 returned by the teacher as absentees in the settlement.

The School at Trinity continues in the same unsatisfactory state as last reported. Attendance very poor, only 9 present; children without books and backward, writing indifferent; school continues to be held in teacher's house.

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### DISTRICTS OF HARBOR GRACE AND CARBONEAR.

The Spaniard's Bay School has been furnished with maps and cards, and is also well provided with books. The attendance, however, has not improved. It is still small and irregular, present 10. A few of the pupils attending cyphering as far as barter, writing indifferent, progress making, moderate.

In the Commercial School, River-head, 34 were present, the first class were absent; spelling and reading of classes present, very good; knowledge of geography and grammar, creditable; 117 on register, 56 of whom are writing on paper, and 77 cyphering, 29 in advanced rules.

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**Education.**

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The St. Patrick's School has an average attendance of 49; on register 103, a large number of whom are writing on paper and cyphering, the copy and entering books were very creditable. General progress making, fair.

The other Schools in Harbor Grace district have a daily attendance of 113, there being 221 on registers, of whom 60 are writing on paper, and 72 cyphering, 19 in advanced rules.

The Carbonear School continues to secure a good attendance, the average daily being 60 in summer, and 70 in winter, a large number of whom are well advanced in the several branches taught.

The School South-side Carbonear has a large number on register, 113; but the attendance is irregular, as the average daily is only 35. A fair amount of work, however, seems to have been performed the past year.

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**DISTRICT OF BRIGUS.**

No alteration has taken place in the Turk's Gut School since last report. It has the same attendance; on register 38; daily average 16, with a fair amount of progress making.

The greater number of the advanced pupils who attended the Brigus School having left, has lowered the status. The attendance too is small, 19 being the average, 21 present at examination, progress making, moderate.

In the Cupids school 20 were assembled, the larger number of whom were very back-ward, only two reading tolerably well, spelling and tables poor; writing in the few copy books shown, pretty good.

The requirements of the children attending Northern Gut school are about the same as last reported, none cyphering beyond elementary rules; an improvement in writing, reading poor, spelling fair, present 21.

The Bay Roberts school continues to be well attended, and the children are making good progress in their classes.

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**Education.**

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The school on the Goulds Road has had a fair average attendance the past year. A fair advance also has been made by the pupils in their classes. The duties of teacher continues to be faithfully performed by Mr. Haberlin.

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**DISTRICT OF HARBOR MAIN.**

The School at Holyrood has been falling off latterly. The attainments of the children at present attending being much lower than I witnessed at any previous visit, the person who has charge of the school at present is too young to be placed in such a position. All the elder pupils have left; 35 present, which is about the daily average.

The School at South Side of Holyrood has the same small attendance, and is of the same elementary character as last reported.

The School at the North Side has not improved since former report. Children attending very young, and in reading, writing and cyphering, they are merely beginners, 18 present, daily average 22.

In the Chapels Cove School 40 children were attending, which is about the daily average; writing of pupils very good, and copy and entering books neatly kept, rather backward in other branches.

The Harbor Main School is making fair progress; 43 present, 70 on books, of whom 25 are writing on paper and 45 cyphering, 20 in the advanced rules, writing in general good. Children acquitted themselves fairly in their classes.

The attendance to the Salmon Cove School is very good; 45 present, 55 being the daily average. A large number of the children at present attending are very young, and the general character of the school lower than I found at former examinations.

The School at Conception Harbor has a very good attendance throughout the year. Attainments low, only 3 of the children present writing on paper; 66 present, a large number of whom were very young.

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**Education.**

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48 present in the Colliers School. A fair per centage writing and cyphering, some well advanced in the latter branch; writing in general not good, classes fairly gone through. Some of these schools are deficient in books, and the school houses need repairing.

**DISTRICT OF BAY BULLS.**

In the boys school at Bay Bulls 21 children were attending. The attainments of the pupils at present attending this school are low, especially for a school classed as a commercial one; writing, in the few copies presented for inspection, very poor. One boy representing the 1st class, spelled and read very indifferently. Only three of the children present were capable of reading.

In the female school 14 pupils were assembled, same paucity of copy and entering books as in the boys' school; writing, however, better; 1st class said to be absent; spelling, reading, tables, &c., of children present, pretty good. Both these schools are well supplied with books.

The Mobile school continues to be fairly conducted, and the attendance also is pretty regular, writing good, fair number cyphering; spelling, reading, &c., fair; sufficient supply of books.

The attendance to Toad's Cove school continues to be good, but the attainments of its present pupils are much below those I found attending on former inspections. A female has charge at present, and the elder and more advanced pupils remain away until a male teacher is appointed. School well supplied with books.

The Caplin Cove School has a daily attendance of about 30, who are making fair progress, 19 writing on paper, and 20 cyphering, 4 in the advanced rules. School supplied with books.

The attendance to the Witless Bay school has improved since last year's return. It has now a daily attendance of 30; pupils acquitted themselves fairly in their classes, 15 writing on paper, and 35 cyphering, 12 in the advanced rules; well supplied with books. All the school houses in this district are in good repair.

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**Education.**


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**DISTRICTS OF FERRYLAND AND FERMEUSE.**

The School house at Brigus is still in a miserable state as last reported, and school room quite destitute of furniture, and also deficient in books. Under these disadvantages the children were doing as well as could be expected; 17 present; knowledge of catechism good; spelling and reading moderately good.

The school at Cape Broyle has been removed out of the hut in which I last found it, its present accommodation, though much better, is still very far from what is needed. A school-house requires to be built here; present 29; 41 on register, 27 of whom are cyphering, 7 in advanced rules, 12 writing on paper, writing poor, want of regular supply of paper given as the cause by teacher; spelling, reading, and tables very good. A supply of reading books had been just received.

The Girls' School, held in the adjoining room, had neither desks nor forms, no reading books, only two copy books to produce; a few pupils cyphering elementary rules, very little progress seemed to be making, 21 present.

The attendance to the Ferryland school has improved, the average daily now being about 30. A large number writing and cyphering, spelling, reading, &c., being fairly performed; well supplied with books.

The school at Aquaforte, which is still held in teacher's house, is of the same elementary character as last reported. Attendance irregular, average about 15 daily.

In the Fermeuse school 17 present, 52 on register, but the daily attendance is small, writing poor, and very little progress in other branches.

No improvement can be expected in the Kings's-man Cove school, until the house is made habitable, and the room supplied with the necessary furniture.

The two schools at Renew's have been in operation the past year, and with a very moderate amount of success, but better results cannot be expected until the schoolhouses are made thoroughly comfortable, and the schools provided with the necessary requisites.

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**Education.**

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It will be seen from the foregoing that the school-houses of these two districts are still in the same unsatisfactory state as last reported of them.

The parish of Ferryland being now divided into two parishes, has necessitated the formation of it into two Educational Districts, and a division of the grant. If all the schools in these two districts be kept in operation, the sum left, after paying teachers, will be so small in either of the districts, that the much needed improvements in school erections, &c., cannot be carried out. I have therefore advised the Rev. Chairmen to suspend for a time one or more of their schools, to enable them to make at least the more needed improvements.



### Education.

#### GENERAL SUMMARY.

Years.	No. of School Returns.	No. of Pupils on Registers.	Average daily attendance.	Reading.		Writing.		Cyphering		Geography.	Grammar.	Mathematics.
				As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	Elementary Rules.	Advanced Rules.			
1871	101	5411	2883	4347	1064	1090	1478	1641	566	472	280	44

#### A COMPARISON WITH THE TWO PREVIOUS YEARS.

1870	106	5535	2752	4395	1140	1137	1367	1540	475	347	322	54
1869	103	5105	2591	4043	1062	1058	1270	1482	517	422	322	84

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**Education.**


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STATEMENT SHOWING THE NUMBER OF PUPILS  
LEARNING THE UNDERMENTIONED BRANCHES  
EACH YEAR, SINCE 1866.

	1866.	1867.	1868.	1869.	1870.	1871.
Reading with ease . . . . .	1449	1242	1296	1062	1140	1064
Writing on paper . . . . .	1407	1362	1382	1270	1367	1478
Cyphering in advanced Rules . . . . .	570	523	564	517	475	566

These figures show the stationary character of the Roman Catholic elementary schools for the past few years. The results this year are not more cheering or hopeful than were those of five years ago, neither in the attendance of pupils, nor in their acquirements, does there appear much difference during any of the years since 1866.

We seem now to have arrived to the full extent of the benefits our present educational system is conferring on the children attending our schools.

But I have no hesitation in saying that far better results could be secured under a better system of management. The present mode by irresponsible Boards has had a fair trial, and it certainly has not been a success.

There can never be any uniformity of tuition, nor uniformity in anything connected with the management or working of our schools, so long as each Chairman is at perfect liberty either to adopt, or disregard altogether, any or every suggestion that may be offered for the improvement of these schools. And my experience compels me to state, that to disregard has been the rule with respect to the many suggestions brought under the notice of the Chairmen, with the view of making our schools more efficient.

I wish I could say that I had hopes of a better state of things in the time to come, but I have no grounds for such a hope. On the

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**Education.**

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contrary, I see a greater apathy exhibited, and a greater neglect shown for the obligations pertaining to the position of Chairmen than ever; of course there are creditable exceptions, but really the difficulty I have had those few years past in procuring the financial statement from some of the Chairmen, and the large number of districts from which I have not received the return this year, as a sufficient justification of my remarks.

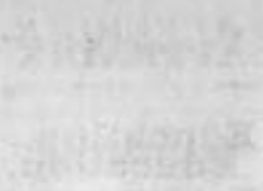
If there is any duty of a Chairman more obligatory than another, it surely is to furnish the Government with an annual statement of the disbursements of the money intrusted to his keeping for educational purposes, and yet I have to complain of neglect in that particular this year from no less than five districts.

In my report for 1869, I stated that I had not received the financial statement from three districts. Last year I had to report a similar neglect on the part of three Chairmen, two of them being defaulters for two years, and one of these, the Chairman of Placentia West, is a defaulter this year also, making it three years since a financial statement has been received from him.

The 12th section of the Education Act provides a penalty for such neglect on the part of the Chairman, and it now rests with the Government to put it in force.

With these remarks I beg to submit my report.

**MICHAEL J. KELLY.**



REPUBLICAN PARTY

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### Education.

#### RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Fogo .....	James Shea .....	26	0	0			
Joe Batt's Arm .....	Miss Baldwin .....	20	0	0			
Tilton Harbor .....	John Shortall .....	43	0	0	10	15	0
Bonavista .....	A. McEachin .....	40	0	0			
Catalina .....	Miss Gould .....	20	0	0	0	5	0
Ragged Harbor .....	Mrs. Hanrahan .....	23	0	0	1	0	0
St. Croix .....	Patrick Larkin .....	25	0	0			
Red Cliff Island .....	Miss O'Connor .....	20	0	0			
Plate Cove .....	Not in operation						
Knight's Cove .....	Thomas Long .....	20	0	0			
Trinity .....	Patrick Eagan .....	23	0	0	0	15	0
Turk's Cove .....	Miss Carberry .....	20	0	0			
Low Point .....	No return.						
Northern Bay .....	Joseph Collins .....	30	0	0	1	5	0

**Education.**

**BOARD SCHOOLS, FOR THE YEAR, 1871.**

No. on Books.			Average daily attendance.			Age of Pupils.		Reading.		Writing.			Cypher-ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.					
27	13	40	21	5	33	2	35	5	17	15	.....	15	5				
19	21	40	18	7	30	3	34	6	15	15	.....	11					
100	60	160	75	40	79	41	90	70	30	50	22	50	30	22	22		
17	4	21	11	5	9	7	19	2	5	8	.....	7	1	1	1		
17	11	28	19	12	12	4	28	.....	9	5	.....	9					
23	26	49	30	16	25	8	49	.....	6	8	.....	9					
23	26	49	20	13	30	6	49	.....	14	16	.....	13	6				
12	13	25	21	10	12	3	19	5	10	10	4	14	4				
15	19	34	14	7	26	1	34	.....	6	2	.....	6	1				
18	15	33	15	9	14	10	33	..	4	16	.....	13	3				
18	15	33	15	9	14	10	33	.....	4	16	.....	13	3				
31	43	74	25	22	47	5	60	14	30	18	.....	30	12				

## Education.

## BOARD SCHOOLS, FOR THE YEAR 1871.

Male.	No. on Books.		Average attendance.	Age of Pupils.			Reading. As far as Easy Lessons. Reading with ease.	Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.	
	Female.	Total.		Under 7 years.	Between 7 and 12.	Over 12 years.		On Slates.	On paper.	From Dictation.	Elementary Rules.	Advanced Rules.				
22	19	41	25	8	26	7	33	8	5	10	.....	12				
32	25	57	30	12	35	10	50	7	4	9	.....	13				
10	26	36	26	10	21	5	50	6	11	6	.....	15				
130	..	130	65	30	75	25	100	30	20	80	.....	48	25	15	10	8
113	..	113	35	28	65	20	84	29	13	54	.....	39	15	22	13	4
19	21	40	21	11	22	7	29	1	8	19	.....	13	6			
103	..	103	49	20	53	30	65	38	45	50	...	90	15	20	8	
35	40	75	22	40	22	13	58	17	20	18	.....	26	7	4	5	
11	29	40	20	20	15	5	35	5	11	13	.....	15	3			
12	14	26	16	5	6	15	22	4	3	2	.....	5	3			
26	14	40	24	2	30	8	40	.....	4	8	.....	7	.....	8	4	
21	26	47	21	14	17	6	41	6	.....	10	.....	7	3	2	2	
60	50	110	45	4	76	30	80	30	12	45	15	46	18			
20	24	44	25	12	32	..	40	4	9	5	.....	3	1			

## Fisheries.

400 inhabitants, all of whom are supported by the cod fishery. They have about seventy boats, and up to the present time the fishing, which commenced about June 15th, has been very favorable, averaging from 40 to 50 quintals per boat of two men. The great part of the fishery is done with nets. Bultows are used, though the fishermen disapprove of them. Nets are set in such quantities that although caplin were so plentiful off Chamber's Point, about two miles from Great St. Lawrence, they could not get into the coast.

I was here informed of another practice growing up, which cannot fail to damage the fishing ground, viz., that of splitting and cleaning fish on the ground, and thus fouling the fishing ground. I was assured that Rosey Rock, just outside Chapeau Rouge, which used to be the best hook-and-line fishing ground about here, has been perfectly ruined by one man splitting fish on it.

I visited Little St. Lawrence and found things much the same as at Great St. Lawrence, except that here the fishermen *will not allow the bultow to be used*, and consequently they do a very good business with the hook-and-line. I did not enquire too particularly as to the means used to prevent the use of bultows, but I believe that though not strictly legal, they are efficacious.

Little St. Lawrence has about 80 inhabitants.

The soil about St. Lawrence is good, yielding good crops of hay and garden stuff—except potatoes, for the absence of which the same reason is given as at Burin, “that they have no seed potatoes.” Scarcely any sickness and very little crime. The people, however, seem poorer than at Burin or Trepassey, and the place not so well kept. There are two churches and two schools, Church of England and Romish, but no resident minister of either denomination.

Prayers are read in the Church of England on Sunday by the school teacher, who, with his wife, appears to take considerable trouble about the children and to educate them as far as the short time they attend school will admit of. Mr. Vavasur, the Custom House Officer, informed me that a French schooner from St. Pierre had been into Great St. Lawrence, but that he would not allow her to remain owing to small pox being on the increase at St. Pierre. I told him he had acted wisely in the matter.

A few ptarmigan and hares are shot during the winter, also, otter



## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Cupids . . . . .	Miss Power . . . . .	20	0	0	.	.	.
Goulds Road . . . . .	Patrick Haberlin . . . . .	30	0	0	.	.	.
Brigus . . . . .	Patrick Power . . . . .	35	0	0	2	5	0
Turk's Gut . . . . .	Miss Kehoe . . . . .	20	0	0	.	.	.
Colliers . . . . .	James Hearne . . . . .	35	0	0	.	.	.
Bacon Cove . . . . .	Mrs. Cole . . . . .	25	0	0	.	.	.
Salmon Cove . . . . .	Edward Murray . . . . .	35	0	0	.	.	.
Conception Harbor . . . . .	William Kennedy . . . . .	35	0	0	.	.	.
Harbor Main . . . . .	Richard Walsh . . . . .	50	0	0	1	5	0
Chapels Cove . . . . .	Miss Sullivan . . . . .	25	0	0	.	.	.
Holyrood . . . . .	Richard Kennedy . . . . .	35	0	0	0	8	0
Holyrood (South-side) . . . . .	Miss Keating . . . . .	25	0	0	.	.	.
Holyrood (North-side) . . . . .	Miss Cunningham . . . . .	25	0	0	0	7	0
Killegrews . . . . .	William Styles . . . . .	20	0	0	.	.	.

Education.

BOARD SCHOOLS, FOR THE YEAR, 1871.

No. on Books.			Average daily attendance.			Age of Pupils.		Reading.		Writing.			Cypher-ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.					
18	20	38	19	16	15	7	36	2	6	14	.....	11	3				
32	30	62	24	8	20	34	47	15	12	18	15	28	9	6	6		
35	..	35	19	11	15	9	24	11	7	13	6	13	4	5	5	2	
20	18	38	16	15	16	7	28	10	12	9	.....	7	4	2			
35	35	70	24	20	45	5	58	12	20	20	.....	35	20	6	6		
15	25	40	25	15	19	6	29	11	10	12	10	20	4	10	10		
56	50	106	55	44	50	12	90	16	20	24	.....	78	19	12			
100	..	100	50	50	45	5	90	10	22	15	.....	18	45				
70	..	70	32	15	35	20	50	20	10	25	8	25	20	20	20	2	
36	30	66	40	15	36	15	64	2	12	8	.....	19	2				
40	10	50	35	5	41	4	50	.....	3	4	.....	9					
10	26	36	9	19	14	3	30	6	12	4	.....	9					
20	20	40	22	12	20	8	40	.....	8	6	.....	12					
10	12	22	13	10	10	2	20	2	6	2	...	8	2				

## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Topsail .....	Patrick Hickey .....	20	0	0	.....	.	.
Topsail Road.....	Miss Walsh.....	25	0	00	10	0	0
Springfield .....	John Hacket ...	35	0	00	18	0	0
Kilbride ...	Miss Keating.....	21	0	01	0	0	0
Goulds .....	Miss Smith.....	27	0	0	.....	.	.
Petty Harbor.....	Edward Norris .....	50	0	04	0	0	0
Black Head .....	.....	25	0	0	.....	.	.
Fresh Water .....	Mrs. Norris .....	25	0	0	.....	.	.
Orphan Asylum.....	Michael O'Donnell..	120	0	0	.....	.	.
Orphan Asylum (Lr. School)	No return.						
River Head .....	Thomas Foster .....						
Fresh Water Road .....	John Roche .....	40	0	03	0	0	0
Quidi Vidi .....	Miss Roche..	40	0	02	14	0	0
Bally Hally .....	John Davis .....	35	0	00	10	0	0

Education.

BOARD SCHOOLS, FOR THE YEAR 1871.

No. on Books.			Age of Pupils.			Reading.	Writing.			Cypher- ing.						
Male.	Female.	Total.	Average attendance.			As far as Easy Lessons.	Reading with ease.	On Slates.	On paper.	From Dictation.	Elementary Rules.	Advanced Rules.	Geography.	Grammar.	Mathematics.	
			Under 7 years.	Between 7 and 12.	Over 12 years.											
10	13	23	19	5	7	11	23	....	4	1	....	1				
6	9	15	12	4	8	3	4	11	4	11	6	9	6	6	6	
58	26	84	23	16	46	22	70	14	10	26	....	8	6	6	6	
28	29	57	28	20	27	10	45	12	10	20	7	25	3	3		
20	26	46	17	10	26	10	40	6	10	1	....	13	....	1		
60	..	60	42	15	30	15	45	15	15	30	15	28	12	15	15	
27	22	49	32	18	14	17	40	9	8	12	...	14	4			
8	12	20	18	8	7	5	14	6	6	3	2	3	1	5	5	
174	..	174	56	16	84	74	125	50	90	74	50	80	44	70	50	6
120	..	120	80	8	67	45	90	30	30	40	18	34	20	14		
30	18	48	18	17	24	7	37	11	....	14	....	11	5	....	2	
30	37	67	36	19	33	15	46	21	14	29	7	31	8	...	15	
38	26	64	40	16	34	14	50	14	13	16	5	28	8			

**Education.**

**RETURN OF CATHOLIC ELEMENTARY**

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Logy Bay .....	Miss St. George.....	25	0	02	2	0	0
Outer Cove .....	Richard Cuddihy..	35	0	00	10	0	0
Torbay .....	Thomas Davis .....	30	0	01	0	0	0
Flat Rock.....	Anthony Phelan ..	35	0	00	15	0	0
Pouch Cove .....	John Grace.. .....	30	0	01	6	9	
Windsor Lake .....	Miss Smith .....	25	0	0			
Coady's Well .....	John Gladney ...	30	0	0			
Portugal Cove .....	Francis Grace .....	40	0	00	10	0	0
Belle Isle .....	William Harney..	25	0	01	2	0	0
Bay Bulls .....	Miss Williams .....	25	0	00	10	6	
Witless Bay .....	James Shanahan ...	10	0	05	0	0	0
Mobile .....	Miss Barter .....	20	0	01	0	0	0
Caplin Cove .....	Mrs. Power.....	20	0	01	4	0	0
Toads Cove .....	Miss Driscoll .....	30	0	0			

## Education.

## BOARD SCHOOLS, FOR THE YEAR, 1871.

No. on Books.			Average daily attendance.			Age of Pupils.		Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.					
23	8	31	15	10	17	4	19	12	8	15	10	9	6	10	10		
30	21	51	25	8	33	10	40	11	7	21	8	4					
60	..	60	56	6	48	6	52	8	10	6	4	10	8	4	4		
39	33	72	25	16	23	33	59	13	17	8	....	8	1				
31	26	57	30	13	29	15	46	11	23	20	....	12	8	10			
16	21	37	17	12	20	5	32	5	9	7	....	14	....	1	1		
14	16	30	18	6	18	6	25	5	6	5	....	10	2				
25	30	55	21	20	35	..	45	10	22	11	....	35					
33	23	56	20	9	26	21	46	10	26	8	2	10	2	2	1	1	
...	34	34	25	12	17	15	26	8	13	8	8	22	10	8	8		
52	..	52	30	25	15	12	42	10	12	15	....	23	12	6	6		
18	22	40	25	12	18	10	33	7	10	18	....	14	2				
20	39	59	34	14	35	10	49	10	12	19	10	16	4				
28	22	50	39	12	26	12	47	3	12	12	...	14	2				

## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Brigus South.....	Mrs. Byrne.....	18	0	0	.....	.....	.....
Caplin Bay.....	Miss Gatherall.....	12	0	0	.....	.....	.....
Cape Broyle .....	Cornelius Hartery..	35	0	0	.....	.....	.....
Cape Broyle (Female).....	Miss Kelly .....	12	0	0	.....	.....	.....
Aquaforte.....	Mrs. Oliphant.....	15	0	0	.....	.....	.....
Kingsman's Cove .....	No return.						
Fermuse .....	James O'Neil.....	20	0	0	.....	.....	.....
Renews .....	Thos. Cunningham	35	0	0	.....	.....	.....
Renews (Female).....	Mrs. Johnson.....	18	0	0	.....	.....	.....
Trepassey.....	Miss Cummins .....	27	0	0	.....	.....	.....
Portugal Cove.....	Miss Butler .....	7	0	0	.....	.....	.....
Holyrood (St. Mary's) .....	Miss Christopher. .	20	0	0	.....	.....	.....
Woody Cove.....	Miss Vail .....	15	0	0	.....	.....	.....
River Head .....	No return.						

Education.

BOARD SCHOOLS, FOR THE YEAR 1871.

No. on Books.			Average attendance.	Age of Pupils.			Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
15	17	32	25	7	17	8	32	.....	...	8	.....	5	5			
7	16	23	14	7	13	3	23	.....	7	3	...	3				
41	..	41	28	10	26	5	35	6	7	12	.....	20	7	12	12	
...	35	35	23	10	20	5	35	.....	5	3	.....	4				
21	12	33	25	9	23	3	33	.....	5	3	...	4				
52	..	52	21	22	20	10	42	10	10	20	.....	14	10			
80	..	80	42	18	36	26	60	20	...	8	.....	6	4			
...	50	50	25	10	25	15	40	10	14	16	...	12	5	1	1	
42	40	82	50	20	55	7	72	10	8	12	7	15	6	4	3	
6	9	15	9	3	6	6	15	.....	2	6	.....	2				
18	17	35	25	9	22	4	27	8	10	6	8	9	3	3		
21	26	47	25	12	26	9	47	.....	14	.....	.....	14				



## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
St. Mary's .....	No return.						
Salmonier (South Side).....	Miss Daly .....	17	10	0			
Salmonier (North Side) .....	Miss Bishop ... ..	17	10	0			
Branch... ..	Miss English ... ..	25	0	0			
Placentia, (N. E. Arm).....	No return.						
Lower Placentia .....	John Freeman .....	60	0	0			
Fox Harbor .....	John Rielley .. ...	25	0	0			
Red Island ... ..	Miss Murphy ... ..	25	0	0			
Presque .....	No return.						
Anne's Cove .....	"						
Isle of Valen .....	"						
Merasheen .....	"						
Paradise .....	"						
Oderin .....	Miss Byrne .....	25	0	0			

Education.

BOARD SCHOOLS, FOR THE YEAR, 1871.

No. on Books.			Average daily attendance.			Age of Pupils.		Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.					
18	24	42	19	13	23	6	30	12	6	15	10	11	2	4	4		
18	30	48	34	12	24	8	38	10	8	18	14	6					
20	30	50	40	12	20	18	38	12	18	12	12	30	.....	12	12		
65	35	100	60	45	40	15	75	25	6	25	6	23	5	11	8	4	
36	41	77	30	25	35	17	65	12	5	15	.....	14	1	5			
24	26	50	40	28	16	6	40	10	12	8	7	8	5	5	2		
30	30	60	28	24	26	10	50	10	9	18	.....	13	8	4	4		

## Education.

## RETURN OF CATHOLIC ELEMENTARY

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Spanish Room .....	Miss Hober.....	25	0	0	.....		
Beau Bois.....	Miss Walsh .....	25	0	0	.....		
Fox Cove .....	Miss MacNamara ..	25	0	0	.....		
St. Lawrence.....	No return.						
Lawn.....	Miss Alward .....	25	0	0	.....		
Lamaline.....	Miss Farrell .....	25	0	0	.....		
Harbor Briton .....	Miss Shea .....	30	0	0	.....		
Great Jarvis.....	M. Kennedy .....	35	0	0	.....		
Sagona .....	Miss Hearne.....	21	0	0	0	15	0
English Harbor.....	Miss Sparrow.....	21	0	0	8	0	0
St. Jaques .....	Miss Mullooney.....	25	0	0	.....		
Bay-de-Nord .....	Mrs. Butler.....	8	0	0	2	0	0



### Education.

#### RETURN OF COMMERCIAL SCHOOLS UNDER

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
King's Cove .....	Michael Cuddihy...	60	0	0	3	0	0
Bay-de-Verds .....	Nicholas Kilfoy....	50	0	0	1	18	9
Harbor Grace.....	Michael Scully .....	50	0	0	7	10	5
Bay Bulls.....	Terence Morrisey ..	40	0	0	1	15	0
Ferryland .....	Michael Kelly ....	50	0	0	0	17	3
Great Placentia.....	No return.						
Burin .....	“						

## Education.

## CATHOLIC BOARDS, FOR THE YEAR 1871.

No. on Books.			Average daily attendance.			Age of Pupils.		Reading.		Writing.			Cyphering.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.	Under 7 years.	Between 7 and 12.	Over 12 years.	As far as Easy Lessons.	Reading with ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.					
45	41	86	55	26	47	13	69	17	24	42	20	48	12	8	8	4	
35	30	65	48	14	20	31	50	15	11	20	.....	23	7	7	6		
117	..	117	35	13	76	28	69	48	25	56	15	48	29	25	15	13	
54	..	54	30	14	29	11	44	10	5	25	.....	16	10				
60	..	60	30	15	20	25	50	10	35	25	.....	30	5	10	10		

## Education.

## RETURN OF CONVENT SCHOOLS

Locality of Convent.	No. of Pupils on Books.	Average daily attendance.	Reading.
St. John's.....	430	350	300
St. John's, (River Head) .....		270	180
St. John's, (Maggotty Cove) .....	260	157	94
Torbay .....	110	68	45
Harbor Main .....	112	76	78
Brigus.....	60	46	32
Witless Bay.....	120	100	70
Ferryland.. ..	86	50	71
Fermeuse ... ..		30	20
St. Mary's.....	71	50	46
Placentia.....	105	45	30
Burin .....	No re-	turn.	
Conception Harbor.....	220	90	180

## Education.

FOR THE YEAR 1871.

Writing.	Cyphering.	Geography.	Grammar.	History.	Globes.	Drawing.	Needle Work.
300	300	300	300	100	45	200	300
170	170	150	150	150	.....	.....	200
150	100	56	56	28			
40	40	30	30	.....	.....	.....	35
70	70	54	54	24	.....	.....	60
26	26	24	24	.....	.....	.....	46
70	60	60	50	50	.....	.....	55
57	63	23	17	10			
20	20	15	15				
46	38	46	30				
30	30	20	20	.....	.....	.....	30
40	120	26	26	.....	.....	.....	50



### Education.

*Financial Statement for the Year 1871, as furnished by*

Districts.	Ordinary appropria- tion for each District.			Special Grant.			Balance from last year.			Grant for purchase of Books, &c.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Fortune Bay .....	56	12	5	100	0	0	14	10	0	5	0	0
Burin .....	223	9	5	69	4	7	37	4	0	5	10	9
Placentia West .....												
Great Placentia .....												
Little Placentia .....	107	18	8				5	17	0	2	16	6
St. Mary's .....												
Trepassy .....	47	4	0				16	17	5			
Ferryland .....	116	0	0	57	13	10				2	10	0
Fermeuse .....												
Bay Bulls .....	181	4	0	46	3	0	147	1	5	4	18	1
Harbor Main .....	302	12	5	57	13	10	0	9	8			

## Education.

*the Returns of the Chairmen of the Education Boards.*

Over Expenditure last year.	Paid in Teachers' Salaries			Building or Repair- ing School-houses.			School Rents and Fuel.	School Requisites.			Purchase of Books and Stationery.			Paid Secretary of Board.	Over Expenditure of Boards.	Balance on hands.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.			£	s.	d.
...	102	0	0	4	15	0	.....	3	6	0	5	2	7	.....	.....	60	18	10
...	225	4	2	35	0	0	.....	.....	.....	.....	5	10	9	.....	.....	39	14	0
.....	96	19	6	.....	.....	.....	.....	1	0	0	2	16	6	.....	.....	15	16	2
.....	43	0	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	1	6
.....	161	13	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	10	0
.....	190	0	0	38	6	9	.....	.....	.....	.....	6	0	0	.....	.....	144	0	6
.....	290	0	0	51	5	7	.....	.....	.....	.....	8	2	1	.....	.....	11	8	3

### Education.

*Financial Statement for the Year 1871, as furnished by*

Districts.	Ordinary appropriation for the each District.			Special Grant.			Balance from last year.			Grant for purchase of Books, &c.			Over Expenditure last year.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
*Brigus . . . . .	101	0	0										
Harbor Grace . . . . .	612	10	0	224	12	6	41	15	9	14	8	9	
Bonavista . . . . .													
Fogo . . . . .	72	15	5	23	1	6	44	7	2				
Twillingate . . . . .	38	3	0	11	10	9	48	15	4	1	14	4	
St. John's . . . . .	1102	9	7	157	10	0	114	7	8	140	0	3	

\* This return is but for 6 months, being the length of time that the present Chairman, Rev. F. Walsh, held the position prior to the 1st of July last.

## Education.

*the Returns of the Chairmen of the Education Boards.*

Paid in Teachers' Salaries	Building or Repairing School-houses.	School Rents and Fuel.	School Requisites.	Purchase of Books and Stationery.	Paid Secretary of Board.	Over Expenditure of Boards.	Balance on hands.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
80 10 0	.....	.....	.....	.....	.....	.....	20 10 0
641 0 0	65 10 0	.....	70 11 9	35 11 6	42 10 0	.....	38 3 9
83 10 0	8 10 0	.....	.....	.....	.....	.....	48 13 2
33 0 0	.....	.....	8 3 9	.....	.....	.....	58 19 8
906 1 0	345 0 6	18 13 6	7 19 6	25 18 6	30 0 0	.....	180 14 6

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**Education.**


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**LABRADOR SCHOOL RETURNS.**


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ST. JOHN'S, Feb. 10, 1872.

SIR,—

I beg leave to transmit to you, for the information of the Government, the original returns made to me by the Teachers of Public Schools at Labrador last year. There were only four schools in operation, viz:

Place.	Period.	Teacher.	Scholars.	Salary
Matthew's Cove, }	Summer only	Mary Marshall	59	\$24
Battle Harbor. }				
Cape Charles	Do	Cath. Young	30	24
Red Bay	Winter only	John Baily	22	24
Pinware	Summer & Wintr.	Catherine O'Dell	46	48

I have in all my Annual General Reports to the Governor, from 1867 to 1871 inclusive, made remarks on the subject of Schools and Education at Labrador, which remarks may probably be useful in the consideration of any measure for the promotion of Education in that country.

I have the honor to be, Sir,

Your most obedient Servant,

**ROBERT JOHN PINSENT,**

*Judge of the Court of Labrador.*

To the Honble.

**JAMES L. NOONAN,**  
Colonial Secretary.



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**Education.**


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*Report of the Public School kept by Mary Marshall, at Battle*

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**ROMAN CATHOLIC.**


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**BOYS.**

Peter Russell.  
 Michael Russell.  
 Edward Russell.  
 John Russell.  
 James Russell.  
 William Marshall.  
 Robert Marshall.  
 William Ryan.  
 John Ryan.  
 Michael Ryan.  
 William Murphy.  
 Edward Murphy.  
 Robert Butler.  
 John Kennedy.  
 Thomas Lacey.  
 John Tobin.  
 John Buttler.

Total. . . . .34

**GIRLS.**

Mary A. Russell.  
 Bridget Russell.  
 Eliza Russell.  
 Ann Russell.  
 Mary Russell.  
 Agnes Russell.  
 Mary J. Russell.  
 Ann Tobin  
 Alice Kennedy.  
 Ann Kennedy.  
 Eliza Kennedy.  
 Mary Marshall.  
 Ann Marshall.  
 Margaret Marshall.  
 Mary Murphy.  
 Margaret Murphy.  
 Ann Lacy.

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**Education.**


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*Harbor, Labrador, in the Summer of 1871, from June to October.*

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**CHURCH OF ENGLAND.****BOYS.**

William King.  
 James King.  
 George King.  
 John Cumby.  
 James Cumby.  
 James Pitty.  
 John Sinit.  
 James Snook.  
 John Rambolt.  
 Jacob Sinit.  
 John Cumby.

**GIRLS.**

Mary Holway.  
 Eliza Holway.  
 Mary A. Pitty.  
 Emma Pitty.  
 Sarah Pitty.  
 Eliza Cumby.  
 Fanny Rambolt.  
 Mary Rambolt.  
 Eliza Brown.  
 Eliza Allen.  
 Mary Allen.  
 Eliza Snook.  
 Ann Snook.

25 and 34.  
 In all 59.

**MARY A. S. MARSHALL.**

September 24, 1871.



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**Education.**


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**REPORT OF CATHERINE YOUNG, CAPE CHARLES,  
LABRADOR, SEPT. 23, 1871.**


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CAPE CHARLES, Sept. 23, 1871.

DEAR SIR,—

I furnish you with the list of my scholars of the Cape Charles Day School, and have to acquaint you also that I received the parcel safe. The names of the children are as follows :

	<b>AGE.</b>
Leah Gillespie	
Loyal Dean .....	12 years
Louisa Bellows .....	10 "
William Bellows .....	9 "
Lenora Bellows .....	6 "
Alice Bellows .....	4 "
Henry Bellows .....	3 "
Robert Bellows .....	13 "
Richard Johnson .....	5 "
Charlotte Young .....	11 "
William Winser .....	4 "
Arthur Winser ..	4 "
John Thomas Pye .....	12 "
Susanna Pye .....	7 "
Willis Pye .....	5 "

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**Education.**


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**REPORT OF CATHERINE YOUNG.—(Concluded.)**


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	<b>Age.</b>
Amy Louisa Pelly .....	7 years.
John Charles Pye, Sr. ....	4 "
John Charles Pye, Jr. ....	7 "
Henry Pye ... ..	10 "
Jessie Pie .....	6 "
Israel Pie .. ..	4 "
Epriam Pye .....	10 "
Victoria Pye . . . . .	5 "
Earnest Pye .....	4 "
Diana Pelly .....	9 "
William Shenstone Pelly .....	7 "
Jessie Soper .....	10 "
Jacob Gillespie .....	11 "
Mariah Ann Gillespie .....	5 "
Albert Pye.....	6 "

I also have to tell you that I have received the sum of nine shillings only as yet from the children, as they are backward in paying.

Yours very truly,

CATHERINE YOUNG.

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**Education.**


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*List of the School of Red Bay, Labrador, kept by John Baily in the Winters of 1870—71.*

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**WESLEYANS.**

**Mariam Perham.**  
**Edith Perham**  
**Christopher Perham.**  
**Lavenia Howel.**  
**Alice Howel.**  
**Eliza Howel.**  
**William Howel.**

**Robert Howel.**  
**George Ash.**  
**Harriet Mitchell**  
**Orestes Yetman.**  
**Charles Cannings.**  
**Elizabeth Cannings.**

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**CHURCH OF ENGLAND.**

**Esther Cannings.**  
**Martha Cannings.**  
**Charlotte Cannings.**  
**Mary Cannings.**  
**James Cannings.**

**Josiah Cannings.**  
**James Thurman.**  
**William Yetman.**  
**Henry Cannings.**

Total number of scholars, 22.

Red Bay, Labrador, June 24, 1871.

**JOHN BAYLY.**

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**Education.**


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**SCHOOL REPORT OF MRS. CATHERINE O'DELL, PIN-  
WARE, LABRADOR, OCT. 2ND, 1872.**


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**ROMAN CATHOLICS.**

	Reading.	Writing.	Cyphering.
1. Richard Beals.....	.....	.....	.....
2. Hugh Beals .....	do.	do.	do.
3. Annie Beals.....	do.	do.	do.
4. William Threshy . .....	do.	do.	do.
5. John Threshy.....	do.	do.	do.
6. James Marshall .....	do.	do.	do.
7. Mrs. Marshall .....	do.	do.	do.
8. Richard O'Dell.....	do.	do.	do.
9. Thomas O'Dell.....	do.	do.	do.
10. Edward O'Dell .....	do.	do.	do.
11. Mary Agnes O'Dell .....	do.	do.	do.
12. Henry O'Dell.....	do.	do.	do.
13. William O'Dell .....	do.	do.	do.
14. Joseph Beals.....	Reading.		
15. Ezekiel Beals .....	do.		
16. Grace Threshy. ....	do.		

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**Education.**


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**REPORT OF MRS. O'DELL.—(Continued.)**


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**ROMAN CATHOLICS.**

17.	Lucy Threshy.....	Reading.
18.	Elizabeth Threshy. ....	do.
19.	Annie M. O'Dell.. ..	do.
20.	Luke O'Dell.....	do.
21.	Elizabeth O'Dell.....	do.
22.	Mary O'Dell.....	do.
23.	Lucy O'Dell.....	do.
24.	James Brennan .....	do.
25.	John McDonald .....	do.
26.	Michael McDonald.....	do.
27.	Mary J. O'Dell.....	do.
28.	Hugh O'Dell.....	do.
29.	Sylvanus O'Dell. ....	do.
30.	Edward Threshy.....	do.
31.	Edward Demeresg.....	do.
32.	Philip Demeresg. ....	do.

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**Education.**


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**REPORT OF MRS. O'DELL.—(Concluded.)**


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**CHURCH OF ENGLAND.**
**Reading.**

1.	Samuel Lilly.....	do.
2.	Laura Lilly... ..	do.
3.	Annie Lilly.....	do.
4.	William Lilly.....	do.
5.	Allan Lilly .....	do.
6.	Elizabeth Lilly.....	do.
7 .	Henry Lilly.....	do.
8.	Agnes Demeresg.....	do.
9.	George Davis.....	do.
10.	Charles Davis ... ..	do.
11.	Jane Snow.....	do.
12.	Mary Pike .....	do.
13.	Frederick Power.....	do.
14.	John Buckle. ....	do.

Protestant .....14

Roman Catholic.....32

Total..... 46

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**CATHERINE O'DELL.**
**Pinware, Labrador, Oct. 2, 1871.**

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**Geological Survey.**

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**REPORT UPON THE GEOLOGICAL SURVEY OF NEW-  
FOUNDLAND, FOR THE YEAR 1871.**

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GEOLOGICAL SURVEY OFFICE,  
St. John's, Newfoundland, 1872.

MAY IT PLEASE YOUR EXCELLENCY,—

The investigations of the Geological Survey during the past year have been directed to the examination of the regions around the great Bay of Notre Dame, and more particularly to the Bay and River of Exploits, the latter of which was carefully surveyed; and I now have the honor to submit the following Report of progress, for the information of your Excellency and the Legislature.

Being provided with a vessel and crew for the coastal service, and with canoes for the ascent of the river, I proceeded, with Mr. J. P. Howley as my assistant, and a party of Indians, to Twillingate, in the early part of July.

After having made a partial examination of the coast near Twillingate and of New World Island, in order to ascertain the Geological structure and probable succession of the formation distributed over that region, I left Mr. Howley, with the vessel, to continue the examination of the coast, while I surveyed the River and Valley of Exploits.

In the present Report, Geological detail is not particularly entered into, as the subject requires being studied out with great care in all its bearings, previous to giving it publicity; and for that purpose, as I had the honor to inform your Excellency in my communication of the 4th January last, a map is now being constructed upon a scale of four miles to one inch, on which it may be rendered intelligible; and from which I hope, during the present year, to be enabled to produce a condensed general description of all that has been ascertained since the survey commenced.

A great addition was made during the season to the collection of illustrative rocks, minerals and fossils, which, when properly arranged in the Museum, will be found not only of the highest value

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## Geological Survey.

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for Geological reference, but also as a means of directly affording information to persons interested in the production of various economic materials, or to those desirous of enlightenment on Geological subjects.

### GEOGRAPHICAL DESCRIPTION OF THE BAY AND RIVER OF EXPLOITS.

The Bay of Exploits, properly so called, forms a deep bight on the South coast of the great Bay of Notre Dame, between North Head on the West, and Farewell Harbor at the entrance to Dildo Run on the East. It is deeply indented by numerous arms and inlets, creeks and coves, of which the greatest is the inlet leading to the entrance of the Exploits River. Within the area encompassed by the shores of the bay, there are innumerable islands of various sizes, of which New World Island is the largest, which, with the Islands of Twilight, Black Island, and Exploits Burnt Island, also of large size, strike across the entrance of the Bay of Exploits, forming a barrier or breakwater to the sea on the North, and facing the Bay of Notre Dame. Exploits Burnt Island is the most Westerly of those islands, and between it and North Head is the main channel of approach to the bay within, and to the Exploits River. There is also an approach from the Eastward of New World Island by the Dildo Run, but the navigable channel of that passage being exceedingly narrow, and its intricacies being very great from the numerous islands and rocks with which it is crowded, it is rarely frequented except by boats or craft of small size and light draft of water.

Exploits Burnt Island is situated in lat.  $49^{\circ} 30'$  N., and longitude  $55^{\circ} 4'$  W., and from it the general course of the main channel is a little to the Westward of South from the true meridian to the entrance of the Exploits River. In following up the channel several large islands are passed, the chief of which is Thwart Island on the Eastern side, but the water is deep all along, and there is no impediment to the navigation for vessels of any size until reaching Peter's Arm, where there is good anchorage. Opposite the Northern end of Thwart Island a narrow isthmus of only about half a mile across, separates the Bay of Exploits from New Bay, the extension of which to the North forms the great promontory terminating at New Bay Head and North Head.



## Geological Survey.

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The entrance to the Exploits River is at Wigwam Point, in lat.  $49^{\circ} 5'$  N., lon.  $55^{\circ} 10'$  W. nearly, at the South-western extreme of the long arm already indicated. Immediately opposite this entrance is Norris Arm, stretching for about six miles North-east, with an average width rarely exceeding half a mile, at the head of which another considerable stream falls in from the Eastward.

Taking its rise near the South-western angle of the island and within a moderate distance from St. George's Bay, this magnificent river with its numerous tributaries, drains an area of probably little under 3,000 square miles. The large lake mentioned by Cormack, and named by that intrepid traveller, "King George IVth's Lake," is said to be on its waters, and to be accessible by canoes by the river's course, although with many portages. As in our expedition, however, we were unable to proceed beyond the Red Indian Lake, in consequence of the dilapidated state of our canoes when we reached its upper extreme, the upper part of the River remains still unexplored, and little dependance can be put upon the description given by the Indians. The upper extreme of the Red Indian Lake is in lat.  $48^{\circ} 32' 30''$  N., long.  $57^{\circ} 9'$  W. The tabular arrangement of the courses, distances, and rise on the ascent of the river from Wigwam or Sandy Point to the head of the Lake given below, may be found convenient as reference in connection with the following description.\*

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\* NOTE -- The courses and all bearings are given from the true meridian.

## Geological Survey.

Table of Courses ascending the River and Lake.

No.	Courses.	Distances. Mls. Chs.	Rise in feet.	Total rise over H. W. M.	Remarks.
1	S. 57° W.	5 40	0	Tide- water.	From Wigwan Point to Jumpers Brook.
2	S. 66° W.	3 20	23	23	To top of Bishop's Fall—a portage.
3	S. 49° W.	4 40	10	33	To the mouth of Great Rattling Brook.
4	" "	5 20	40	73	To the pool below the Grand Falls.
5	N. 41° W.	1 76	145	218	To the bend of river above Grand Falls—a portage.
6	S. 54° W.	1 40	27	245	To the smooth water below Rushy Brook, including the chute above the Grand Fall, where there is a portage.
7	N. 82° W.	9 60	27	272	To the mouth of Ques-a-wet-quek Brook, current and smooth water. River wide, with many Islands.
8	S. 73° W.	2 40	72	344	To the outlet of Badger Brook at the great bend. Distance without including minor turns from the mouth, 37 miles 56 chains.
9	N. 79° W.	1 40			
10	N. 18° W.	2 00			
11	S. 49° W.	11 20	18	362	From Badger Brook to smooth water below Upper Falls.
12	S. 7° W.	0 48	36	398	Over the fall and the rapids above.
13	S. 54° W.	4 28	12	410	To the confluence of Noel Paul's Brook.
14	S. 66° W.	8 00	18	428	Makes a chord to a Northerly sweep of the river over strong rapids and a chute of 5 feet.
15	N. 62° W.	1 40			
16	S. 50° W.	1 50			
17	S. 85° W.	2 32			To Harpoon Brook. To the outlet of Red Indian Pond.

### Geological Survey.

*Table of Courses ascending the River and Lake.*

No.	Courses.	Distances Mls. Chs.	Rise in feet.	Total rise over H. W. M.	Remarks.
					Total distance, exclusive of minor turns, 67 miles 34 chains.
18	West.	10 40	.....	.....	From Lake outlet to Buchan's Island N. W. angle of Lake.
19	S. 41° W.	14 40	...	.....	From Buchan's Island to nar- rows S. W. Arm.
20	S. 60° W.	7 60	.....	.....	From narrows to head of Lake.

M. Ch.

Total distance from outlet to head..... 32 60

From Wigwam Point to the Head by the courses 100 14

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## Geological Survey.

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The ascent of the river by canoe or light-boat, although not difficult, is tedious, as there are many strong rapids to encounter, and several falls and chutes, over which portages have to be made. The first of these obstructions is at the Bishop's Fall of nineteen feet, above which, but particularly for six or seven miles above the junction of the Great Rattling Brook, the river is more or less rapid all the way to the Grand Falls. The Grand Falls consist of a succession of chutes, (one of about 30 feet,) and violent rapids, somewhat over a mile in length, and giving altogether from bottom to top, a rise of 145 feet. At a short distance above the Grand Falls, there is an abrupt chute of 15 feet, and above it the river continues to be rapid and turbulent, till reaching the smooth water of a lake-like expansion at the mouth of Rushy Brook. The ascent from Rushy Brook is but slightly impeded by rapid water, the current being moderate for upwards of nine miles; but at this part the river attains occasionally a great width, being sometimes upwards of a mile from bank to bank with many islands and gravel bars between, and is frequently so shallow as to render the passage of canoes extremely difficult. Above this expansion, or more correctly, from the mouth of the Ques-a-wet-quek Brook to the junction of the Badger Brook the river is continuously more or less rapid, and there is a chute at one place of about 4 feet, where a portage is made. Above the Badger Brook the current is for the most part always strong, and there are several interruptions from falls or rapids between it and the Red Indian Lake. Above the termination of the 11th course there is a sharp fall of 27 feet; while on the 15th course there is a chute of 5 feet; over both of which canoes and baggage must be carried.

The Lake itself, as shewn in the course given above, is thirty-two miles and sixty-chains long from the inlet to the outlet, but there is an additional four miles in the total length, by including the N. E. Arm, which turns abruptly round in a North-easterly direction from the outlet, making it altogether nearly thirty-seven miles from end to end. The width of the lake varies from half a mile to rather over three miles, being narrow at either extreme, and moderately wide about the middle; and contains an area of about sixty-four square miles. Buchan's Island, which is situated at the North-west angle of the Lake, is the only island it contains, excepting a few insignificant islets in the South-western Arm, and at the junction of the upper stream.

The principal tributaries to the Exploits River below the Lake are, the Great Rattling Brook, Chute Brook, Sandy Brook, Aspen Brook,

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## Geological Survey.

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Badger Brook, Eh-quet-cg-a-weh, or Noel Paul's Brook, and Harpoon Brook; while there are four large and important streams, which pour their tribute into the lake itself. In addition to those enumerated, the lake and river receives the waters of many small tributaries, too numerous to be separately described.

The Great Rattling Brook takes its rise in the central part of the Island, at an inconsiderable distance North or North-Easterly from the Jamieson Hill Range, and the head waters of the Pipestone Pond Branch of the Bay East River, (see Report of 1870), and flows generally in a North-easterly direction to its confluence with the main river. The Indians report the head waters of the opposite flowing streams as being in close proximity, and a canoe route by their course as being practicable. The upper reaches are represented as consisting of lakes or smooth water over long distances; but the lower parts for many miles as exceedingly turbulent, necessitating portages at many places, and as difficult and dangerous for canoe navigation generally.

The Chute Brook and Sandy Brook flow in a North-easterly course, draining a wide and generally level or undulating country, and join the main river on its right side; the former at the Grand Falls, the latter at the expansion of still water above Rushy Brook.

Aspen Brook takes its rise on the Eastern flank of the Hodge's Hill range of mountains, and from wide and extensive marshes; and flowing Southerly, falls on the left side into the still water of No. 7 course.

Badger Brook is a fine stream, easily navigable for canoes over many miles of its course. It joins the main river on the left side at the great bend where No. 10 course terminates. The ascent bears from the junction North-easterly for between two and three miles, at the end of which distance it divides into two branches of nearly equal size; the one bearing upwards nearly due North; the other still maintaining a North-easterly direction. The former of these branches is reported to take its rise from two parallel lakes called the "Twin Ponds," about twenty-four miles due North from the confluence with the main river, and to maintain an almost straight course, expanding frequently into a long but narrow lakes, for its entire length. The water of the "Twin Ponds" is also said to have an outlet at the Northern extreme, which, flowing Northerly, joins the waters of a North flowing river, which finally terminates at the head

## Geological Survey.

of Badger Bay. The North-eastern branch rises in the flat regions north of Hodge's Hill, and being turbid and sluggish for many miles of its course, is easily ascended by canoes.

Eh-quet-eg-a-weh, or Noel Paul's Brook, comes in on the right side at the end of the 13th course. It supplies a considerable body of water, draining a great tract of country upon the Northern side of the water-shed between the Bay East River and the Exploits. According to the Indians, the stream proceeds from a lake which, resting exactly on the water-shed, has outlets flowing in opposite directions, the South falling brook being discharged into Crooked Pond of the Bay East River.

Harpoon Brook falls in on the right side, about two miles and a half below the Red Indian Pond. Its sources interlock with some small streams which discharge their waters into Island Pond, the highest of the Bay East suite of lakes; and its course, sweeping along the base of the range known as the Harpoon Hills, meanders in a North-westerly direction to the junction.

At the head of the N. E. Arm of the lake a fine stream falls in, by the course of which there is an established canoe route, frequently used by the Indians to Hall's Bay. The upward course is North-east for many miles, the brook flowing through a very level country; but it finally turns to the Northward, bearing for the mountain range which separates the the waters of the Exploits from those of Hall's Bay. The head waters of the South Brook of the latter are said to approach the sources of this stream so nearly as to render the portage from the one to the other a matter of no great difficulty. At the time of our visit the brook was so reduced in volume as to be inaccessible at some parts for canoes, a circumstance, however, which, according to the Indians, only occurs in very dry seasons.

Another fine brook falls into the Red Indian Lake on the South Side, about four miles above the outlet of the river. The Indians describe it as proceeding from a large lake known to them as Victoria Lake, which bears nearly due South from the outlet, and is distant between twenty and thirty miles. A narrow water shed separates the tributaries above this lake from those that discharge into Island Pond at the head of the Bay East River.

On the North side of the lake, nearly opposite Victoria Brook, a stream empties itself by three separate channels, which unite about a

## Geological Survey.

mile back, and form a large rapid brook. It takes its rise on the Southern slope of the mountain range between the Exploits waters and the Grand Pond, and flows through a barren waste until within a few miles of the outlet.

The brook on the South side of the South West Arm, being a mere mountain torrent, is valueless for communication by canoe; but a large body of water is discharged through its channel, being apparently the main drain of a system dispersed through the mountainous tract of country Westward from Victoria Lake.

The main river valley from Red Indian Lake downwards, is nearly for the whole distance a level or gently undulating country, broken only by occasional abrupt hills or rocky eminences, and densely wooded for many miles back from either bank of the stream. The only mountain that attains great altitude, any where near the river is Hodge's Hill, the highest summit of which was found by triangulation to be 1,330 feet above the level of the sea. Where the mountain reaches this altitude, it rises almost precipitously from the level plain of the North East branch of the Badger Brook, bearing from the outlet at the end of course No. 10, N. 48 E. nine miles. From this point a range, high and bare, runs South-Easterly, decreasing gradually in elevation as it approaches the river below the confluence of Aspen Brook. The peak of Hodge's Hill is the most Northerly of the three "Tolts" mentioned in my Report of last year.

On the Northern side of the Red Indian Lake, below Buchan's Island, the land rises gradually from the shore, into an alternation of rolling barrens and marshes, each range of hills attaining successively a higher elevation, advancing towards the mountain ranges of the Grand Pond. Those latter, striking in a South-westerly direction, approach the shores of Red Indian Lake above Buchan's Island, and run within a moderate distance from the margin towards the head of the Lake; thence up the valley of the upper Exploits waters, pointing towards the "Long Range," South of St. George's Bay. The highest and most prominent of this range near the lake, are "Halfway" and "Notched" mountains; the altitude of the former being 1,400 feet, and the latter 1,555 feet above the sea. An isolated range of rugged mountains rises over the comparatively low country between the Victoria and South-West Arm waters, the highest elevation of which was found to be about 1,220 feet.

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## Geological Survey.

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The forests of the Exploits Valley consist of pine, spruce, balsam-fir, tamarack, white birch and poplar. On the lower reaches of the river and tributaries, below the Grand Falls, pine is, or has been abundant, some of it apparently of good quality for conversion into ordinary lumber; but there are extensive areas, especially near the Great Rattling Brook (3rd course), where the timber has been completely swept away by fire. Moreover, on the more accessible parts of the region, many of the most valuable trees have disappeared, having been culled out long since to supply logs to a saw mill, which formerly was in operation near the outlet of Peter's Brook into Peter's Arm. The enterprising firm of Winsor and Vallence, however, who have now established a Steam Saw Mill on the coast between Peter's Arm and Wigwam Point, still procure a large supply of material from these reaches, many piles of which were observed on the banks of the river, awaiting a freshet to be driven down to the sea.

Between the Grand Falls and Badger Brook, at many parts on both sides of the main river, pine was observed to flourish luxuriantly, much of which appeared to be of excellent quality, being often of fair diameter, straight and tall. These reaches also display a fine growth of other varieties of timber; and at some parts, especially about the forks of the Sandy Brook, white birch often attains a very large size; this being one of the few localities where the Indians procure bark capable of being used for the construction of canoes.

Above the junction of Badger Brook the surface of the country is exceedingly level over a very wide area on both sides of the river up to the Upper Falls; and is densely covered by the forest of the usual varieties; but the trees at this part are for the greater part small, being the immature successors of the ancient forest entirely destroyed many years ago by fire.

The character of the country between the Upper Falls and the Red Indian Lake, differs in some degree from that below; the surface is more irregular and rocky; and low rounded hills rise at a short distance from the river on either side, but the whole region is still densely wooded, and good pine and other timber is not infrequent, being remnants of the old forest which had escaped the great conflagration.

On the flats near the Northern margin of the Red Indian Lake, particularly at the outlets of the larger brooks, pine and spruce trees of large size, straight and tall, were frequently observed; but back from



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### Geological Survey.

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the lake the timber is of stunted growth and of little value, scattered in detached woods over the surface of the great marshes and barrens. The Southern side of the lake is densely wooded to the water's edge; and the country inland appears to be all forest for many miles back; broken only by occasional marshes or swamps, which occupy the lower grounds between the ridges. The Indians who have visited the Victoria Lake state that good pine and spruce are abundant on the lower reaches of the brook.

It has already been stated that the land throughout this valley is generally level or gently undulating; and it will be perceived that the quality of the spontaneous production may fairly be taken as indicative of a fertile soil. The width of this fertile belt of land varies at different parts of the river, but taking it to average about two miles on either side, (and it probably is much more,) there would be an area of reclaimable country of about 280 square miles, or 179,200 acres, exclusive of the country around the lake, much of which is also available. At the mouth of the river the reclaimable land extends to the Northward for about five miles, terminating with the Northern Arm; and there are large tracts around Norris Arm, and on the valley of the Little Rattling Brook, which are capable of cultivation. The fertility of the soil at this part of the region is amply testified wherever cultivation has been attempted, producing roots, potatoes, grass and other crops of the finest description; while as a grazing or stock-raising country, it can hardly be surpassed. The surface soil is generally of sand or a sandy loam, which at the upper part of the valley is underlaid by a drift of clay and gravel; while at the lower parts the subsoil is a tenaceous, bluish or drab-colored clay, which occasionally is slightly calcareous.

No observant person visiting the Valley of the Exploits could fail to be impressed with the manifold advantages it presents for the prosecution of industrial pursuits, such as lumbering and agriculture. With a splendid river, abundant timber, and a fertile soil, the region that is now a wilderness might, by energy and enterprise, be soon converted into a thriving settlement, maintaining a large population. The first step likely to lead to this desirable end, is evidently to open out a road parallel to the general course of the river, into the interior. The difficulties attendant upon such a work are apparently not great for many miles; especially on the South side of the main stream, where the only obstructions of any consequence are the crossings of the tributary brooks, where, however, material is always near at hand for the construction of bridges. If the Indian state-

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## Geological Survey.

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ments are to be relied upon, such a line of road might be extended up the upper valley of the Exploits, without incurring any serious engineering difficulties, until reaching the head waters of the river, among the Long Range of Laurentian mountains, where the watershed would be crossed, and a descent made by one of the valleys to St. George's Bay. Such a medium of communication, together with the route suggested in last year's Report, from Bay D'Espair, would bring into connection all the most important districts of the Island, whether for mining, lumbering, or agriculture.

Should it be deemed advisable to open up the country at some future time, I would respectfully refer your Excellency in Council to the views expressed regarding settlement upon wild lands, in my answer to query No. 4, on page 39 of the report of the Select Committee of the House of Assembly upon the Geological Survey. To the principles there laid down I still adhere, and refer to them on the present occasion to urge the necessity of adopting some systematic plan for the disposal of such lands, either by license or grant, to future applicants. If the experience of other countries may be admitted to act as a guide to the means of progression in this, it will be found that the pioneers of the forest will in most cases be the lumber men, whose operations will lead eventually to permanent occupation and settlement upon the lands. But, as stated in the Report above alluded to, the area required for a *timber limit* is very different from that required for an agricultural lot, of which the recipient would obtain the *fee simple*. If it is desirable that the manufacture of lumber should be encouraged at all, the limits must be extensive for each license, and boundaries accurately defined, in which case it will be to the interest of the parties holding such license to economise and protect the timber; whereas, if confined to lots of small dimensions, which by no possibility could yield a remunerative supply for even the smallest description of saw mill, they must either abandon the work when the stock is exhausted, or cut down and remove indiscriminately all that comes within their reach, without regard to proprietorship, whether public or private. Again, it has been shown that extensive groves of pine occur on each side of the river above the Grand Falls. Now, were lumbering on a large scale encouraged, there can scarcely be a doubt but that a prosperous trade would spring up there, giving employment to hundreds of men, many of whom would ultimately take up agricultural lots, and settle upon the land. It has indeed been urged that the Grand Falls present an obstacle to getting lumber down to the sea, but this is by no means insuperable, and with ample means and proper appliances, would be

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## Geological Survey.

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easily overcome by the construction of slides or tramways, such as may be seen at all such obstruction on every tributary of the Ottawa and elsewhere.

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### GANDER BAY AND RIVER.

While Mr. Howley was engaged in examining the coast of Gander Bay, he took the opportunity of ascending the Gander River, and making a partial survey of its course for about fifteen miles above the tide water. The ascent is represented as bearing nearly due South for the lower two miles, above which it bends to South South East and becomes rapid for a mile, and then to open into a wide expansion containing numerous islands. In this last course the current is strong all the way, and there are three rapids of considerable velocity, which altogether give a rise of about 15 feet. The course then bears up about S. by W. passing through a group of islands for two miles, above which on the same bearing the river becomes open and wide for between seven and eight miles; contracting at an abrupt turn to the Westward, a little above which the measurement terminated. This bend is in Lat.  $49^{\circ} 5' N.$ , and Longitude  $54^{\circ} 33' W.$  The upper waters of the stream, which were struck during the Survey of 1871, are in Lat.  $48^{\circ} 18' N.$  and Long  $55^{\circ} 52' W.$ , from which it will be obvious that the general course of the river to the end of Mr. Howley's Survey is nearly North East, and the distance between the two points in a straight line between seventy and eighty miles. One of the largest lakes in the island is known to belong to these waters, the entrance to which by the course of the river is said to be about thirty miles above the outlet into Gander Bay.

The country on both sides of the Gander River and its estuary, is represented to be level and richly clad with timber over a very great area. Forests of pine are said to be of vast extent, containing trees of remarkable size and valuable quality. The coast settlers who frequently ascend the river to the Gander Lake, state that the same character equally applies to the whole region, at least as far as the lake, and probably further; and there being no impediments of any consequence to the navigation all that distance, an incalculable supply of lumber might easily be driven down to the sea.

There can be little doubt about the capabilities of a very great

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## Geological Survey.

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area of the Gander River country for settlement; the timber bears ample evidence to the fertility of the soil, while the level character of the surface offers every facility for constructing roads in nearly all directions. Mr. Howley represents the intervening bays and arms between Gander Bay and Exploits Arm, to present in many respects the same evidences of fertile soil, as those seen upon the Gander River, and is of opinion that there is no important physical difficulty to be encountered in establishing direct communication by road between the two extremes.

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### DISTRIBUTION OF THE FORMATIONS.

In former Reports I have shewn the existence of two deep parallel depressions running diagonally across the Island, the one by the main valley of the Humber and Deer Pond; the other by the Grand Pond waters and the Indian Brook to Hall's Bay. The courses given of the valley of the Exploits and Red Indian Pond, will be seen to form a third geographical feature corresponding with the other two, while the general course of the Gander River constitutes a fourth. In the central parts of the two former depressions, a trough of the carboniferous formation was found to be spread over a wide area of country, supported upon a base of Laurentian Gneiss, the Eastern boundary of which runs along the Eastern shores of the Grand Pond. It was in a great measure to determine with some degree of accuracy, the true Eastern boundary of this important formation that the survey of the Exploits was resolved upon, as there were reasons to suspect the probability of another outlying patch or detached trough being brought in, occupying the lower grounds of that Valley. Another important matter in view was to ascertain the run of the metalliferous rocks of the Jamieson Hills, which, as suggested in the report of last year, (1871), might reasonably be expected to exhibit themselves at some part of the Exploits Valley.

The evidence obtained in the course of the survey has not verified either of those anticipations; but has shewn that the Geological formations which occupy the valley and lower features of the main River below the Red Indian Pond, are of older date than the Coal measures, and more recent than the Quebec Group, as shall presently be explained.

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The rocks most extensively exhibited on the Coasts and Island of Notre Dame Bay, bear in lithological character a general resemblance to those of the Quebec Group, consisting of magnesian strata in a large degree associated with Quartzites, diorites, conglomerate, and slates. There may, however, be present other members of the Lower Silurian or older systems, connected with these, which, in the absence of organic remains, are exceedingly difficult to identify.

Resting unconformably upon these strata, more recent formations are spread over a large area in the Bay of Exploits, and for many miles up the Exploits Valley; and are found also in detached outlying patches at the Western parts of Notre Dame Bay. These in many parts abound in fossils often in a good state of preservation, most of which are typical of the Lower part of the Upper part of the Middle Silurian System.\*

Of still more recent date, there is a great display of igneous or eruptive rock of various mineral qualities, which has greatly disturbed and altered the sedimentary formation, for the whole length of Exploits River and Red Indian Pond, and at many parts of Exploits Bay.

For convenience, in the meantime, in describing the Geology of this section of country, I shall describe the rocks under the denomination of the *Lower* and *Upper* formations.

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### LOWER FORMATION.

Many of the characteristics usually found to prevail in the Quebec group of rocks, are displayed in the coast cliffs of the Twillingate Islands, where the strata are in great part of magnesian quality, associated with quartzite and diorite; but the disturbances which have affected the formation here, and indeed over the whole region, are so very great, that it is almost impossible to ascertain at any part the superposition, sequence, or vertical thickness of the mass with any

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\* NOTE.—There are many more fossils still to be examined from various parts of the region, which may prove the existence of an older horizon than those mentioned here, particulars regarding which will be given hereafter in the condensed general report. The structure is too complicated at some parts to be described with any degree of certainty, until all the particulars have been mapped and studied out.

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degree of accuracy. Taking the section exposed in Wild Cove of the Northern Twillingate Island as an example, the apparently lowest stratum is an impure serpentine, of a dark green color on fracture, weathering a rusty brown or sometimes yellowish, occasionally streaked or patched with epidote, from twenty to thirty feet thick. This is succeeded by a massive irregular bed of conglomerate, the matrix of which is a pale yellow or whitish, very crystalline dolomite, containing rounded pebbles of opaque white quartz, which vary from the size of a pea to that of a hen's egg, and some flattened pebbles of dark green slate. The exposed surfaces of this last stratum weather always a bright ochrous yellow. The conglomerate is then overlaid by a mass of soft shaly rock, very unctuous to the touch, of a pistachio green colour, and otherwise resembling an impure serpentine. It weathers blackish green, and is sometimes mottled by dark rusty reddish spots, and is sometimes found to contain concentric concretions, somewhat in the form of a flattened sphere. These strata are intersected by numerous small veins of white quartz and bitter spar; and the ores of copper and iron, especially the latter, in the form of pyrites, are of frequent occurrence. The corrugations by which these rocks have been affected are so sharp, and the repetitions so frequent, that they may be seen rising up and passing down in a succession of folds for a long distance along the shore, and thereby must occupy a considerable area of surface, although the total thickness is by no means great. In the Eastern bight of the same cove some hard compact beds of a greenish grey quartzite, from one foot to eighteen inches thick, were observed to alternate with rocks of dioritic character in thick strata of a blackish green color in the mass, abundantly marked and mottled with epidote. The surfaces of the quartzites occasionally weather a pale pink or rose color, while the diorites weather black or very dark brown. A surface on one of these beds gave a dip S. 12 W.  $\angle 60^{\circ}$ . Following the coast of Wild Cove to the Eastward, the whole of the above strata seem to be again brought to the surface by a transverse, or North and South fault; and towards the point a dolomitic conglomerate was observed to pass between two masses of impure serpentine, which was underlaid by quartzites divided by partings of green nacreous slate. A complete overturn is conspicuously displayed at the Eastern point, near which a trap dyke about four feet thick was seen to intersect, running nearly due North and South. Passing round the headlands of the greater Twillingate Island, Baccalooa, and the New Point of New World Island, the cliffs present a scene of confusion and disturbance that defies description. The rocks are shattered, twisted and contorted into every conceivable form, while great faults occur, repeatedly bringing remote

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members of the ferruation into close juxtaposition. For the most part, the strata of those cliffs are of harder quality than those seen on the Northern Twillingate Island, and so far as could be ascertained they seemed chiefly to be composed of quartzites, diorites, and slate. These characteristics continue in a greater or less degree until entering Goldson's Arm, New World Island, where the unconformable conglomerates and sandstones of the Upper series are brought in. The North Western shore of Goldson's Arm constitutes the South Eastern boundary of the older formation, the cliffs of which are of diorite, magnesian slates, and a pale yellowish dolomite at the base, which is interstratified with bands of blood red jasper, from five to seven inches thick. These strata are nearly vertical, the inclination generally towards the North West. The resemblance in many respects here observed, particularly in the presence of red jasper, suggests the probability of this mass of strata being the equivalent of the lower measures exposed on the Northern side of Notre Dame Bay, between Tilt Cove and Snook's Arm.

The South Eastern boundary of the formation is well marked in a low depression of the land, running from the head of Goldson's Arm, in a remarkable straight course South West, to the head of Indian Cove on the main Tickle. Thence it strikes in the same direction across Friday's Bay, Southward of Trump Island; crosses the North West peninsula of New World Island to Luke's Arm, and runs in the direction of the Sugar Loaf, South from Sampson's Island. Here the course runs below the sea, and is probably interrupted by a mass of syenite, which was found to form Swan and Long Island, and bearing thence about S. by W., touches the Western shore of Birchy Island, and up the Burnt Arm. On the Western side of the syenite, the formation is again recognized at South Head; it occupies the whole of Thwart Island, and thence runs along the main shore of the Northern Arm of Exploits. From such evidences as have been ascertained, it seems probable that the terminal outcrop turns to the Northward and North West at no great distance from the Northern Arm, and bears generally for the Southern shores of Hall's Bay, where it comes against gneiss; but further investigation is still requisite to determine many points in this connection.

Proceeding to the Westward, Mr. Howley had not an opportunity of closely examining the coast sections until reaching Triton Island, although he has little doubt, from the aspect and condition of the exposures observed from the vessel, that the rocks are all or

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chiefly of one horizon. The strata of Triton Island, near Triton Harbor, consist of dark greenish slates, with beds of quartzite, mottled with epidote, some of which are two feet thick, and bands of red jasper, from six inches to a foot thick. Veins of white quartz and bitter spar are frequent. The attitude of the strata is almost always nearly vertical, but it appears, as at Twillingate, to be frequently repeated, by a series of sharp corrugations. On the North side of Pilley's Island the rock is principally a soft, crumbling, greenish slate, with occasional beds of a pale yellowish dolomite. These are thickly reticulated by small veins of white quartz and bitter spar, and the cliffs are much stained by green carbonate of copper. At Sunday Cove Island the slates and dolomites are again exposed, with a mass of diorite apparently at the base, which indicates the presence of copper with iron pyrites to a large extent. At one place a metalliferous belt of from ten to twelve feet thick was observed in the slates, with occasional interstratified layers of solid iron pyrites, from half an inch to three inches in thickness, in which yellow copper is disseminated in patches and specks. A little distance from the metalliferous belt, a quartz vein about two feet thick intersects the strata, running E. by S., in which copper ore is thickly disseminated. It was observed that the ore was chiefly diffused through a thickness of about six inches on the South side of this vein, as far as it could be traced, which, however, was not far, as it runs from the shore into a dingle or notch in the cliff, and is concealed below debris.

Portions of the formation are exhibited on the Northern Head of Hall's Bay, on Little Bay Island, Little Bay Head, and all the points of the three Arms of Green Bay. On these Northern Points there would appear to be a preponderance of strata of a slaty character over the other usual material, some of which was remarkable for a concretionary structure. Iron pyrites abounds in these slates, and the cliffs are in many places streaked with carbonate of copper; while the ores of that metal are represented as having been observed in considerable profusion at various parts of the three Arms, and at the Northern Head of Hall's Bay.

During the season's explorations, the only exposure that was recognised as part of this formation, Southward from the boundary already indicated, was on the Gander River, about twelve miles up its course, where a small section of serpentine composes the bank from five to six feet high, extending for about a hundred and fifty yards along the Western shore. The area occupied by members of the for-



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mation at this part has not been ascertained; but the gently undulating nature of the surface of the country around is strikingly dissimilar to the features usually presented by the series, and it was supposed that the section in question might be of very limited extent, and was brought to the surface on the axis of an undulation, protruding through the lower measures of the unconformable and superior formation.

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### UPPER FORMATIONS, TRAP DYKES AND OVERFLOWS.

These formations appear to be distributed in the form of a rudely elliptical trough, with many irregular and deep indentations on either side, extending from the vicinity of Ragged Harbor on Sir Charles Hamilton's Sound on the North-East, to the Victoria Brook on Red Indian Pond to the South-West. The Northern outcrop runs in an irregular line through the Indian Islands South of Fogo, towards the Change Island Channel, makes an abrupt turn to the Northward by the Change Islands, and is recognised again at Herring Head on New World Island, striking South-Westerly towards Goldson's Arm. Thence the contact with the inferior rocks is tolerably well marked to the Northern Arm of Exploits. Nearly the whole Valley of Exploits appears to be spread over by one part or another of these formations, but the breadth of area on the Northern side of the river is more limited than that on the South, as the final outcrop on the former side appears to run in a moderately straight line from the Northern Arm to the confluence of the Badger Brook, and thence on to the North-Eastern Arm of the Red Indian Pond. The Southern boundary has not yet been traced out, but the level character of the country on the South side of the Exploits River, seems to favor the probability of the formation being extended over a great area in that direction. The most Southern outcrop seen on the Gander River is between seven and eight miles up within a short distance of the exposure of serpentine; whence the general strike would carry it roughly parallel with the main shore towards the coast opposite the Penguin Islands, where it rests upon Laurentian Gneiss. The evidences so far tend to shew that while the formations butt up against the Quebec Group on the Northern and Southern sides of the trough, they overlap the junction of the latter at the Eastern and Western extremes.

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The central part of this elongated trough has been greatly disturbed for the whole length of its course, from the head of Red Indian Pond to the Dildo Run, where vast dykes were seen to cut through the strata at very many parts, while great areas are spread over by overflows of trap, or breccious intercalations. These eruptive masses appear to run diagonally across the trough from Dildo Run to the North East, bearing for the Northern end of Change Islands, and the North Western Head of Fogo; thence on to the small islands beyond in the same direction, where they probably come in contact with a portion of the lower formation at no great distance from its junction with the Laurentian gneiss and granite, of which the greater part of the Island of Fogo is formed. By a glance at the map it will be immediately perceived that the course of this igneous action runs in a remarkable straight line North East and South West, and has doubtless given origin to the peculiar geographical features the region presents, and to the depression of the Exploits Valley. Moreover, the exact parallelism which obtains in this case with the other main Topographical features to the North and to the South, may be presumed to indicate, that similar agencies were in active operation at the same or a subsequent period, along the lines of all these great valleys. In the valleys of the Grand and Deer Ponds the evidences appear to shew that such movements were in operation at all events at as late a date as the Carboniferous period.

The base of the upper and unconformable formation consists of conglomerates and sandstones with slaty divisions, which at Goldson's Sound seem to come against the older and altered rocks in a slightly oblique direction, as if brought into their present position by a fault; the lower beds dipping about S.  $55^{\circ}$  E.  $\angle 24^{\circ}$ . The lower conglomerates are of a reddish general color, the matrix being constituted of fine reddish sand, sometimes slightly calcareous, which encloses well rounded pebbles of quartz, red jasper, green jaspery slate, and fragments of magnesian rock. The pebbles are not usually large, the largest being about the size of a hen's egg. The strata in ascending succession are still of conglomerate character, but the color gradually passes into grey, and there are numerous pebbles of gneiss and syenite mingled with the other qualities. They are frequently characterised by the presence of hard blue or blackish cherty concretions, which weather a bright yellow, are sometimes concentric in structure, and of an elliptical shape. The islands of Goldson's Sound expose an alternation of conglomerates and red sandstones, with dark grey slates, which are themselves occasionally

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finely conglomerate, and were found to contain numerous stems of Encrinites. The dip of the slate is S. by W.  $\sphericalangle 80^{\circ}$ . In front of the Encrinal beds, on the long projecting point between the Arms of the Sound, and on the islets at the head of the Northern Arm, some strong beds of coarse conglomerate are exhibited, which are overlaid by black or dark grey slates with thin beds of grey sandstone from one to six inches thick. The conglomerate is often very calcareous, and frequently contains irregular intercalations of limestone. The dip of these rocks is S.  $20^{\circ}$ , E.  $\sphericalangle 60^{\circ}$ . Both the conglomerates and the associated beds above the encrinal slates were found to be very fossiliferous, and in their strike up the Southern shore of the Eastern Arm, pass beneath another mass of coarse conglomerate which forms the escarpment to the hills which strike in the direction of the point between Pike's and Little Cob's Arm. The total thickness of this part of the formation, from the junction with the older group to the last mentioned conglomerate, was estimated to be about 2,000 feet.

The fossils recognised in the strata alluded to appear to be types of the Middle or Upper Silurian series, or about the horizon of the Llandovery Group of the British Survey. Some of those previously collected were referred to Mr. Billings of the Canadian Survey, who identified the following genera and species. *Favosites Gothlandica*, *Heliolites?* *Zaphrentis bellisriata*; an Encrinite referred to the genus *Glyptocrinus*, a coral referred to the genus *Heliophyllum*, *Orthis ruida*, *Laptaena sericea?* or perhaps "*Transversalis*" vertral valve of an orthis like *O. Davidsoni* *Strophomena rhomboidalis*, *Atrypa reticularis*, *Stricklandinia lens*, *Modiolopsis?* *Ambionychia?* a trilobite, genus *Encrinurus*; and some others not determinable.

The conglomerates of the escarpment above mentioned are succeeded by a set of slates which are occasionally slightly micaceous, with beds of quartzite from two inches to a foot thick, the strata of which run out upon the coast on the South East side of Goldson's Sound, usually called Burnt Arm, at the head of which Arm the slates pass beneath a mass of limestone with black slate and trap breccia. At this part trap intrusions are met with, and the strata are violently disturbed and altered, in some parts in such a degree as to assume somewhat the aspect of the inferior formation, but the occasional presence of fossils, amongst which was one resembling *Zaphrentis*, and some *Encrinites* was supposed to indicate an horizon of latter date than the Quebec Group.

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Following up the section across New World Island to Cobb's Arm, the strata appear to be folded over by sharp undulations, the axes of which run North East and South West; and at Great Cobb's Arm the limestone with black slate and trap breccia is largely exhibited; the fossiliferous slates coming in at the upper part of the Arm, and apparently passing below. Beneath the limestone at Cobb's Arm, a set of jet black shales were found to contain *Graptolites*; and the limestone is succeeded above by a set of grey calcareous slates, the lower beds of which are very fossiliferous, with occasional beds of pale grey sandstone. These extend across to the Southern shores of the island at Dildo Run, where they come against the trap in a vertical attitude. Among the fossils found in these slates, which were generally rather obscure, was one very much resembling *Discina Pelopia*. Page 57 Palæozoic Fossils, Geological Survey of Canada, and some well marked fucoids.

In the Eastern prolongation of the trough, beyond the belt of trap, limestone with slate make at some parts a great display. The greater part of the Indian Islands is of slate, much of which is black, with smooth silky surfaces, and a cleavage parallel with the bedding, and occasional beds of grey arenaceous rock interstratified. The general strike is East and West, the strata inclining to the South at a very high angle or vertical. The Southern Shore of the Eastern Indian Island is skirted by a grey, shrivelled, calcareous slate, which is intercalated by irregular or lenticular masses of limestone, which in their Western strike are more fully developed upon Yellow Fox Island. Here the calcareous masses range from ten to thirty feet thick, and contain abundance of fossils, chiefly corals and encrinites. The structure of the limestone intercalations is slaty, and it was found that the base of the lowest band was thickly sprinkled throughout with coarse globular shaped grains of sand of a brick red color. On the South side of Yellow Fox Island, the slates alternate with thin beds of slaty limestone, from four to five inches thick, which are filled with broken stems and fragments of encrinites, together with a few remains of corals resembling *Zaphrentis* and others more obscure. A spiral univalve also was found at one place, at the Eastern end of the same Island, resembling *Murchisonia*.

The rocks exhibited on the Indian Islands rise again on the South side of the synclinal, and appear to have a considerably wide spread over the region between Ragged Harbor and Gander Bay. They

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were also observed upon the Gander River, and probably occupy a great area between that River and Exploits Arm.

Between the Northern Arm Exploits, and the mouth of the river, the coast displays sections of considerable volume consisting of sandstones, conglomerates and slates, representing the measures seen at Goldson's Arm. The exposures between the Northern and Peter's Arms are in a disturbed condition, being cut up by several greenstone dykes. Here the same strata are several times repeated by a succession of undulations, dipping in opposite directions, North or South; but between Peter's Arm and Wigwam Point, the dip is moderately regular and always to the Southward, varying in the rate of inclination from  $40^{\circ}$  to  $80^{\circ}$ . There appeared, however, to be evidence of a repetition of strata at one place by means of a transverse fault, with an upthrow on the South side, allowing for which the thickness of the accumulation is nothing less than 2300 feet. The lower measures of this section are less of conglomerate character than the equivalents at Goldson's Sound; many of the beds are very calcareous. The colour is in great part of various shades of red, passing into brown or greyish. Many surfaces are very distinctly ripple marked; and the thicker and more shaly beds always exhibit the elementary layers of deposition, usually called *false-bedding*. The only fossils that were recognised in these arenaceous rocks, were fucoids; but at the top of the section, near Wigwam Point, and at Norris Arm, a mass of conglomerate with calcareous intercalations contains organic remains in profusion, of types exactly corresponding with those already enumerated from Goldson's Sound.

The conglomerates with fossils and calcareous intercalations come out on the left bank of the river at Martin Eddy Point, about three miles above Wigwam Point, where it dips N.  $65^{\circ}$  W.  $\angle 65^{\circ}$ — while on the opposite bank the dip is South Westerly; but at the turn of the stream opposite Jumper's Brook, an intrusive mass of trap reveals the cause of the disturbance, by which or similar agencies the strata have been affected more or less for the whole length of the rivers course. Running nearly with the river's bed this trap cuts through the arenaceous deposits, and gives rise to a set of sharp folds or wrinkles on either side of the intrusion, which are beautifully displayed at the Bishop's Falls, where the axes of the corrugations run N.  $65^{\circ}$  W., S.  $65^{\circ}$  E. The prevailing color of the sedimentary rocks is reddish, but there are portions that are grey, and others greenish, and some parts micaceous. The lower beds at Bishop's Fall are slaty in structure, with thin interstratified layers of sand-

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stone, the whole overlaid by strong massive beds of sandstone, with partings of green and greyish arenaceous slate. The surfaces of both the thick and the thin beds are nearly always ripple marked; but although some obscure forms, which may have had an organic origin, were frequently perceptible, no fossils were discovered sufficiently well defined to be identified.

At the lower part of the Grand Falls a great dyke of greenstone, from forty to fifty feet wide intersects a set of slates and quartzites, running a little obliquely across the river, S. 49° W., N. 49° E. The rocks on each side of the dyke are much altered near the contact; are hard, compact, and brittle, and break with a choncoidal fracture. At a little distance from the intrusion there are some reddish strata of a slaty structure, and a few beds of conglomerate, but the mass consists chiefly of black ferruginous slate, containing small lenticular fragments of limestone, of a dark blue color and very fine texture, which weather a bright yellow, and thin bands of from half an inch to one inch thick of black chert.

At the top of the Grand Falls, the red sandstones are again displayed, dipping S. 76° E.  $\angle$  50°, with great regularity; but above at the chute great disturbance is once more manifested, and another trap dyke about twenty feet thick runs across the river, N. 18° E. S. 18° W.

The rock exposures above the chute consist in a great measure of trap breccia, containing angular fragments of slate, some limestone, and not unfrequently pure white calcspar; the latter sometimes in small thin seams or veins; and also in masses filling up cavities. There are also exposures of a bright sea-green slate, a little below Rushy Brook, above which the rocks are concealed upon the river for several miles. At the chute below the confluence of the Badger Brook, the banks exhibit strata of a like description to the above, associated with sandstones and conglomerates, dipping Northerly, above which more slates with thin layers of compact sandstone, from one to two inches thick are brought in, and accumulate upon a dip  $\angle$  50° for about three hundred yards. The surfaces of these slates weather black or dark brown, and are fretted by numerous usually small circular holes; some, however, upwards of six inches in diameter.

Above the Badger Brook, a set of very ferruginous slates with intercalations of limestone, and bands of black chert, occupy the banks,

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nearly all the way to the Upper Falls, where they are exhibited in great disturbance, and brought into contact with compact strong beds of quartzite, by dislocations. In the slates *Graptolites* were found in certain zones in great profusion. Masses of limestone are intercalated both with the graptolite slates, and the more solid rocks below, in the first case in lenticular forms of various thicknesses from three inches to three feet; in the second, in the form of elongated flattened spheres, or in nodules; while some beds are speckled by small white spots of carbonate of lime. Some surfaces were found to be covered by fucoidal remains. Obscure forms, suspected to be corals, were observed with the calcareous masses, and occasional beds were ripple-marked. The graptolite slates and associated strata, striking up the river, were recognised at several parts between the Upper Falls and Red Indian Pond, and finally, near the entrance to the Victoria Brook, where some strong bands of limestone constitute a part of the section, displayed in a series of acute corrugations; but at the lower part of the lake, the rocks are of intrusive greenstone or trap breccia. A dyke of uncertain thickness runs into the lake at the upper end of the North East Arm, bearing for and appearing at the Western end above Buchan's Island, where it assumes a basaltic character, the columns mostly pentagonal in shape, and inclined to a nearly horizontal position. Thence it runs near the margin of the lake in the direction of the Upper Valley, and at the foot of the Laurentian Hills immediately inland. Coarsely preccious rocks, which are often very calcareous, occupy the shores on each side of the dyke at the lower end of the lake, in which irregularly shaped masses of white, and sometimes pinkish colored carbonate of lime were often found to occupy cells and cavities, while large angular fragments of quartzite and slate are bound together by a trappean paste. It was occasionally observed that a structure resembling a coral (*Favosites*?) occurred in the calcareous portions of the breccia.

Some isolated patches of the Upper formation were observed on Long Island, Little Bay Island, and at Hall's Bay Head, in Notre Dame Bay. On Long Island the strata consist of black slate, which sometimes holds spherical concretions, overlaid by a thick bed of limestone holding encrinites, which is succeeded above by sandstones and conglomerates. These were found to occupy the narrow isthmus between Cutwell's Harbor and Lush's Bight, in the form of a trough with the longer axis bearing nearly East and West, flanked upon each side by great masses of porphyry which

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constitute the rest of the island. Some small trap dykes run nearly in the strike of the strata, intersecting them obliquely.

The central part of Little Bay Island appears to be composed of porphyritic traps, with a great amount of feldspathic rock, probably a volcanic ash, in which obscure lines of stratification were sometimes visible. On the East and on the West side of the Island, strata of conglomerate and sandstone come abruptly against these rocks, the latter apparently having protruded through, and on the East side overturned the sediments which dip towards them. The conglomerate is usually very coarse, and sometimes brecciated fragments of an angular rock, consisting chiefly of porphyry, often upwards of two feet by one being frequent, while at other parts of the same beds the pebbles are small and distinctly rounded. The sandstones which succeed the conglomerate beds are of fine grain, very compact, of a bluish grey color, and are frequently characterised by small seams and nodules of white, and occasionally pinkish calcspar. A small islet of the North-West angle of the Island exposes several layers of limestone, some of which are pure white, resting upon beds of compact sandstone or quartzite, and is overlaid by ten or fifteen feet of conglomerate with arenaceous slaty divisions. Fossils are abundant in the limestone, although usually obscure, among which are several turbinated shells, one resembling a *Plenrotamaria?* an *Orthocera*, and encrinite stems.

At Hall's Bay Head, rocks of the upper series come in contact with the Lower formation, where the junction is marked by a dingle or depression running across the point, bearing North West and South East. Between the dingle and the headlands is all occupied by members of the Upper Group. The strata are conglomerates, slates and sandstones, the upper beds of which are coarsely conglomerate, and appear to correspond with the conglomerates of Little Bay Island\*

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\* N. B.—More particulars regarding these rocks, and of the traps, &c., of the region generally, will be given hereafter, accompanied with a map of illustrations.



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### ECONOMIC MATERIALS.

The frequent occurrence of the ores of copper in the rocks of the older series, and especially near those of magnesian quality, favours the probability that some localities will be met with in the region of Notre Dame Bay where mining operations may be advantageously pursued; but it must be borne in mind, that the extraction of metalliferous ores is at all times very uncertain, and invariably, even under the most favourable circumstances, attended with great expense, before a remunerative return is possible. Many futile attempts have already been made at certain parts of Notre Dame Bay and elsewhere, to open up copper mines, which have one after the other been abandoned; not so much on account of the absolute absence of the expected ore, as by the indiscriminate and unsystematic manner in which the experiments were directed. If grantees of locations were to make accurate superficial surveys of their grants; and to lay down every particular correctly on a plan of a good scale, as their preliminary step, they would save a vast amount of trouble in the future, whether the adventure proved successful or otherwise; and they would be enabled to represent the circumstances intelligibly to other interested parties. Hitherto considerable sums of money have been uselessly expended in sinking shafts, and driving drifts, apparently without any consideration as to local peculiarities, or geological distribution; whereas, had correct superficial surveys been made in the first instance, the probable cost of which would be infinitely less than experimental openings, the facts afterwards being recorded on paper, would be found to guide subsequent operations, in the conduction of underground excavations; or be of a nature to deter proceeding further in a process, which must determine in inevitable loss.

The indications presented at the Twillingate Islands, at Sunday Cove Island, Pilley's Island, the three arms of Green Bay, and other parts, may be in many cases worthy of a fair trial; and a plan of the selected ground upon a scale of say—four chains to one inch, accompanied with profile sections, would probably shew whether the outlay of extensive excavations would be warrantable; nevertheless, the diffusion of metaliferous ores, whatever their mode of occurrence, is almost always so fickle and inconsistent, that no foresight is capable of determining the eventual result with certainty.

Building material of various qualities abounds in Notre Dame Bay and adjacent regions, some of an enduring and elegant de-

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description, and conveniently situated for shipment. The syenite of Long Island, Exploits, may be particularly recommended as one of these; it is a feldspathic rock of a reddish color, fine grained and compact; but being regularly divided by rectangular joints may be easily quarried out in blocks of any required dimensions; many such are already to be found naturally removed and strewed upon the beach. There is good anchorage close by, or in a cove at Swan Island immediately opposite, where the material might be shipped without danger or inconvenience. Similar rocks occur on Swan Island, Red Ochre Island, and on Birch Island.

On the Islands in Dildo Run, especially on Dunnage, Shell Bird, Dog, White, and Chapel Islands, there are varieties of porphyry of an excellent description for building purposes. Many of these are of a dark grey general color, and are very hard, but appear to dress well, and make a handsome and lasting material. Porphyries also occur on Long Island of Notre Dame Bay, and the neighbouring Islands.

A gray micaceous sandstone is reported on the Eastern side of Change Island, as being a good building stone; as are also some of the gneissoid beds and syenites of Fogo and the Wadhams.

Among the sandstones of the section between Peter's Arm and Wigwam Point, some beds are remarkably well adapted for building purposes; particularly near the base of the section at Peter's Point, where some bands of the strata are of a yellowish grey colour, in solid beds from ten to eighteen inches thick, slightly calcareous, which dress with great ease and give a handsome surface. This rock, running up into a cliff close by the waters edge, would be easily quarried, and is most conveniently situated for embarkation. Thin beds of the same section are in many cases well adapted for flagging.

Exposure of limestone occur at Great Cobb's Arm and Burnt Arm of Goldson's Sound in New World Island; at the Salt Pans in Friday's Bay; Lush's Bight on Long Island, and Little Bay Islands of Notre Dame Bay. At Great Cobb's Arm an almost unlimited supply may be derived from the cliffs of the sea shore alone, where indeed it is already partially quarried, and has proved by actual experiment to be of excellent quality for all the ordinary purposes of lime. Schooner loads of this limestone are annually transported to St. John's, where it is burnt and used to a considerable extent. By

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## Geological Survey.

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careful selection, blocks of good building stone might be taken from these limestones, but the strata being usually considerably shattered by disturbance, it would involve some difficulty to procure such material in large quantity; and the same objection applies to its economic value as a marble, although it appears in many cases to be susceptible of taking a high polish.

A stratified drab colored clay occupies the banks of the lower reaches of the Exploits River below the Bishop's Falls, which appears to be well adapted for the manufacture of bricks. The river is navigable for small vessels or large boats as far as Jumpers Brook, where the tide water terminates. Many parts of both sides of the main River below Jumpers Brook, are well situated for the establishment of brick yards, and timber for fuel is everywhere amply abundant.

Specimens of the ores and all other mineral substances of economic value, may be seen at this Office, and further particulars regarding their distribution, &c., explained on the map.

I have the honor to be,

Your Excellency's most obedient servant.

**ALEX. MURRAY.**

To His Excellency Col. HILL, C. B.,  
Governor of Newfoundland,  
&c., &c., &c., St. John's.

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**Fisheries.**

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**REPORT OF CAPTAIN MALCOLM, OF H. M. S. *DANÆ*,  
ON PROTECTION OF THE FISHERIES, FOR 1871.**

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H. M. S. *Dancæ*,

GREAT JERVIS HARBOR, 3rd June, 1871.

The crops have not yet been sown. They only consist of cabbage and potatoes for home consumption. There has been no cattle disease and no sickness. The fishing up to the present time has been about quarter short of usual average. The fish principally taken are cod fish, some halibut, salmon—which are just striking the coast—and in winter turbot in the Bay. Up to the present time about 700 quintals of cod have been taken. The cod are on the coast all the year round, and are caught by hook and line, often in 120 fathoms of water. There are no seals. There have been from 6 to 10 American schooners on the coast this year, averaging from 70 to 100 tons; most of them seem now to have left, some with 60,000 lbs. and others with 40,000 lbs. of halibut, green weight. They generally fish with bultows, and as a rule outside the marine league. The fishermen here complain of this practice, but except in isolated cases the men give no evidence to prove that the Americans fish within the marine league; further, the very men who complained, before doing so supplied the Americans with herring as bait, at 6s. per barrel, and I have no doubt sold them part of the fish comprising their cargoes; they thus got ready money; had they given them to the merchants, they would only have served to pay up arrears of old debts. The Americans were here last year, but the fishermen gave their fish to Mr. Penny and others; this year they seem to have adopted the other plan; and Mr. Penny not approving of not being paid, thinks he must stop it, and hits upon the plan of complaining to the Governor against illegal fishing on the part of the Americans. Taking his affidavit to the fact, and when questioned by me, says, “He doesn’t know, but he heard that the Americans had been fishing close in shore.” In Great Jervis Harbor and Pushthrough there are about 40 families, consisting of about 250 souls, all except Mr. Penny and Mr. Camp, the Custom House Officer, Land Surveyor and Schoolmaster, are engaged in fishing. They have 5 schooners and about 50 boats. They have no trade except in fish and a small quantity of fur. They make a little money by selling bait to the French and Americans. Mr.

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### Fisheries.

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Penny supplies them partly with provisions from Canada and St. John's; also, Newman & Co., of London, barter with them; these latter have a screw steamer of about 60 tons, that brings supplies from Gaultois and Harbor Briton, and is constantly passing to and fro. The fishermen have no relief, and there is no crime as far as I can learn. About two-thirds of them are Episcopalians, who are ministered to by the clergyman from Hermitage Cove, who comes about 5 or 6 times in a year; the rest are Catholics, who are visited by the priest from Harbor Briton. There are two schools, one at Mr. Penny's, and the other at Pushthrough; the latter is conducted by the Revenue Officer, Mr. Camp. In winter he had, so he says, 34 pupils under instruction. I was struck by the handwriting being clear and very legible. During the winters, which are severe, deer, hares, ptarmigan, wild geese and ducks, afford them much nourishment. They reported, for the truth of which I will not vouch that in 1870 they killed 800 deer. In summer they obtained large quantities of gooseberries, blackberries, cranberries, strawberries and raspberries, and a few esculents, all growing wild. The people, as a rule, present a robust, healthy appearance. In average years a fisherman will gain about £50 per annum. On this and the proceeds of their gardens and poultry, in some cases of their goats and odd jobs, they have to subsist. Salt meat is very dear. It may not be out of place here to remark on the custom of weighing and selling fish, as the same doubtless, more or less, according to locality, is the rule, or rather the custom, on the coast of Newfoundland. A quintal weighs 112 lbs., but it often occurs that the men need the money before the fish is properly cured—in many cases, I fear, before it is even caught—in which case the requirements acknowledged by custom are as follows:—

*i. e.* According to the custom and usage of Great Jervis Harbor, one quintal of fish from the knife, or fresh fish, is 222 lbs.

One quintal of fish dried and properly prepared, is 112 lbs.

One quintal of fish split open and lying in salt, is 285 lbs.

One ton of oil is 256 gallons, Imperial measurement.

According to law,—

One barrel of pickled fish of any kind is 200 lbs to the quintal.

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One barrel of herring, fresh from the net, is equal to 32 gallons of fish, value 5s. to 6s.

One hogshead of salt equals 5 cwt., value 12s. 6d.

One hogshead of coal equals 5 cwt., value 9s.

Wood is sold at 14s. per cord; dimensions of cord, 4 feet high and wide, and 8 feet long.

The value of furs and skins seems to average as follows, *i. e.*, taking one year with the other, and one quality of fur with the other:

	£	s.	d.
Black Fox .....	15	0	0
Silver Fox .....	8	0	0
Grey Fox .....	1	10	0
Red Fox.....	0	8	0
Otter .....	1	8	0
Beaver .....	0	8	0
Bear .....	3	0	0
Musk Rat.....	0	0	9

#### THE NORTH ARM OF DESPAIR BAY, 6th June, 1871.

There is here some trade in fish carried on by Indians and half-castes. The salmon take is so insignificant that it can hardly be called a fishery. There is good turbot fishing, the average take being 600 quintals, sold I believe at about 8s. sterling per green quintal. The Telegraph Station of the English Atlantic Cable is pleasantly situated at the head of the Bay. Its principal object seems to me to be to test the line East and West, and in case of posts being blown down and the electric current being impeded, to have them repaired, for which object there are experienced men here. There is good anchorage here in 7 fathoms mud, about 1¼ miles from the Telegraph

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Station; ships coming up, when near head of Arm, should anchor as soon as they strike 7 fathoms; further up, after 6 fathoms, it shoals rapidly.

#### THE NORTH EAST ARM OF DESPAIR BAY, 7th June, 1871.

Here, near Conn River, there is a settlement of Indians; their number varies, as they are often changing their abodes, sometimes 20, at others not over 3 families. There is one white family settled here. The place has some little trade in furs, hoops of casks, fancy wood, hay, herring and salmon. This salmon fishery might be extended. I had occasion to point out to Mr. Michael Collier, that he was breaking the Governor's Proclamation of 8th April, 1871, by his system of fishing and nets. He promised to change it. Spars for top-gallant-masts, boats, masts, studding-sail booms and oars, as also knees for boats, can be obtained here. Beyond Weasel Island there is a station of the English Atlantic Telegraph Company; there are about five families here. They trade a little in hay, herrings and salmon, I had here occasion to draw attention to the size of herring net meshes. At the bottom of all these Bays the woods present an appearance and luxuriance which offers a remarkable contrast to those at the entrance. Nearly everywhere are seen signs of destructive fires, originating through carelessness; as they are very injurious to the settlers, they cannot be too much guarded against. Whole districts are laid bare; valuable wood, in many cases the growth of half a century, is destroyed.

#### SHIP COVE, 8th June, 1871.

Ship Cove is a settlement of about 45 souls, Roman Catholics; they have two schooners and a few boats; they trade in cod, salmon, turbot and herring; they rear calves for sale, having about forty head of cattle. H. M. S. *Danæ* could not obtain any fresh meat, as they do not kill their cows and the calves were too young. They also trade in cask hoops, bark of trees, which is stretched out and used for sails and covering for cargoes. The deer, geese, and ptarmigan appear in autumn in great number; they send them to St. Pierre and St. John's for sale, and they also obtain and sell otter, marten, deer and beaver skins. They appear to be contented and thriving, and not much troubled by too much learning. The inhabitants think that there are silver mines in the neighborhood, as they

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shewed us a mineral very like mundic; there may be tin mines near, but this is a question for Geologists and Mineralogists to decide. The anchorage is good in eight fathoms. In North West Cove, near Ship Cove, we found the American schooner "Lizzie A. Tarr," of Gloucester, employed catching herring from the shore for bait: *i.e.*, a boat and a crew of five men were helping John Ingram, William Willcox and Michael Willcotts, of King's Harbor, to fish with a herring net under two inches. The Americans were clearly breaking the convention of 1818; "they and the fishermen," the Act for protecting the herring fishery, of the 27th March, 1862.

### PASS ISLAND, 8th June, 1871.

They catch here halibut and cod. I heard there were about 170 inhabitants, employing over 50 boats. They say Americans now and then come on their fishing ground about 1 mile S. S. E. to S. S. W. of Island; but here, as elsewhere, they complain of bultows as killing the mother fish; this is accounted for by these being the largest fish, and they do not rise to take the hook and line, but from the bait of bultows being on the ground they take it. Hearing the same everywhere, and as Colonial fishermen are averse to its use, as being as destructive to sea fishery as high lines are to salmon fishery, the Legislature of Newfoundland could meet this evil by making fishery with bultows illegal for all alike.

### DAWSON'S COVE.

About 36 inhabitants, about 7 boats and 2 schooners here. Cod fishery off the entrance of Connaigre Bay.

### FOX ISLAND.

About 20 inhabitants and 5 boats.

### HARBOR GALLEY.

Marked in Admiralty Chart, Frenchman's Cove; about 13 inhabitants and three boats.

### RAYMOND'S POINT.

About 14 inhabitants and 4 boats. At the three latter places



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they have had fair fishery, about 5 green quintals of cod per head. They are assisted in eking out their living by the wild berries they collect and the wild fowl they shoot.

HERMITAGE COVE, 10th June, 1871.

Here are the head quarters of the clergyman of the District, Mr. Colley; the place seems to be neat and doing moderately well. There are about 23 families and about 30 boats; they catch cod and herring in fair quantities, and some turbot; the former they take to Gaultois for sale, the herring also, but some small portion they sell to the Americans for bait. This system, as well as that of fishing with bultows (trots), is so very unpopular that public opinion amongst themselves will entirely put a stop to it. They have some cows, and grow for their own use potatoes and cabbages, and get in the proper season a good deal of wild fruit and game. There seems to be no sickness and no crime, and only one case, that of a widow, where they have received Government relief. Here, as in all other places, they consider the take of fish this year as below the average, and that the season has been uncommonly cold and unpropitious.

GAULTOIS, 11th June, 1871.

This is a large store and drying place for fish of Messrs. Newman & Co., of London. It presents the appearance almost of a dockyard, and looks very tidy. Mr. Holman, the Agent, told me, for which I will not answer, that they expected 15,000 of dried fish. Besides this establishment with its four schooners, there are eleven fishing boats with which the other inhabitants fish. But this fishery is not very productive.

FORTUNE, 13th June, 1871.

A bad anchorage except for very small craft. Sheltered from Southerly winds. In roads there were 15 fishing schooners from Lamaline and other places, which had put in for shelter; they fish near Miquelon, and had as yet little or no success; report caplin as having struck in. Before writing of Fortune, I must remark that at this place, as at others, we have great difficulty in determining the number of inhabitants, boats, &c., as no two people agree in their statements, being very vague in their ideas of quantity and numbers; therefore the Captain reporting has often to judge for

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himself. The settlement seems to contain something short of 700 souls, presents a flourishing appearance and seems more cultivated than other places. They have cattle and sheep, get a fair catch of fish, and are mostly Protestants. There were many sick, suffering from the effects of cold, to whom Mr. Gabriel, there being no medical man here, afforded some relief. This settlement has some trade with St. Pierre. It is not visited by game or wild fowl. They have about 28 schooners and over 50 boats. They fish now at Grand Bank, and off the coast between this and Dantzwig Point; later, many go to the fishery in the Straits of Belle Isle. They are averse to bultows for reasons assigned under the head of Pass Island. They complain of French encroachments near Dantzwig Point, saying, for the truth of which I will not answer, that as many as fifty boats fish within Colonial bounds; this must be inquired into.

14th June, on passage to St. Mary's, visited Dantzwig Point; though there were many Colonial schooners and boats fishing off the point, I saw no French boats so employed.

ST. MARY'S HARBOR,  
15th June, 1871.

This is a well-to-do settlement, the entire population of apparently 700 souls, with the exception of one family, being Roman Catholics. They are administered to by Father Ryan. They have a good stock of cattle and cultivate nearly sufficient ground for their own use. They trade and barter principally with St. John's houses. The health of the settlement is good. In winter they get a good supply of deer and wild fowl, now and then bears and seals are killed. They catch here and in the neighbourhood, cod and a few halibut, also herrings and caplin; the two latter are used for bait. They report herring fishery as over and that of caplin as beginning. They fish for cod with nets, bultows and hook and line. They report that those who have nets can get from 1,000 to 1,200 quintals in the season, and the men with hook and line from 50 to 80 qtls. The catch as yet has not been good, but now that caplin have struck in, if fine weather comes, they hope for much success. It is very difficult to arrive at the number of craft they have, as the accounts here are more conflicting than usual; but from what I could see they must have about 60 large boats and over 30 schooners under 30 tons. When H. M. S. *Danaë* anchored there were 55 schooners in the

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roads; we passed 33, and they said many vessels were up the Bay fishing. I heard it is no uncommon thing for 400 craft to be collected here. They have no complaints to urge against foreign fishermen—they seldom come here. Though using bultows with many hundreds of hooks, they, like the settlers at other ports, consider them as destructive to the mother fish. St. Mary's Harbor, on the whole, gives the impression of being thriving and prosperous. The drying establishments here are vaster than at any place H. M. S. *Dana* has visited. The system of Bag-net fishing for cod must, in my opinion, be very injurious, as they kill enormous quantities of spawning fish. The spawn, representing some millions of eggs, was heaped up and salted, being exported in casks to the Mediterranean, and amongst other uses, it is used as bait for sardines.

G. MALCOLM,

*Captain and Senior Officer.*

To His Excellency  
Col. STEPHEN J. HILL, C. B.,  
Governor of Newfoundland.

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**Fisheries.**

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**REPORT OF CAPTAIN BROWN, OF H. M. S. *DANÆ*, ON  
THE NEWFOUNDLAND FISHERIES, 1871.**

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**SOUTH SHORE—FROM CAPE RACE TO CAPE RAY.**

All along the coast I found the cod fishery to be considerably above the average, and this was universally ascribed to the fact of the French having been later than usual on the Banks. The fish not finding the ground baited struck in shore after the caplin, and so allowed the Newfoundland fishermen to reap a good harvest; bait was plentiful, and at Burgeo, where the fish was surfeited with caplin they would not take herring. Squids came in great numbers during our stay.

The bultow is in general use, except at Little St. Lawrence and Burgeo, where the fishermen will not allow it. At the latter place a case was to be brought before the Judges on Circuit, relative to some men who had taken up a bultow set by a fisherman. The use of the bultow is, no doubt, perfectly legal, though very destructive to the fishery. The cod seine, however, is nearly as bad, from the number of small useless fish it takes. It will probably be found impossible to stop either seine or bultow. But the evils might be mitigated. I find it to be the general opinion that under existing circumstances the cod fishery must be destroyed on this coast before many years have passed. Salmon have already become comparatively scarce, owing doubtless to the number of nets and bultows that encircle the coast. The salmon being a very shy fish is frightened off when making for the streams.

There is also another practice reported to be increasing on the coast, which, if persisted in, cannot fail to be very detrimental to the fishery,—namely, that of cleaning the fish on the fishing-ground. An instance was given me of a spot off Great St. Lawrence, called Rossier Rocks, which used to be the best hook-and-line fishing ground in the district, but which now (owing to *one man* having cleaned fish and thrown the offal overboard), is entirely deserted.

Jigging is also objectionable, as it wounds more fish than it catches. I believe that if some good plain rules could be drawn up for the protection of the cod fishery, the fishermen would not only abide by them,

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but would assist the authorities in enforcing them—so thoroughly convinced are they that the present system must end in destroying the fishery. I found the inhabitants to be quiet, orderly, hardworking, sober and hospitable. Crime, except slight offences, is rare; the poverty at times is very great, but at the date of my visit all were doing well, and there was no distress. The wages, however, that a man earns even in the best seasons is not such as will enable him to lay by, and consequently in a bad season the distress is very great, and the Government provision seems miserably small. The consequence is that those who through thrift or industry have saved a little, or those that have small fixed incomes—such as Ministers, Magistrates, Doctors, Excise Officers, &c., are very unenviably placed. They cannot see the people around them absolutely starving, and yet they are not sufficiently well off to be able to relieve the want without seriously distressing themselves and their families.

I should imagine that Local Poor Funds might be established and some means adopted of making a good year provide for a bad one, such for instance as putting a small export duty on every quintal of fish—the money thus raised to be set apart for the relief of distress in bad seasons.

It will probably soon be found advisable to draw the attention of the inhabitants to the agriculture; in many places the soil is by no means bad, but the knowledge of farming seems very deficient. Perhaps if the Government could place a few good practical farmers at different parts to show the people how to farm, and what could be done, it might benefit them.

Medical attendance is scarce; fortunately the people seem to be very healthy, but distressing cases must sometimes occur for the want of surgical assistance. At every place we visited the doctors were in request, and of course their services were always given. But I must say that there were some occasions where I thought that the people were well enough off to have paid a medical man, as for instance at Trepassy, which is a very flourishing settlement, and not far from St. John's; I understood that it was only their disinclination to pay that prevented a medical man from residing. Hospitality, (as is usually the case where a high state of civilization does not exist) is a pleasing feature in the character of the people. They seem always glad to see you, and give you what they have, and appear to look with pleasure on the visits of Her Majesty's Ships.

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In going from port to port it is always desirable to start at early daylight, and make the passage while the fine weather lasts. Fogs are so uncertain that if the clear weather is not taken every advantage of, ships will sometimes be delayed for several days.

It is difficult to lay down any rule as to fogs, but they may always be expected with a S. E., and generally with S. W. wind,—indeed any wind with South in it may blow in a fog, and then when the wind shifts the same fog will be hours blowing out again with Northerly winds.

TREPASSY, arrived at 5.30, A. M., July 2nd.—A good harbor, sheltered from all winds, and easy of access in the day time. Anchored in 6½ fathoms. Bearing, Beach Point on with Powle's Head. Roman Catholic Church, N. 81° E. (Mag.)

### REMARKS.

The settlement of Trepassey consists of upwards of 100 well built houses, and contains about 520 inhabitants, who appear to be industrious and prosperous, as I saw no signs of distress or poverty.—The men are all engaged in cod fishery, the season for which commences early in June and ends in the latter part of October.

There are 25 schooners manned by 6 or 7 men each, and 21 whale boats with 2 or 3 men, belonging to the place; but during the Summer boats from adjacent Bays and Harbours use Trepassey, and at the time of our arrival 53 schooners were at anchor. These schooners are capable of holding 150 or 200 quintals of fish, which they take with the seine, between Cape Race and Cape Pine; in the fall of the year they use the bultow and hook-and-line.

The whale boats fish with hook-and-line, using bait at night and jigging for them in the day time. At the time of our visit the prospects of the fishery were good. Caplin had struck in in great abundance, the beach in Mutton Bay being strewn with thousands of them and every wave adding to the number; (our men bailed up buckets full of them from the sea at the edge of the beach); their spawn was in such quantities that parts of the beach were covered with it like sand.

Following these caplin had come the cod, and only fine weather was required to enable the fishermen to reap a good harvest.

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One day last week 21 boats took 1,500 quintals of fish, and during our stay, two boats that left on Sunday evening were back on Monday morning with 60 or 80 quintals each. It is considered that 500 quintals make a boat "safe" for the season, and some boats had already 300 to 400 quintals. It is not uncommon for one boat to take 1,000 or 1,200 quintals, though the last is a high figure.

The customary mode of payment to the crews here is £26 to each man for the "voyage," with a bonus of £1 per hundred quintals of fish. This makes it up to £30 to £35, not too much for 4 months incessant labour as the same men catch, split, salt and dry the fish, and often never get more than an hours sleep at a time from Sunday evening to Saturday night.

There is another arrangement, by which the crew share between them half the catch, but this is not practised here to any extent. It is difficult to arrive at anything like an approximate annual catch, but from various reports and information I gathered that 20 to 25,000 quintals is about the estimate. This represents about the same number of pounds, giving an average of £40 to £50 to each member of the population.

They do not appear to be troubled with foreigners. A short time ago an American schooner came in for bait, but on being told by Mr. Sims, the Excise Officer, that they could not take it, they went away quietly. At the end of the season the greater part of the fish is carried by the schooners to St. John's, but sometimes a vessel or two (generally Spanish) come here for a cargo.

Within the last two years a Mr. Larder from Halifax has established a store here and seems to be doing a good business. I understand that he purchased the wreck of the steamer "Germania," lost on Mistaken Point, and having brought divers from Halifax he has succeeded in clearing a good deal of money. At present he has two large schooners (about 100 tons each) employed, one with divers at the wreck, the other carrying salved property to Halifax. He seems more enterprising than the Newfoundlanders, and owns two fishing-schooners.

**AGRICULTURE, &c.**—The soil in and about Trepassy is good. Whenever the trouble has been taken to clear the ground of the numerous stones which encumber it, and to destroy the heather, either by burning or otherwise, the result seems most satisfactory.

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**Fisheries.**

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The pasturage is remarkably good, the grass being sweet and sown with a considerably quantity of clover. The cattle, however, during the summer months are turned out to graze on the uncleared land, and many of them may be seen on the beaches feeding on the sea-weed, of which they appear very fond, and the grass crops are saved for hay for the winter. The inhabitants possess about 400 sheep, 100 cows, and 60 ponies. The sheep are tolerable, the cows, though small, yield well, giving about a gallon of milk a day (after calving.) The cream and butter are remarkably good. The ponies, though rough and small, are strong and sure footed, and principally used for drawing wood for fuel and other purposes, being seldom ridden. Fowls and geese are also reasonably abundant, but as they feed principally on fish, both they and the eggs are unpleasantly flavored. This also applies to the pigs.

Nearly every house has a patch of clear land adjoining it, in which potatoes, onions, turnips and other vegetables are cultivated. All these appear to thrive well, though little trouble is taken with their cultivation. I was informed that one thousand barrels of potatoes were obtained from these patches. Rhubarb and currants also thrive well.

On seeing the richness of the soil and the apparent ease with which crops grow, one is at first inclined to wonder that more trouble is not taken with agriculture, but the cod fishery pays so much better, and the work connected with it is so arduous, that the men have little time or inclination for other labor. When the cod fishery is finished at the end of October, they have to carry their fish by sea to St. John's, and return with supplies; the early part of the winter is then spent in cutting and hauling wood for repairs of boats, staves, flakes, wharfs and fuel. Then boats, nets, sails and other gear have to be repaired and got ready for the next season, and during the winter little or nothing could be done to the land, even were they so disposed.

**RELIGION, CRIME, HEALTH, &c.**—The inhabitants are all Roman Catholics, there being only two Protestant families in the settlement. They have a very neat church, at which the Rev. Father Hennebury officiates. He seemed to be greatly esteemed by his parishioners. They built him a house, laid out and railed in his garden, and above all, constructed for him a good cart, strongly made and suitable for the country work.



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There is also a school under his supervision, the attendance at which have increased of late years, being now about 40. No very high results are arrived at, but the children are taught to read and write, which probably will be as much education as they will ever require to use.

There is no magistrate in the settlement, and from what I could learn, no work for one—the people seem quiet, orderly and peaceful—and though not teetotalers, not given to drink.

I was surprised to find that with 500 residents, besides a summer visitation of 200 or 300 more, there was no medical man, and I must say it was not with satisfaction that I allowed the medical officer of the ship to visit and assist them, because the inhabitants are in sufficiently easy circumstances to pay for medical attendance, and it is only their disinclination to part with their money that prevents one being located in the place, at least for the summer. I would suggest that medical officers of Her Majesty's Ships should be authorized to charge a small fee in places such as Trepassey, such fee to go to the fund for the relief of the distress in the poorer fishing stations which are visited where relief is often needed; the people, however, seemed healthy, cuts and wounds being the principal ailments.

**PILOTAGE, ANCHORAGE, &c.**—Trepassey is easy of access in the day time in clear weather, but the entrance being very narrow, and Powell's Point lower than the land behind it, it is not easy to enter at night or in thick weather, especially for sailing vessels.

I observe that it is proposed to erect a beacon or light on Powell's Head. I venture to remark that the beacon would be quite useless, as it could only be seen in the day time in clear weather, when the headland itself could be made. A light would be useful, but a fog signal would be of more service than either. Boats are not often lost on the rocks of Powell's Head, because at present they prefer remaining at sea to risk running for the harbor without a guide. Were a fog signal station placed on Powell's Head they would be able to enter in any weather, night or day. At present the only safe way in thick or dark weather is to get hold of the land towards Cape Pine and hug it all the ways to Trepassey; this can be done by a steamer but not by a sailing vessel, as the high land causes the wind to fall, and they run the risk of being becalmed and driven by the sea or

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### Fisheries.

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current on the rocks. From conversation I had with fishermen I am convinced they would regard a fog signal as a *great* boon, but a beacon is useless.

**GAME, RIVER FISH, &c.**—Partridges promise very well this year. Snipe are to be found about Biscay. Foxes on the moors, but not many. Salmon are caught in nets in the upper part of the harbor. Trout are abundant at Biscay Bay, and in the streams en route.

**GREAT COLONET ISLAND**—Visited by Sub-Lieutenant Bun, July 5th, 1871.

**MOSQUITO COVE**—This is a remarkably neat, clean, and picturesque settlement, consisting of six families, in all 37 persons. The men, 14 in number, are divided between one schooner and three boats, and are all employed in cod fishing, which, up to the present time, has been very successful, amounting to 670 quintals since June 11th. The inhabitants are all Roman Catholics and are visited three or four times a year by a Priest from St. Mary's, each family paying 15s. for his services. A medical man also comes from the same place when sent for, if practicable, receiving 10s. per annum from each family.

Their gardens are very well kept and productive, they have also abundance of poultry, sheep, cows and ponies.

**MOTHER LXX'S COVE**—Another settlement on the same Island contains 41 souls, has five large boats but no schooner. They are all well to do, and quiet, orderly and healthy, and in other respects are on the same footing as Mosquito Cove.

In the season the island can furnish ptarmargin, curlew and snipe, in considerable quantities.

**SALMONIER RIVER, July 5**—Anchored in 10 fathoms, veered to 2½ Schackles, bearing at anchor, Roman Catholic Church spire, S. W. ½ W., Cape Dog, N. 73 W. Mag.

From the anchorage this settlement has a well to do appearance, the houses being neat and of considerable size and surrounded by cleared spaces of ground, either grass or garden. There is also a

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church prettily situated on the side of a hill and surrounded by fir trees.

On landing I was struck by the absence of roads. The houses are placed some close to, and some further off the beach, but in every place the proprietor has enclosed all the land for some distance on each side of his dwelling, completely down to the sea shore, so that there is no common road along the strand or any room for one. There are the remains of a road in the wood at the back of the settlement, which I was informed was made by the Government 20 years ago, but which nothing has since been done to, and it is now almost obliterated in parts.

The fishing here has for the last three years been continued through the winter, and the inhabitants are consequently thriving, though they do not appear so well off as at Trepassey. They have 22 boats, with 2 or 3 men in each boat, and up to this date the catch has been very good, and they look for a fine season. They use nets, or hook-and-line, according to the season or other circumstances. The wages for the voyage are from £30 to £35, paid in coin.

The inhabitants are all Roman Catholics, and are visited by a Priest from St. Mary's. They have no Doctor or Magistrate.

The number of Inhabitants (at all the settlements in the River,) is about 350. Mr. Curtis and his sons are building a schooner of about 40 tons, which will be finished next year.

Several people, principally women, came off to see the Surgeon, but their complaints were trifling; the place is healthy and in good order.

In the season partridges, ducks, hares, &c., are said to be numerous. Trout abound in ponds in the woods about  $1\frac{1}{2}$  miles from each side of the River. Salmon are said to be plentiful at the head of the harbor.

Between Salmonier and Placentia, passed hundreds of boats fishing, (81 being in sight at one time.) In answer to enquiries they all reported "doing well"; nets and bultows in all directions along the shore. I was impressed with the necessity of avoiding the fishing grounds either at night or during thick weather, as a steamer pick-

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ing up one of these nets with her screw, would probably ruin some hard working fisherman, and would possibly do more damage than the protection and assistance given by a Man-of-War could counter-balance.

PLACENTIA, arrived at 3 P.M., July 7.—Anchored in 6¼ fathoms. Bearing at anchor, Verde Point, S. 81° W., N. Church steeple, S., 45° E. Mag.

Placentia, formerly a place of considerable importance, (even in the fishing world,) now shows every sign of decay, and is, I believe, being gradually deserted for more favorably situated places. The commencement of the decay of this port dates about thirty years back, when a number of merchants who had amassed considerable fortunes left the place, taking their capital with them, and the town is now falling to pieces. Half the houses are in ruins, and the Protestant Church and graveyard are in the same condition. The inhabitants are said to number 400, but of whom we saw about 20 appear to partake of the blight which has fallen on the place. For whereas, at other settlements, the inhabitants have been glad to see us, and have offered to us such hospitality as was in their power, here we found difficulty in getting any information even, so listless and unsociable were the few people we met—except the staff of the Telegraph Company, who are much to be pitied for being located in such a spot.

The anchorage for a ship of this size is about 1¼ to 1½ miles off the entrance of the harbor; boats should keep along the South Shore of the Bay until they reach the beach, and then coast along it to the point; by this means they will avoid the strong tide (about 4 to 5 points) which runs out of the harbor with the ebb tide. The best landing place is at Jetty, just inside the point.

Up to the present time the catch of cod has been good, about 3,800 to 4,000 quintals amongst 35 or 40 boats. I noticed here they do not expect so much in a season as at Trepassey, for at the latter place I was told that unless they took 500 quintals they did not consider they were "safe"—(i.e., clear from loss.) Here they consider themselves "safe" with 250 or 300.

The inhabitants are nearly all Roman Catholics, and there is a Priest and also a Magistrate in the town, but both were absent when I

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visited the place. A Protestant Clergyman visits occasionally, and the state of his Church is not such as would induce him to come often.

Visited the head of the S. E. Arm, where salmon fishing is reported; found a net set just below the mouth of the river, but no salmon.

BURIN, arrived Monday, July 10th, 5.50 A.M.—Anchored in 12½ fathoms in Ship Cove; bearing at anchor, Troak Point, S. by W., North Point, N. E. by E. Mag.

The settlements in Burin Harbors visited are as follows:

Ship Cove, Great Burin, Little Burin Harbor, and the various stations in Burin Inlet.

Ship Cove is the best anchorage, and is the port of call for the mail steamer; it also is the place of residence of the Magistrate, Doctor Custom House Officer, and the Ministers of the Church of England, Church of Rome, and Wesleyan. At the date of our visit everything was flourishing and in good order; no crime, very little sickness, crops very forward and the cod fishery promising well.

The soil, as at other places, seems only to require clearing to become a source of considerable profit; whatever was planted or sown appeared to thrive. Potatoes are scarce this year owing to the inhabitants having sold all their last year's produce, and being unable to obtain any for planting. There are about 100 cows of a very good breed, numerous calves, 400 sheep—(the breed of which might be improved by the introduction of some Welsh blood)—and about 15 or 20 horses or ponies.

The cod fishery commenced about June 10th, and the men employed have done very well since, having taken on an average 30 quintals per man. A case was vouched for in which a man and a boy had taken 75 quintals in the month. The wages are about the same as at other places, £26 to £30 for the voyage. Here again all the fishing is done with cod seine and bultows. Hook-and-line has little or no chance. Every one I spoke to seemed quite aware of the damage the bultows were doing, but they all say the same thing—“What one does another must do.”

One of the ill effects of the numerous nets and bultows is the

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almost complete extinction of salmon. Rivers which, some years back, used to furnish a good supply of salmon, now do not yield a barrel a year, the salmon being frightened away by the nets and bultows around the coast.

I visited Little Salmonier River and found an old net spread nearly across the entrance; reported the circumstance to Mr. Winter, who promised to see it removed.

Sent the Pinnacle to visit the different stations in Burin Inlet. Visited Great Burin and inspected the Light House, found it extremely clean and well kept, and everything in first-rate order.

When off the Island we failed to distinguish the 20" intermittent flashes, and on questioning the Light House Keeper, he said he had never been able to make them out when near (*i. e.*, about six miles off.) The Light, however, was continuous, though brighter at one time than another.

Snipe and Ptarmigan are plentiful in the autumn, and deer are said to exist in large numbers at no great distance inland. There is some trout fishing at Berry Hill Pond, but the fish are small.

GREAT ST. LAWRENCE, arrived 0.55 P. M., July 12, 1877. Anchorage in Herring Cove, in 11 fathoms, Bearing at anchor, Calipouse Point, South, Northern Red House, N. 39° E. Mag.

Great St. Lawrence is easy to make, Chapeau Rouge being a remarkable headland; the anchorage is good in the summer, but in the autumn is too much exposed to Southerly winds, which drive in a very heavy sea. Further up the harbor there is a snug little bay for fishing vessels, formed by a beach or spit, which runs some way across the anchorage, called Shingle Point; unfortunately, however, the heavy seas in winter have commenced to wash away this protection, carrying the shingle over the spit into the harbor inside, and thus at once destroying the shelter and filling up the anchorage. It is a great pity that this should be allowed to continue, especially as it could be prevented at trifling cost. A few timber groins would stop the shingle from travelling, and could be built by the fishermen in the winter season at a trifling expense, say £75 to £100.

The settlement, which is apparently a thriving one, contains about

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and fox, in the fall, but game is not abundant. The country around is comparatively level, and being clear of timber, would be productive with little trouble, if cultivated. What is wanted are a few hard-working practical farmers, with a little capital, to show the people how to farm and what may be done. The poverty at this place is reported to be very great at times, but this year all promises well.

HARBOR BRETON, arrived 5.15 P.M., July 14th, 1871.—Anchored in 17 fathoms; bearing at anchor, English Church Tower, S. 55° W., Jersey Head, S. 50° E. Mag.

The settlement at Harbor Breton is situate just inside the entrance of S. W. Arm; on anchoring we were struck with the neat and cheerful look of the place, and the signs of prosperity and order that the buildings, &c., showed. On landing, our first impressions were fully justified. The wharves were clean and well kept. Buildings substantial and in thorough repair. Drying grounds for fish clean and neatly enclosed, and even the fish, (which are usually heaped up in any manner) carefully arranged in conical mounds, all betokening care and attention in the management of the place.

This place, the head quarters in Newfoundland of Messrs. Newman & Hunt, at present employs (exclusive of fishermen) about 100 people in salting, drying, picking, packing and shipping fish to Europe, Brazil and the West Indies, and is managed by Mr. Gallop, on whom its order and cleanliness reflects great credit.

The fish are bought by Mr. Gallop, either green or dry, and are sorted when ready for packing into three divisions. The larger or best fish go to Europe. The smaller size, but equally good, to the Brazils, while the inferior of all sorts and sizes are shipped to the West Indies.

Fish for Europe and Brazil Markets are packed in casks, the materials for which are imported from Canada, but the West India fish go in fir barrels, made on the premises, from Newfoundland timber. I was surprised to hear that Newfoundland produced no beech fit for making staves and heading, but that they all have to be imported and pay a heavy duty. Messrs. Newman & Hunt's establishment is very complete, besides stores for receiving, sorting and packing the fish, they have carpenters, coopers and blacksmith's shops, and

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have also built several very nice schooners; they keep large wholesale and retail stores where everything required by the country people can be obtained; they are now building a large store for coals, capable of holding about 500 tons, as they find it more economical to burn Welsh Coal (in the steamer *Greyhound*) at 30s. a ton, than Sydney at 10s. Up to the present date the fishery has been considerably above the average, ascribed as elsewhere to the French being late on the Banks, and consequently the fish struck in shore after the caplin (which made its appearance on June 12th, and lasted a month.) Herrings are now used for bait and there seems to be an abundant supply of them. A large business is done with the Americans in the winter seasons, sometimes as many as 50 schooners loading with frozen herring, for which they pay \$1 a barrel. The fishermen here profess to use only the hook and-line and not the bultow.

There is little crime, a few occasional assaults, and no serious sickness. The inhabitants are about two-thirds Protestants and one-third Roman Catholics, and the place has a Minister of each denomination, and also a Surgeon and a Stipendiary Magistrate. The population of the settlement is about 350, but of the District of Fortune Bay, of which it is the chief town, about 5,200.

There is no agricultural produce except for home consumption; soil is good but rocks are too near the surface. Sheep are plentiful and thrive well, as also cows; milk and butter remarkably good. Game is not abundant near this anchorage; some trout-fishing at the entrance of Jerseymen's Harbor.

BURGEO ISLANDS, arrived 6 A. M., 19th July, 1871.—Anchored in 22 fathoms; bearings at anchor, Church Tower, N. 25° W., Rameo Columne, S. 7° E. Mag.

It is strange that no survey of these islands has ever been made; places of much less importance and much easier of access have been carefully surveyed, but for some reason these islands have been omitted. However, Cook's Chart of 1765 will be found a very correct guide. A beacon on Boar Island would be advantageous to strangers.

The population of the Islands is about 600, all employed in fishing. A few years ago an establishment existed where salmon and lobsters



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were potted, this is now closed. It appears that it was carried on upon too expensive a scale and consequently did not answer, but there seems no doubt, that with careful management, it might be made very profitable and would be a great benefit to the inhabitants, as women, children, and others who have now little or no employment would be able to collect lobsters, which swarm along the shore—(we bought them alongside, 1s. 3d. per dozen.) The fishing is done in very small boats with a man, or a man and a boy in each boat (there are four or five large ones with four or five men in each) and up to the date of our visit the catch had been above the average, but the fish were surfeited with caplin and the fishermen were waiting for the squid, which came in in large numbers during our stay, so there was every sign of a good season.

There are only four cod seines, and bultows are not allowed to be used; a case is to be brought before the Circuit Judge relative, to some men who took up a bultow belonging to a fishermen. I entertain no doubt of the illegality of their proceedings, but it seems hard that a community whose very existence depends on the fishery should not be allowed to make local laws for their protection. The only excuse for the bultow is, "that it does not do more damage than the cod seines which catches thousands of small useless fish of no value." But two blacks do not make a white, and if the bultow is destructive it will not be less so because cod seines are equally or more so.

Unfortunately the seine is the engine of the rich, the bultow of the middle, and the hook-and-line of the poor class of fishermen, and it is not likely that any legislation will ever place them on an equality. No improvement can place in the condition of the fishermen, except through combination, but there is neither the independence, intelligence or capital among them to admit of their combining, and they are, and probably will continue to be, in a state of bondage, little better than serfdom. The settling day is September 10th, and is an institution greatly to be deplored, especially when, as is the case here, it is held at least a month before the fishing is over. It is the general practice to leave off work for some days before the day named for settling, and settling day and several days after are wasted in drinking. It would be beneficial if wine and spirits were not allowed to be sold or supplied by persons employing laborers for fishermen, but only at licensed houses, under strict supervision, as at least half the distress and poverty is owing to strong drink.

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There is not much scope for agriculture on these Islands. The soil is nearly a bog, with huge boulders scattered through it. One place at the West end called Sand Bank is level, and afforded pasture for cattle, it also produces wild strawberries in great numbers, partridges and snipe, but not in great numbers, and on the main land deer are found at times; good fishing may be had above the Telegraph Station, at Grandy's Brook, but it is difficult of access and involves a long days work.

There is a neat Church and Parsonage House, also a school. The inhabitants are all Protestants, and there is no crime save drunkenness and disorderly conduct about settling day.

It was my intention to have called at Lamaline and LaPoile, but we were prevented doing so by a Southerly swell at the former and a thick fog when off the latter place.

**SUNDAY, July 23rd, 5.45 P. M.—Anchored at Sydney, Cape Breton, to coal ship.**

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**FRENCH SHORE—FROM CAPE RAY TO HAWK HARBOR.**

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**GENERAL REMARKS.**

The position which the English settlers occupy on this part of the Newfoundland coast, was certainly never contemplated at the time the Treaty of 1783 was signed. At that time Newfoundland was generally supposed to be a barren, desolate country, almost incapable of cultivation, and suited for nothing but temporary homes for people connected with the fishery.

Governor Palliser, in 1767, writes of Newfoundland as "this desolate country" where to discharge a servant was to condemn him to starvation. Little was known of the coast between Cape Ray and Point Rich, the right to the shores of which was then virtually given over to the French. Legislators and others in England judged of Newfoundland by the reports of the officials and merchants living in and about St. John's, and even to this day it is far from generally known that this part of the coast has a climate many degrees warmer in winter than Canada, Nova Scotia or New Brunswick; a rich fertile soil, only requiring to be cleared to produce luxuriant crops; fine rapid rivers with abundance of water for mill power; timber suitable for houses or ship building; and finally, as fine and secure harbors, free from dangers and easy of access, as are to be found any where in the world.

Between Cape Ray and Point Rich there are now about 2,800 to 3000 British settlers, and this number is continually increasing.—They have built houses, cleared and cultivated the ground, raised crops, and bred cattle, sheep and other live stock, and are as a body as well to do a community as are to be found in any British Colony; yet they are under no law, have no protection for their lives or property. No Magistrate or civil authority resides among them; rarely any medical man, and often no minister of religion or schoolmaster. Settlers are locating themselves all around the shores of the bays and rivers, and no provision is being made to reserve land for roads, wharves, or other public purposes. The salmon rivers are taken possession of by one or two families, who are slowly but surely clearing them out. And lastly, the majority of these 3000 Englishmen have expended their labor on land, and built houses from which they may

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be liable to be expelled by the French, or rather by the English Government, should the French require the coast for purposes of the fishery.

A settler in St. George's Bay told me that the French asserted their right to cut wood within ground that he had enclosed, and cut down some trees which he had purposely left standing to shelter his house in winter.

Another man in the Bay of Islands informed me that a Frenchman said—"That he would enter his house and pull down the beams if he wanted wood to repair his fish stage, and if he could find none handy."

These occurrences are not frequent; as a rule the English and French live together on the best of terms, but in the hearts of all the settlers there is a feeling that they are placed in a very anomalous position, and one that ought to be remedied.

The Newfoundland Government at present decline a grant to these people, either freely or upon payment, or any title to the land they have cleared and cultivated.

A Mr. Murphy (who lately died) had an establishment on the Humber—a well built handsome house, wharf, fish store, and fish flakes, and a considerable quantity of cleared land, valued altogether at £2,500. But no one will buy it, and it remains unoccupied and unused, because there is no right or title to the land.

Year after year, as the population increases, the evils resulting from the present state of things must become greater, until at last the Home or Colonial Government will be obliged to come to the rescue.

There is no doubt that the right to dry fish on the shores of Newfoundland is valuable to the French, and they would not probably be disposed to give it up without some equivalent, but I should think that if certain stations were granted to them on the same conditions as St. Pierre, they might possibly be willing to relinquish the claim to the remainder of the coast.

I would name the Islands of Cod Roy, Red Island, Fox Island, Shag Island, Kepple Island, and St. John's Island, on this part of

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the coast, all of which have good anchorage adjoining, and some of which might be given up in lieu of the present right to use *all* the strand.

The increase of settlers on this part of the French Shore will best be shewn by a few figures. In 1863 Captain Hamilton reports that Lieut. Cosse, of the French Imperial Navy, (who had been six years on the coast), estimated the number of inhabitants between Cape Ray and Cape Norman at 3,000, and stated that "they were rapidly increasing." What this increase has been may be seen as follows, viz:—

Population from Cape Ray to Cape Norman . . . . .	} from Lt. Coose	1863	1869	1871
		3000	Census 4061	From information. 4450, about

Again the whole population of Newfoundland (exclusive of the French Shore) was by census:

In 1857 . . . . .	119,304
1869 . . . . .	138,670
	19,366 increase.

Being about 16 per cent in 12 years.

The population of the French Shore was

In 1857 . . . . .	3,354
1869 . . . . .	5,384
	2,033 increase.

Being about 64 per cent in 12 years. By far the greater part of this increase has occurred between Cape Ray and Cape Norman.

It is curious (as shewing the feeling entertained on this part of the coast towards the local government) that I continually heard the expression, "The Government of St. John's" made use of, and hardly (I might almost say never) heard any one speak of the "Government of Newfoundland."

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ST. GEORGE'S HARBOR, ST. GEORGE'S BAY, arrived at 2.40 P.  
30th July, 1871.—Anchored in 10 fathoms—bearing at anchor,  
Harbor Point Beacon, N. 15° E., Church Tower, N. 44° W. Mag.

Visited this place direct from Sydney in consequence of a letter received from Capitaine Giovannetti, Senior French Naval Officer, complaining that some of the inhabitants of the Bay had stolen some "lines" belonging to the French fishing schooner *Le Pêcheur*, and had also threatened to shoot some of the crew of the same vessel. No French vessel was in the Bay at the time of my visit, and I could not learn anything on the subject. The clergyman was away, but neither the Doctor, Schoolmaster, or Messrs. McKay or LeGrandais, (the two principal inhabitants) knew anything about the circumstance. Some fishermen told me that the French sometimes moor their nets and bultows insecurely, and then when the sea drifts them away, complain that they have been stolen. I, however, cautioned everybody I met that interference with French fishermen was illegal, and that they were liable to punishment if they did so. I also drew up a notice which I have had posted in the Bay, warning the inhabitants on this head, (a copy of this notice is enclosed, No. 1).

The inhabitants of St. George's Harbor number about 700, and are well-to-do people, earning amongst them about £35,000 per annum. This sum may seem excessive, but they catch herrings in the spring, then salmon, and later, cod; they have lately taken to go to Labrador for the cod fishing, and a schooner had just returned with 300 quintals of dried fish. The salmon fishery they are doing their best to ruin. Dams, weirs and nets are built and set right across the rivers; at Little Barachors or Indian Pond, as it is called in the Chart, I found a dam built completely across the stream, (which was about 80 yards wide at the part) with a salmon-trap at both ends, there being literally no place whatever for the salmon or trout to go up. I destroyed the trap and broke down the dam in several places. I was informed that this dam was built by a Mr. Dennis, who was cautioned by Captain Hood in 1868, on the same subject.

Herrings are in abundance and the catch is unlimited, every man takes as many as he thinks he can cure, this year about 30,000 barrels are ready to go to Halifax or elsewhere.

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The inhabitants seem quiet and orderly, I had no complaints made. The place not quite so healthy as usual, although a Doctor is in residence.

Roman Catholics and members of Church of England are about equal, and a minister of each denomination is located in the settlement. Seals are sometimes caught in the Bay. In 1868, 3,000 were taken off Cape St. George's.

The soil at the settlement is sandy, but around the Bay it seems suited for agriculture, and where cleared bears good grass and other crops.

Berries of all sorts are numerous. Game not in large quantities. Salmon and trout being exterminated.

PORT-AU-PORT, arrived 3.5 P. M., 2nd August, 1871.—Anchored in West Bay in 6½ fathoms bearing at anchor, Head Harbor Point, S. 4° E. Middle Point, Mag.

Cook's chart is in my opinion more useful as a guide for entering these Bays than the Admiralty Chart, No. 532. (A).

In the latter, the reef which extends at least 1¼ miles from Long Point is not shown, and Long Ledge, of which a considerable part is above water, shown as a reef under water. Both these dangers are clearly and correctly given in Cook's Chart. The French sailing directions in the Senior Officer's Box will also be found of much greater assistance than the English—the former, containing a great deal of information altogether omitted in the latter, and also very correct sketches of the coast and headlands.

The settlements in Port-au-Port Bays are of no importance. About 30 inhabitants at West Point, none in West Bay, none in Head Harbor, six families at Isthmus Cove, East Bay, and a few houses on Fox Island, which, however, we did not visit.

Three or four deserted huts remain in West Bay, the settlers having gone, finding, I suppose, the place too far from the sea for fishing purposes.

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There are several small streams around the shores, but no fish worth speaking of any way. Lobsters, however, may be caught in any quantities just below low water mark. We caught enough to make a meal for the ship's company.

The cutter, under Lieut. Black, was detached to East Bay, and reports as follows, viz:

Visited Isthmus Cove, in East Bay, and delivered notice cautioning the inhabitants against interrupting French fishermen in fishing, one of the men in the Cove promising to make all the inhabitants within 20 miles acquainted with its contents.

Isthmus Cove is a small settlement of 7 families, living by fishing for cod and herring. There was no distress or sickness amongst them, and they had no complaints to make. A fisherman reported that in a Cove about two miles to the Westward of the Isthmus, there was, "*a very fruitful lead mine,*" and that nearly abreast of Fox Island, on the other shore of the Bay, "*there was a mine of pure copper.*"

When rounding Middle Point, observed about half a dozen tolerably large seals, but the men in East Bay never attempted to take them.

No Foreign fishermen had been in the Bay for the last three years.

HUMBER RIVER, BAY OF ISLANDS, arrived 3.30., P. M., 4th Aug., 1871.—Anchored off Birchy Cove in 13 fathoms—bearing at anchor.

There are numerous small settlements on the Banks of the Humber River, the principal being "Fleasant Cove" or "Petitpas," on the left hand going up, and Birchy Cove nearly opposite it. We found very good anchorage ground off the latter, nearly abreast the Episcopal Church.

The settlers in Humber River number about 200 families, and are about equally divided between the Protestant and Roman Catholic religions, a minister of each denomination residing amongst them. They seem healthy, orderly and industrious, and moderately well



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to do. No case of severe sickness came under our notice, though we had numbers of applicants for medical assistance, and Drs. Gabriel and Trousdell vaccinated 50 children and adults.

There are several calls for Magisterial interference, the principal being the case of *Shaw vs. Ryan*, which had been brought before Captain Parish in 1868, and Commander Paisley in 1870. Finding that Commander Paisley had given judgment, I merely confirmed his finding and ordered it to be carried out. The next case was *Silver vs. McLeod* and others. Silver deposing on oath that these men had taken possession of a mill, his property, on the plea that he was indebted to them. I issued directions to them to give up the property, and Silver undertook to pay two-thirds of his net earnings to his creditors.

3rd case, "*Brake vs. Brake*," jr., a dispute relative to the right to fish in the Humber Rivers. Finding that the plaintiff was the older occupier or fisher on the river, I directed the others not to molest him, the right of priority of fishing being established on the coast by custom.

Several cases relative to damage by cattle trespassing and counter charges of destruction of live stock.

I drew up a notice which I caused to be posted at Birchy Cove, and Petitpas, with a view to prevent these disputes. [Enclosure No. 2.]

A number of the settlers are turning their attention to farming, the soil is very good, but the banks of the river are in most places too steep to render it easy to clear or cultivate them. However, whenever the ground is cleared crops flourish. Hay is very sweet and good, and the crops heavy—all sorts of vegetables grow freely.

The same mistake that has occurred at Salmonier, is taking place here, the people are taking possession of *all* the land without any provision being made for roads, the consequence is, that if the settlement increases, serious inconvenience must arise. I recommended that a space of at least 30 feet in width should be reserved all along the strand, and also, a site for a Public Wharf, but I do not suppose it will be done. The principal support of the people is the herring fishery, which commences in October and terminates in May, broken

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only when the ice is forming and breaking up. It is reported that last year 60,000 barrels of herring (value £30,000) were taken.

At the head of the river are two families of the name of Brake, who live entirely by the proceeds of the salmon fishery. They do a good business and fortunately the river is too deep and rapid to allow them to bar it, but they try all they can to do so.

The people go out to the headlands for the cod fishery, and have taken this year about 60 quintals a man. The French do not trouble them in any way.

Up the main river, towards Deer Lake, the timber is very fine. Spars 60 feet without a knot have been cut, and 30 inches in diameter. ▲ Mr. Silver has built a saw mill at Mill Brook and had it at work cutting lumber, but as he owed his men wages, they struck work and seized the mill, and will not allow him or any one else to work it, a proceeding not only illegal but foolish, as of course their best chance of getting the money is to allow Mr. Silver to earn some. This arbitrary act is also very detrimental to the inhabitants, as the only other mill is not capable of supplying lumber up to the requirements. I hope that the steps I took will put an end to this state of things.

About two miles up the main river are very large marble quarries, white, black and variegated marble in large quantities. They are not, however, worked, as no grant can be obtained, and there is no demand for marble at present.

Seals are shot in the neighbourhood in considerable numbers, as many as 1800 last year. Furs are scarce, but I fancy more owing to a want of demand than supply.

Deer are shot in large numbers when driven South by the winter approaching. Wild geese and ducks are very numerous in the spring. Trout fishing is good up the main river, about the first rapid on either side of the Island.

During our stay in Humber River, the pinnace and cutter were detached to visit different settlements.

### Fisheries.

Those visited by the Pinnace, under Sub-Lieutenant Dawson, were in the Humber River on both sides, from Spurn Point to Birchey Cove, and were as follows:—

East Bank.—Kivers Point The Farm Maders Point Carrick Bend or Petipas	West Bank.—The Beach Benois Cove Cook's Brook Murphy's Cove.
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He found all the inhabitants comfortable and doing well. One complaint from a man named Mansford Petitpas, relative to a piece of land that he had bought, and that another man was encroaching on, as no means existed of verifying either claim, I left the matter as it was.

Lieutenant Cobb, in the Cutter, visited the following settlements in the Bay of Islands:—

Lark Harbor, Woods Harbor, (on Harbor Island) and Frenchman's Cove.

At Lark Harbor a fisherman had severely injured himself in May last, and had been ever since unable to work, and suffering great pain. His family, (wife and four children) entirely dependent on charity for support. They had been assisted by the two other families in the Bay, and also by some American schooners who had called there. We subsequently visited the Harbor in order that Dr. Gabriel might see him—and the Ship's Company subscribed a days provisions for the maintenance of his family, for which the poor fellow and his wife seemed deeply gratified. At the other places all quiet and doing well.

While at Lark Harbor we communicated by land, 1½ miles, with Little Harbor, where there is one English family, named Parkes, in all 9 persons, living on a farm in a very comfortable manner. Mr. Parkes has been at Little Harbor for 40 years, and occupies himself in the Summer with fishing, taking about 100 quintals of cod annually. The remainder of the year he devotes to his farm, which he cultivates with such success as to be able to supply the French who in May and June frequent this port to fish and cure their catch. Mr. Parke's also takes care of the Frenchmen's boats and whatever else they may leave during the winter. There were 20 small boats on the beach.

### Fisheries.

A wooden building with 32 bunks in it and two sheds for the storing of fish—all of which were roofless.

Mr. Parkes speaks very highly of the good conduct and kindness of the French.

The path from Lark to Little Harbor is very rough, the first part being through a wood and the latter over a morass.

BONNE BAY, arrived at 0.50 p. m., 9th August, 1871.—Anchored in 13 fathoms; bearings at anchor, Settlement Point, N. 62° E., Large Telton House, N. 64° W. Mag.

The anchorage in Bonne Bay is just round Woody Point, and at the time of our visit four schooners were in the best birth, and we had to go further up in rather deep water.

The settlement is evidently increasing, several new houses have been lately built and more are building, among which is a school house, which is to be used as a Church until one can be erected. The Rev. Mr. Rule, from the Bay of Islands, came with us to this place to endeavor to establish a permanent mission, and I should think would be successful, as the people seem anxious to have a place of worship and also a school

There are about 100 families in the place, in all about 400, principally Protestants, who live by the cod and herring fishery, and a little salmon fishery. Cod fishing has not been so good this year as last, about the Bay, but the men have taken to go to the Labrador, where the fishery has been very good.

Herrings are very plentiful; Salmon, as at other places, being exterminated. One or two men get hold of a river and clear all the fish out of it, and then complain that the fishing is bad.

The soil is good and yields well where cleared. Cattle do very well, as the ground is more level than up the Humber.

No serious cases of sickness, no distress, and only one complaint made by Solomon Wilkins against a man for killing a cow that had eaten the latter's potatoes; we arranged the affair amicably and to the satisfaction of the complainant.

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**Fisheries.**

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There were five large schooners at anchor, all loading with fish, from Halifax.

HAWKE'S HARBOR, arrived 8.50 A. M., 10th August, 1871.—Anchored in 17 fathoms. Bearings at anchor, Robinson's Island, S. 25° E., Kepple Point, North. Mag.

As we made the land about Hawke's Harbor we saw a light house, apparently very nearly finished, on Cape Rich. I subsequently inquired among the French fishermen on Kepple's Island, and they stated that it was nearly complete and expected to be lighted shortly; as, however, Commander Knowles, in the *Lapwing*, will probably have visited Port-au-Choix, more correct information will doubtless be obtained by him.

There is no settlers in either Hawke Harbor, Port Saunders, or Keppel Harbor. Two brothers named Bryant, (these men are called Eastnian, by Commander Knowles) were fishing the salmon rivers at the head of Hawke's Harbor, but they live at Port-au-Port, and only come here for the fishing. Noticing from Captain Hoods and Commander Paisleys reports, that weirs had existed in these rivers, I sent Lieut. Black, in the Cutter, with directions to destroy any weirs or nets that he might find in contravention of His Excellency's Proclamation. However, the rivers were all clear, but the Bryants complained of the badness of the salmon fishery, so they are reaping the results of their own acts, as I have no doubt the weir was only removed on our arrival.

At Kepple Island, were a French barque and brig, and the crews of both vessels were on shore preparing their fish for shipment. Up to the present time they have collected 1,400 quintals, and the barque was to sail for St. Malo on October 14th. Great number of Seals were in the Bay, and the shore at the top of Keppel Harbor abounds with lobsters, just below low water mark.

The trout fishing in N. E. River is good, but I saw no salmon.

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**Fisheries.**


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**LABRADOR.**

MIDDLE BAY, arrived August 13th, 8.38 A. M.—Anchored in 10½ fathoms—bearings at anchor, Peat Point, N. 40° W., South Entrance, Head West Cove, S. 84° W.

This is a much more accessible harbor than Belles Amour, and equally safe. If the latter place has to be visited it can easily be done by land, the distance being about two miles, and a good path all the way; we anchored rather farther out than there is any necessity for, a quarter of a mile more into Isthmus Cove would be better. There is only one family at present in Middle Bay, at West Cove 2 men, 7 women. They were in good health and doing well with the fishery.

French vessels occasionally come here to catch bait and fish. The *Lapwing's* boat is reported to have visited this place about a week ago.

BELLES AMOUR.—I walked from Middle Bay to Belles Amour; found Mr. Buckle and his family quite well and the fishery prosperous. He employs three men and two boats and has taken 170 quintals of fish up to the present time.

His house is remarkably neat and well kept, altogether superior to the usual style in Newfoundland. Game is reported as abundant in fall and winter. Cariboa, partridge and wild fowl of all sorts. Wolves and black bears are occasionally found, and a white or Potar Bear of considerable size was killed last spring at Five Leagues Point. Furs are scarce.

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The following information was collected by Commander Knowles, H. M. S. *Lapwing*.

HARBOR GRACE AND CARBONEAR, July 5th.—The inhabitants of these towns, with the exception of dry goods merchants, &c., are entirely engaged in the cod and seal fisheries. The seal fishery commences on the 1st March, and ends about the 20th of May, the best catch is generally off the Funk Island, where quantities of field ice drift down in the spring. This fishery in a good season realizes

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### Fisheries.

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large profits; 1,800 barrels of oil were made in six weeks at Harbor Grace this season, and 1,100 seals caught between the 3rd and 22nd of March. The ice was in here up to May this year, the harbor is seldom entirely frozen over, but is full of large blocks of ice, which interfere with the navigation. There are several bergs now in Conception Bay. At Freshwater, a village near Carbonear, some quartz has been found with several grains of gold. The Roman Catholics emigrate in large numbers to the States from this port. Coal can be procured here from Mr. Ridley, a merchant. Population of the two places is a little over 12,000, the number of Protestant and Catholics at Harbor Grace and Carbonear are about equal; at Carbonear there are a large proportion of Wesleyans.

July 7th.—On our way to Croc, passed the Funk Islands—saw several schooners loading with eggs of sea-fowls, which congregate in myriads on this barren and otherwise desolate rock—was informed that the practice is illegal.

About 40 or 50 icebergs were in sight on the morning of the 8th. On the 2nd July, 200 sail of vessels were blocked in Pacquet Harbor by the ice; this information came by telegram when we were at Harbor Grace.

CROC HARBOR, July 8th to 11th.—The ice has been in late this year and in large quantities, but the cod appear to have struck in in large numbers, as the French Prudhomme reported a catch of 1,000 quintals between the 1st and 8th of the month, and his flakes and stages were filled with them; this, and reports from other sources cause an expectation of a season above the average. The harbor is very good, but water deep; the best anchorage is the Ford, or North Arm. The hills are covered with dwarf pine and juniper, but the soil is not deep. The *Chateau Renaud* arrived on the evening of the 10th, and Captain Giovannetti wrote me on the subject of some outrages alleged to have been committed by British subjects against French fishermen on various parts of the coast; he states, however, that the French and English residents of the different fishing stations are generally on very friendly terms. There are several Lakes about 3 or 4 miles in the interior, which abound with trout, and a few salmon are occasionally taken in the river which runs out of these Lakes into the Epine Cadoret Arm. M. Giovannetti had taken two salmon nets

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from the English in St. Mein Bay, as they had refused to take them up when ordered. The French have two fishing rooms and 27 boats on Belle Island, and evidently consider that this and Groais Island are part of the French Shore. There is no anchorage at the latter Island, it is almost inaccessible. The graves of the three young officers in the Cemetery were in very fair condition.

CAPE ROUGE HARBOR, July 12th and 13th.—I proceeded to this harbor from Croc in company with the *Chateau Renaud*; there are 8 French rooms here and one at Pelier Cove, and 8 or 9 French vessels remain at anchor during the season. The commencement of the fishery is very fair, and seems to promise well for a good season. M. Themoim, the Prudhomme of the place, gave me an estimate of the damage done by the crews of the schooners at Pelier, in 1869. I visited this place on foot, saw the traces of the fire, and measured the stage that was burnt by the Butlers, it is about 10 yards in length; there was also another building that had been burnt. It appears that no one was actually present when the arson took place, the then guardian, one Pine, having arrived after the rooms had been fired. His charge of this room appears to have been quite nominal, as he lives in Cape Rouge Harbor, and has charge of six rooms there. James Try is the present guardian at Pelier; I did not see him, but he informed Lieut. Wickham that 42 schooners had anchored in the Cove towards the end of the month, (June), and some of their crews when on shore endeavored to destroy the French property. Try went to Cape Rouge for assistance, leaving his servant, Samuel Whittle, to guard the place, but the door was broken open and a cask of nails abstracted; no further damage, however, was done. The name of one of the schooners was the *Mary Ann*, of Conception Bay; none of the others had names on their sterns.

CONCHE HARBOR.—I walked to this harbor over an isthmus of about a mile; there is a large settlement here of about 180 inhabitants, British subjects, principally Irish and Roman Catholics; not a single French room here, they have abandoned the place for 3 or 4 years. The population has increased considerably since the census of 1869. The people complain that the French would not allow them to fish for salmon in Hare Bay, or in any of the rivers, but they do not otherwise interfere with them. Five schooners were anchored in the harbor, and several small boats. I observed a Chapel, and was informed that there had been a schoolmaster, but that he had returned to Brigus, his native place. A Roman Catholic Priest visits them



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in the summer, nearly every year. They rear enough live stock for their own consumption, and grow a few vegetables. The anchorage is not considered a good one for any but small vessels.

**CREMALLERE, ST. ANTHONY AND GRIGUETS HARBORS, July 14.**—Visited Cremalliere, St. Anthony and Griguets Harbors, enroute to Kirpon. At Cremalliers I found the *D'Estaing*, and communicated with her Commander. He had visited the Western Shore and a few harbors on this side and considered the state affairs as very unsatisfactory, several English families having taken up their quarters and settled on the French Shore, and in some instances destroyed the stages and dwellings. Stopped off St. Anthony harbor to give a written notice to the English not to interfere with the French fishermen, then proceeded to Griguets, which I visited in my boat. Here there were about 10 English Protestant families; the catch of the fishermen had been 15 quintals per man; the seal catch very poor, only about 30 in all. No French had been here for years—the people were occupying the French rooms, &c.

**KIRPON, July 15th to 17th.**—The French catch here has been about 1,200 quintals between two rooms, but they do not consider this good. I received a long list of damages alleged to have been done by sealers and others to the French property; one William Crabbe appears to be the principal offender, he owns a small schooner, the *Tattler*, which is fitted out for him by McDougall, of St. John's, and appears to have frequented this neighborhood for these three or four years, living in French rooms, and demolishing their unoccupied houses or flakes, &c., for firewood; I took the depositions of the English guardian and some other in Crabbe's case, and warned two brothers, Dorothy, at the request of the French Naval Officer, to remove their house from the French ground. There are about 9 or 10 resident families here, their seal fishery has been poor, only about 25 per man, the cod catch this season about 15 quintals per man, which does not clear their expenses; the fish are not so plentiful here after the first month's fishing. There are no fishing rivers nearer than Pistolet Bay. I observed large quantities of peat moss on Kirpon Island, but the inhabitants do not seem to know how to use it as fuel; if they did, it would save them much labor in the winter time, when they are obliged to haul the wood two or three miles.

**PISTOLET BAY, July 18.**—Visited Woody Pine and Cook's Harbor. At the latter place there were a few scattered houses, inhabi-

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ted by fishermen and their families. The catch of cod had been very poor, and the men had left for Labrador; the seal fishery averaged about 29 young ones per man, and 30 old ones in all. There are salmon Brooks in the Bay, but they are not fished except by the Indians, of whom there are four families living there; these Indians net and spear the salmon and trap beaver, foxes, &c., in the season. The mosquitoes and flies at this place are a perfect plague, as indeed they are all along the coast.

At Cook's Harbor there were about ten houses, apparently built on the site of the old French rooms, which had been deserted for years; population about 50 adults; the men had nearly all gone to the Labrador. The catch of cod and seal had been poor. We met a Haha fishing boat, which had come over here, as there were no fish in their harbor; they were catching cod very fast with the jigger, but the fish appeared small.

On passing Cape Norman, I observed that the Light House was not yet completed; there were about 15 icebergs in the Straits, over on the Labrador side.

ST. BARBE'S BAY, July 18th to 20th— There are only two resident families in this Bay, and one, William Drudge, in Black Duck Cove; William Gange carries on the cod, and Thomas Gange, his brother, the salmon fishing. William Drudge fishes the St. Genevieve river for salmon—there is also a prominent store here, kept by an agent for D. H. Pitts, of Halifax, whose trading schooner brings the goods down the coast, and deposits them here. There are two salmon streams, in both of which Lieut Wickham found nets across; these were removed, and I sent a copy of His Excellency's the Governor's Proclamation and a written warning to Thomas Gange. The catch of salmon was quoted at 3 barrels, but I should imagine this to be under the mark. William Gange and his crew had gone over to Labrador; the caplin here are abundant, but the strong Westerly winds had driven the cod away. There had been no seal fishing here this year, either in nets or on the ice. There are no French here; they have vessels at Flower and Savage Coves, but no permanent fishing rooms on the shore. The Church yacht *Star*, with the Coadjutor Bishop Kelly and the Revd. Mr. Dobie, was visiting this part of the coast and was now at Flower Cove. Much sickness has prevailed of late in this neighbourhood, especially during the past year.

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KEPPLE ISLAND, PORT SAUNDERS, AND HAWKE HARBOR, July 20th and 22nd.—A Lighthouse has been built on Point Rich; it is not yet completed, but everything is ready for fixing, and they were awaiting the arrival of the steamer *Napoleon* from Quebec to superintend its lighting, which it was expected would take place early in August. Anchored the ship at the head of Hawke Harbor, Ingorna-choix Bay, and visited Port Saunders and Kepple Island by boat. On Kepple Island there is a French room, whose occupants have done very well, their catch being 1,200 quintals; the *Sevrier*, French brig, got 1,500 quintals in a few days along the coast with her boats. The fishing captain here has a very productive garden, well sheltered from the wind, in which he manages to rear many kinds of vegetables. Some of his windows were smashed during his absence in the fall by the crew of our own schooners, but his guardian was absent at the time; these occurrences are very common along the French Shore.

Nothing was to be seen in Kepple Harbor or Port Saunders. I sailed up to the head of the latter harbor; it is about three miles in extent; there is a small stream, but nearly dry; not a house or a hut to be seen. The stillness of death reigned around, not even the note of a bird awakened the solitude which was almost oppressive. The shores were rocky and desolate, the hills clothed with spruce, fir, and juniper, the mountain ranges beyond covered with patches of snow, which apparently never melts.

On pulling into Hawke Harbor, I was struck with the scenery which is more picturesque than I have remarked elsewhere. The hills assume the character of mountains, and I observed patches of open ground, reminding one of distant parkland. We had a long pull of seven miles to the head of the Bay, where the ship was anchored between the Eastern and Western Brooks, as the salmon streams here are called; numbers of harbor seals were disporting themselves in the water, and I observed some wild duck; the water was quite thick with jelly fish, on which the seal probably feeds. The catch of seal had been as much as 500 in the spring. The salmon brooks were visited during our stay here, the proprietors, William and Frederick Eastman, quote their catch at 8 and 3 barrels respectively; the average is about 10 barrels, and is good or bad according to the sea fishing. The French have not interfered with this fishing for some years. Their father had fished these rivers for forty years. The trout in both these rivers are plentiful and of good size. Lieutenant Wickham destroyed a weir which he found placed across the Eastern Brook, and a net was

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placed more than half way across the Western Brook. The Eastern Brook is too rapid for nets, its source is about 17 miles inland, and salmon have been caught two miles from the source. There are no lakes up this brook; there is one about three miles from the mouth of the Western Brook, but we did not ascend so far. I met both the brothers, Eastman, and warned them of their breach of the Proclamation, a copy of which I gave them, they seemed too poor for me to levy a fine. They said they could not get a living if they were not allowed to place nets across, but I explained to them that the question was not an individual, but a collective one, and that the Government was bound to protect the salmon from extirpation, and to preserve it for future generations. They say that the Indians come there after they leave in September and get from 8 to 10 barrels by spearing. Our dingy went away one evening with two men, and returned in an hour or so with 112 fine lobsters, which they hooked close to the shore.

**PORT-AU-CROC, July 22nd.**—Visited this harbor by boat, while the ship anchored off Savage Island. The French had got about 5,000 quintals of fish in all, which they considered as only a fair catch; they admit, however, that Port-au-Choix is one of their best fishing stations on this side of the coast, the season is considered late this year. The residents get on very well with the French, who pronounce them to be "tres bons gens." The winter destruction of property on this coast is principally the work of the herring fleet, on their return from Labrador, and while they are in it is impossible for the French to do anything, as they come in 50 sail at a time. The guardians of the French establishment are paid in kind, *i. e.*, with a ration of provisions, amounting in all to the value of 1,000 francs.

Lieut. Wickham visited Savage Island and saw the French Fishing Captain, who informed him that the guardian, Alfred Rumbolt, who was present when the robbery (to which I have referred in other correspondence) was committed, was at present fishing at Labrador. The value of the articles stolen from this room was estimated at 600 francs, and the name of the supposed offender, Jacob Hewett, he is master of one of the large Western boats from LaPoile Bay.

**ST. JOHN'S ISLAND AND HARBOR.**—The French catch here had been about the same average as at Port-au-Choix, the Prudhomme complained that several of the herring schooners had come in last

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September and prevented his men from fishing. The health of the residents had not been good lately, some deaths had occurred from low fever. The seal fishing here had been very poor—none on the ice.

NEW FERROLLE COVE AND ST. MARGARET'S BAY, July 23rd.—The French catch here had been about 5,000 quintals; they appear to have no fixed establishments near here, but each ship sends out her boats along the coast, and the fish are dried on the rocks, or on temporary flakes on the shore. The average catch of the residents had been about 50 quintals per family, of which there are three in this Cove and one in an adjacent Cove. They seem well-to-do people, and have good gardens. There are two streams in the South Cove, St. Margaret's Bay, with trout in each, but they are not fished for salmon. The principal salmon stream is in Castor's River, about 16 miles from here by water, fished by Jesse Humber for the last 30 years—he gets 30 or 40 barrels of salmon a year (according to my informant), which I suspect are caught illegally, but the fog was too thick for me to visit the place either by ship or boat. The French have not interfered with the salmon fishery there this year.

CURRENT AND GOOSEBERRY ISLANDS, July 24th.—I anchored for a few hours between these Islands, and visited the residents, of whom there are 7 families, all natives of England and Protestants—one of the men has been living here for 20 years, they have hard times of it in the long winter season. Their catch of cod had been about 50 quintals per family, but the caplin were off the shore, and most of the men had gone over to the Labrador coast. They net salmon in the Bay, and two men named Drudge and Coombes fish the St. Genevieve River on alternate years, and get from 15 to 30 barrels a year; the French do not interfere in the St. Genevieve River, nor do they fish off these Islands. The catch of seal had been about 35 in all. These families and all the others on the coast keep sleigh dogs to haul wood in the winter, and in some places have to go many miles for it. Game abounds in the interior and is one of their principal means of subsistence in the winter seasons. They also trap a good deal. I remarked that the berries were abundant and mosses and wild flowers very pretty. On the summit of the hill overlooking the settlement, there was a very neat grave, with head-stone and railings, of a man named James Williams, the first inhabitant of the island, who died in October, 1860, aged 55 years. The people said that it was the intention of the Bishop to consecrate this

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spot as a burial ground. The family on Gooseberry Island had a very good potato garden, out of which they expected to get 15 or 16 barrels this year; it is the best I have yet seen. This man, Jackman, is a native of the Isle of Wight, the others are Dorsetshire people. I sent a copy of the Proclamation to William Drudge, and explained to his son the folly of over-fishing the salmon rivers.

In the afternoon we steamed over to Blanc Sablon Bay, being unable to fetch Forteau, on account of a thick fog, which nearly kept us off the coast for the night.

BLANC SABLON, July 25th to 28th.—The cod had struck in here in large numbers; there were more than 100 craft of different descriptions anchored in the Bay; several of the schooners had no names on their sterns. I found Alfred Rumbolt, the guardian of the French establishment, on Savage Island, (he was fishing in his schooner the *Revenger*) and took his deposition on oath in the matter of the robbery by the crew of a schooner in October last, of some of the property on the room.

The *Albert Edward* schooner, with Mr. Charles Duder, the Fishery Commissioner, arrived on the 26th. I communicated with that Officer and requested him to visit some of the harbors near Middle Bay on his next cruise, in order to stop French trespassing, which I had reason to believe was going on there. There are two very large fishing establishments at Blanc Sablon belonging to the Jersey Companies of DeQuetteville and Boutelliers Brothers; the latter establishment is on Wood Island, their catch of cod had been 4,500 quintals already, and they carry on the seal fishery in its season at the back of the island, and generally net about 180 or 200 on the average. The principal establishment of De Quetteville Brothers is on the main land, they also have one on Wood Island, one at Forteau, one at Gulch, and a small one at L'Anse St. Clair. Their catch has been 5,500 quintals; they have two large stages of upwards of 100 feet in length. The agent, M. DeSeeleur, was very civil and conducted me over the entire establishment, which is most complete in all its details, as besides the drying and salting rooms or stages, there are provision stores, artificer's shops, a general dry goods store, Lloyd's Agency Office, stores for nets, seines, and all the appliances for fishing on an extensive scale; the manufacture of cod oil and cod liver oil, is also carried on extensively. The staff of

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men, fishermen and shore-men included, is about 200; the fishermen come from Magdalen Islands and Quebec, the shoremen from Jersey. The cod are sent principally to the Mediterranean, some are shipped from Jersey to London and Bristol. The herring, in which they do a good business after the cod season is over, are exported to Jersey and Ireland. The winter agent, care taker and sealing crews, reside in a winter house, which is built with double walls and window frames, and with the roof at a considerable slope to keep the snow off; it is fitted with rooms and sleeping bunks, and warmed by stoves and flues. I inspected thoroughly the whole process of salting and curing, but it is too well known to bear repetition here.

There is also a trading establishment here, kept by a man named Luce, who has a small fishing room; a company of the name of Lefevre fishes here and at Gulch. During our stay Sub-Lieutenant Woodriff visited Gulch and Bradore in the ship's cutter, there were two families at the latter place; their catch had been 100 quintals of cod, and 4½ barrels of salmon from the Brador River.

The river at Blanc Sablon abounds in trout, which are very fine; it is also a salmon river and runs out of two magnificent lakes, which are about three miles from the sea and surrounded by high hills; their waters are deep and abound in fish; there are other lakes further inland. These two lakes are divided by a narrow neck of land, they lie about N. by W. and S. by E., the upper or Northern lake seemed to be about two miles long. There is a waterfall about a mile lower down; the mosquitos and flies are very thick in the underwood here. The bake-apples and other berries are plentiful and the mosses very pretty. The anchorage off Blanc Sablon is, in my opinion, very good in the summer time, being sheltered by Wood and Greenly Islands; it is, however, exposed to Easterly winds.

L'Anse St. Clair, which we did not visit, is a pretty little harbor about two miles to the Eastward of Blanc Sablon, but exposed to S. W. winds, the inhabitants do a little with cod, but are principally engaged in the seal fishery in the winter.

FORTEAU BAY, July 29th and 30th.—Anchored off Mr. Ellis's room on the North Shore, in 8 fathoms water, with the Church bearing about East; the usual anchorage is nearer to the West Shore, off the Jersey rooms. Mr. Ellis is the principal English inhabitant here, he has been fishing in forteau for 26 years. His schooner, the

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“Hollyhock,” had just come in with 600 quintals of cod; his 6 boats have averaged about 150 quintals each. The fish in the Straits of Belie Isle travel from West to East; there are none with large roes here; the full roe fish are found off St. Mary’s and Placentia. Herring are not in yet. The ice took off late this year. Wood is very scarce, they have to go several miles into the interior for it,—the water is considered the best on Labrador. Game are abundant in the interior. There is a very good Church here with Parsonage attached, but the congregation fall off, and the Revd. Mr. Dobie, the Clergyman, has established himself at Flower Cove; this gentleman visits the whole of these coasts during the summer.

This salmon river is considered one of the finest on Labrador, it is fished by a man named Joseph Buckle, who lives on a point of the right bank, but has caught no salmon yet, as the river is choked with weeds. His catch of cod has been about 50 quintals.

On the Western side of this Bay there are 5 families, and an establishment belonging to DeQuettevilles, whose catch has been 500 quintals up to the present date; the other families average about 50 each.

In L’Anse Amour Cove, close to Point Amour, there is a salmon brook, which is fished by a man named Davis, an Englishman.

L’ANSE LOUP, July 31st.—Anchored in this Bay on account of fog, but had previously sent Lieut. Woodriff in the Cutter, to visit it and Schooner Cove. There are five families here, each of whom had caught about 70 quintals of fish. In Schooner Cove, there is a room belonging to Messrs. Short & Watson, but no resident inhabitants, their catch has been 1,500 quintals. The sale of bait to the French is carried on extensively in L’Anse Loup; there were several schooners at anchor in the Bay, but as the sale is pronounced legal, I did not interfere with them. I believe they evade the law by employing an Englishman to haul the bait, and present him with a seine or net afterwards. The whole harbor while we were here was alive with caplin and other fish. There is a very good salmon and trout stream here; it has a bar across, which can be entered by a ship’s gig, at high water; it is fished by Thomas Linstead. I found a net placed across the river, and warned the proprietor that he was liable to a penalty; I also read him the Proclamation. The salmon fry were abundant just inside the bar.



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**BLACK BAY OR PINWEIR, August 1st.**—Anchored here on account of fog, and visited the Pinweir River and settlements in Pinweir Cove. The anchorage is very good in French Cove, just inside Ship Head. There are two or three families named Odell in Pinweir Cove; their catch has been 160 quintals and 6 barrels of salmon. A Mrs. Odell keeps a school here for the children in the neighbourhood, who average about 40 in number, they are all Roman Catholics, except those from Eastern St. Modeste. In L'Anse Diable there are 5 Newfoundland families, no particulars about them. The residents here haul bait for the French at 3s. per barrel. There is a small Roman Catholic Chapel here, and a neatly kept cemetery. The Pinweir River is fished by an Englishman, Thomas Elsworthy, who lives in a house on the point of the right bank. His catch has been 20 barrels, which he considered rather bad, the average being from 30 to 35 barrels. He complained that a man named Dory occasionally placed his nets across the river and interfered with his fishing. Lieut. Wickham went two miles up the river but could not discover anything contrary to the law. The value of a barrel of salmon is about £3 10s. 0d. cy., and they average 25 to the barrel, but are smaller this year.

**WESTERN AND EASTERN ST. MODESTE.**—These two Islands are at each extremity of Black Bay—the inhabitants of the Western Island are all Roman Catholics, those on the East Island are Protestants; the Islands are quite barren, and all supplies are procured from the traders. At Western St. Modeste there were about 10 rooms, their catch of cod 200 quintals a room and 350 seals. At Eastern St. Modeste there were 3 rooms with a catch of 200 quintals a room. No seal quoted. There has been no sale of bait to the French this year.

**CARROLL COVE, August 2nd**—In this Cove there are three families, about 24 in all, and a Newfoundland crew, whose schooner and 6 boats are engaged in cod fishing; they dry their fish on the shore, and haul their boats up on the beach in the fall. One family have caught 150 quintals of cod and 4 barrels of salmon in nets. There is good holding ground in this Cove, but it is exposed to Easterly Winds. Herring have not come in yet.

**RED BAY, Aug. 3rd to 6th.**—This is a very good anchorage, especially in the inner basin, but as we came in in a fog we anchored between Penny and Saddle Islands, in 8 fathoms. The principal inhabitant here is Mr. Edgar Penny; he is agent for his father, (who lives at Carbonear,) and has 3 vessels and about 40 boats. His catch

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has been about 4000 quintals of cod, and 30 barrels of salmon, netted in the bay; he ships his cargoes to the Mediterranean and Montreal. He reported his catch in the Straits having been over the average, and that the fish struck in earlier than usual. There are three trout brooks in the bay; the salmon fishing is carried on at Greenish Bay, about 6 miles to the Eastward, by William Mynor, where there are also splendid trout; there is another trout stream called Wiseman's Brook, about 2 miles to the Eastward of Red Bay. Game abounds in the season, and they expected the curlew in in a day or two. There are 26 families in this harbor, 18 of whom reside here in the winter; several of them supply Mr. Penny with fish, the others deal with the traders, as do most of the families on the coast of Labrador and Newfoundland. Mr. Canning, the Collector of Customs for the Colony, was here when I arrived, but he left the next day without calling on me. The herring are expected daily. An infant school is kept here by a man of the name of Bailey, for £6 the season; there are about 40 or 50 children here; he is willing to instruct them through the year for a salary of £20, and the residents would be glad to have a permanent school.

The schooner *Albert Edward* came in on the morning of the 6th, and Mr. Charles Duder, the Fishery Commissioner, gave me a report of his proceedings since I saw him at Blanc Sablon. He had visited the harbor near Middle Bay, at which place he found three French schooners fishing in violation of the treaty, their names were the *Economie*, *Hope*, and *Lucy*, all belonging to St. Pierre. He took their names and warned them off the coast, and they sailed the next day. They had caught 1,400 quintals of cod between them. At Salmon Bay, there were two American schooners, and when at Blanc Sablon I also saw two; these were the only Americans that I have heard of as being on the coast of Labrador this season. A Mr. Joy, of Salmon Bay had got 1,500 quintals with 16 men, and reported the season as above the average.

CHATEAU BAY, August 7th.—Anchored at the head of Pitts Harbor in 6½ fathoms, the water being too deep in Temple Harbor, and a strong breeze blowing. Sent Lieut. Wickham and Mr. Woodriff to visit Henley Island and Temple Harbor. On Henley Island there were 125 inhabitants, in Temple Harbor 108. The catch had been fair, but as the cod are coming Eastward they may expect a good average at the end of the season. The herring had come in two days previously; they were rather small but

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in good condition. There is a trout stream in Pitt's Harbor, and a salmon brook at the head of Temple (or Chateau) Harbor, but the wind wastoo strong for the boat to get up to it.

Care should be taken on entering Pitt's Harbor, as the Channel is narrow and the depth of water only about  $3\frac{1}{2}$  to 4 fathoms.

Sailed over to Croc Harbor on the 8th, having finished visiting the harbors on the Labrador Shore, and visited St. Anthony Harbor en route.

ST. ANTHONY HARBOR, August 8th.—Visited this harbor by boat against a strong wind and heavy sea, the ship hove to outside. There are two French rooms here, their aggregate catch 2,000 quintals. There are 12 English families; their catch has been about 20 quintals per man, they are only allowed by the French to fish with hook-and-line, and are forbidden to lay down salmon nets in St. Mein Bay. There are two trout rivers in this Bay, and two salmon Brooks in Hare Bay, the French fish the salmon brooks, and get from 40 to 60 hogsheads of salmon out of it annually. A man named Finamore fishes the Western Brook, but his catch has only been  $3\frac{1}{2}$  hogsheads.

CROC HARBOR, August 9th to 13th.—I had arranged to meet Captain Giovannetti here, or one of the ships under his command, about this date, and the *D'Estaing* arrived on the 11th. I found the *Eurydice*, store-ship, at anchor on my arrival. The French Officers were extremely courteous to us, and supplied us with vegetables, &c., during our stay.

The French catch of cod had been about 2,600 quintals among the two rooms. The general catch on the French Shore during this season has been the best known for six years, especially near LaScie, on the South Shore, which has exceeded any known catch of former years; this in spite of ice, which went off late this year. Some of the French batteax can bring in between 300 and 400 quintals of fish at a time. The ships attached to this establishment go out to fish on the Grand Banks, and bring their cargoes in here to be cured. There are 6 English families in Croc Harbor, some of whom are guardians to the French Rooms and to the Commodore's garden; their general catch has been 200 quintals; the French generally seem to allow their guardians to fish as much as they like. The snipe have made their appearance here, but not yet in great numbers. The Rev.

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Father Brown, Roman Catholic Priest, visits all the settlements on the coast whose people are of that persuasion. The visiting Protestant Clergyman is the Rev. Mr. Temple, of White Bay.

INGLEE COVE, CANADA BAY, August 14th.—At this place there is quite a large settlement of British subjects, and not a French room on the place, except some broken down stages or flakes. The inhabitants here number about 120; they are all Protestants, and have not been interfered with by the French for some years. The French establishment is over at Canada Harbor, where they have 3 rooms, the vessel belonging to the fishing Captain in the Goufre, which is the best harbor. In Canada Bay there are 7 salmon rivers, but they have not been much fished lately, and the principal fisher is now old and feeble. Nearly all the people in Inglec have good gardens, and seem well-to-do kind of people.

FLEUR-DE-LYS, August 15th.—Visited this harbor at the express request of the French Naval Officer, in order to inquire into an alleged dspreddation on one of the rooms. The Prudhomme here has one one large room, a ship, 19 boats and 2 seines; his catch has been 2,000 quintals. There are 7 English families whose catch had been 50 quintals per family. I took the depositions on oath of the guardian, relative to the alleged outrage, but he either could or would tell nothing about it. There was a French Doctor here, he came out in the ship, and I may here remark that a medical man frequently comes out with the French vessels for the season. I left this place on the morning of the 16th, and arrived at St. John's at 7 p. m., on the 18th.

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### CONCLUDING REMARKS.

In concluding my first report on the fisheries on the coast of Newfoundland and Labrador, I am of opinion that the state of matters on the French Shore is very unsatisfactory, and is likely to become still more so. In the first place, the constant depredations committed by the crews of the sealing vessels on the East, and the herring fleet on the West Shore, are calculated to irritate the minds of the French, who, on returning to their fishing stations in the spring, frequently finds their stages, flakes, &c., destroyed or taken for fire wood, their windows broken, and their fishing gear stolen. The testi-

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mony of some of the resident British subjects tends to confirm me in this belief, but they are very anxious in pronouncing the French as very kind and friendly towards *them*. On the other hand, the encroachments of the French in some of the salmon rivers, and their prohibition against the use by the inhabitants of anything to fish with but a hook-and-line, is a grievance on the English side—more especially as the French in many cases have abandoned their rooms for years, and the English cannot understand what right they have to attempt to establish themselves there again. There is no doubt that the Treaty is not properly understood; I have in many cases been asked to interpret it, which is rather a difficult matter, and I think it should be revised, or couched in more simple language. As to “fixed establishments,” both the English dwellings and the French stages are fixed and prominent to all intents and purposes. The population of many places on the shore of Newfoundland is rapidly increasing; in Conche, for instance, where there are 180 inhabitants, and at Inglee, where there are about 120. Some steps should at once be taken, in order to prevent the depredations to which I have previously alluded. Every fishing schooner should be registered, and their masters should be compelled to place their names conspicuously on the stern of their vessels; by this means the guardians of the French rooms would be able to detect these marauders “in flagrant delicto,” and their whereabouts could be traced by the Men-of-war. The “guardian” system is at present carried out very unsatisfactorily; the guardians in many cases seem afraid to give evidence as to these acts of carelessness which are constantly being committed, for fear of themselves being annoyed or assaulted. The want of medical assistance, spiritual ministrations, and education of the young, is much felt in all the outlying parts of the coast; the visiting clergymen, without doubt, do all in their power, but their periodical visits are attended with great difficulty and much hazard,—some of them are out for days in open boats endeavoring to make the harbor.

I would further remark that the high prices charged by the traders for their goods to the inhabitants of the coast, weigh heavily upon their scanty resources; this charge is partly the result of the taxation imposed on the traders themselves.

I am informed, although I have not seen it, that the French are in the habit of using the bultow to a great extent in their cod fishing; I think this practice, and the habit of using the jigger, are cruel and injudicious, as a very large proportion of the fish are thus maimed, and others are decoyed away by the wounded ones.

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I have appended to this report a tabular statement of various statistics of the ports and harbors I have visited; this information, collected in some instances with much difficulty, owing to various circumstances, and occasionally (I am glad to say in very rare instances) with some suspicion of the tendency and purport of my enquiries, must necessarily be in a measure incomplete, and it was my intention to have revised it on my second cruize, which, however, I have learned since writing the above, will not now take place, owing to Her Majesty's Ship under my command being suddenly recalled from this station.

CHARLES KNOULES,  
*Commander.*

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**SECOND CRUIZE.**

Left St. John's on Monday, Sept. 11th.

CROC HARBOR, arrived at Croc Harbor on Wednesday, Sept. 13.—The cod fishery here and in the vicinity is reported to have been very good, better than has been known for many years. The two rooms are said to have about 7,000 to 8,000 quintals between them, 90 men having been employed. The fishery was nearly over, and they were preparing to go back to France.

Ascertaining that the French Senior Officer had sailed the morning before I arrived, for Kirpon, I left at 10 A.M., Sept. 14th, for that place.

KIRPON, arrived 4 P. M., Sept. 14.—On nearing the harbor I observed the *D'Esting* at anchor in the harbor and the *Chateau Renaud* going in, so, as there would not be room for the *Danae*, I anchored outside, midway between Jacque's Cartier's Island and Point des Esquimeaux. Although much used by the French, Kirpon is not a harbor for a ship of this size, more especially as we have no plan or even a chart of a large scale of it.

The *Chateau Renaud* got on shore the night before we arrived, in going in, and had been on shore all night.

The fishery at Kirpon has not been nearly so good as that at Croc, LaScie, Cape Rouge and the neighbourhood. Captain Giovanetti had no complaint to make, beyond the general remark that English vessels were always trespassing on French grounds, which I believe to be correct, but as we do not admit the "exclusive" right of the French to these fisheries, it is a difficult question to deal with.

I visited the brothers Dorothy, who had been ordered by Commander Knowles to remove their hut, (for it is not a house,) further

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back, they have not yet done so, and considering that the shore for a considerable distance on either side is unoccupied, and that it does not appear the French want the site for the purpose of "drying fish," I do not see why the man should be made to move, more especially, as he is not a "permanent settler," having only come from the Labrador this summer and purposing to return; I did not tell the man my opinion, but said that as Commander Knowles had ordered him to leave, he was to do so as early as convenient, and he promised he would go back to Battle Harbor whenever he could get a vessel to convey his family, 8 in number.

The fishery this year on the French Shore having been generally very good, I should not be surprised if a great many more French came out to fish next year. The *D'Estaing* has been visiting every harbor on the French Shore, and it is reported that it is intended to re-occupy many stations which for years past have been abandoned. Conche, Griguets, and Pistolet Bays are particularly named. In all these places there are a good many British settlers—about 170 at Conche, 70 at Griguets and 100 at Pistolet Bay.

Should this take place, and the French Naval Officers next year hold the view that the French have an "exclusive" right to the fishery and shore—it is possible complications may arise. Not being able to enter Kirpon, and the anchorage outside being unsafe with Northerly winds, I sailed at 6 a. m., September 15th, for Labrador.

**NIGER SOUND, ISLET BAY.**—Anchored for shelter in a fresh Northerly breeze. This is a good, well sheltered harbor and easy of access. There are no settlers and apparently no fishing. Weighed at 6 a. m., on September 16th, and proceeded round to St. Charles Harbor. Sent Lieut. Cobb, in the Cutter, to visit the settlements on the Camp Islands. He reports as follows:—

**CAMP ISLANDS.**—The fishery at Chimney Tickle, Inner Camp Island, is reported as good; especially the herring. One schooner



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having secured in her seine 2,000 barrels herring. There were 11 vessels at anchor.

At Outer Camp Island there were 2 schooners, and the fishery had not been so good. "Barring herrings, though illegal, is practised at both places.

Boarded all the vessels in the above harbors, but could obtain no information relative to the schooner *Tattler*.

No American vessels had been herring fishing this year.

**ST. CHARLES HARBOR.**—This harbor, although small, is easy of access and convenient for detaching boats to visit Sizes Harbor, Middle Harbor and Battle Harbor. There are about 100 fishermen here (nearly all from Carbonear) but only 4 resident families. The cod fishery has been very fair. Herring promising well and considerable quantities of mackerel. Nicholas Taylor, of Antil Cove, had enclosed about 500 barrels of mackerel in his seine when some of the "neighbours," either from spite or envy came down and drove him away, partially destroying his net, and allowed the greater part of the mackerel to escape.

The were no American or Nova Scotia fishermen in the neighbourhood, and consequently no disputes about "barring herring," which I fancy every one does when they get a chance.

**SIZE HARBOR, POND HARBOR, BATTLE HARBOR.**—These harbors were visited by Lieut. Cobb, in the Cutter, and he reports as follows follows:—

Size Harbor, 13 coasting vessels and two steamers. Fishing good.

Pond Harbor, 5 vessels, all loading with fish. Herring fishery very successful. No complaints and no sickness.

Battle Harbor, 23 schooners, all Newfoundland. No Americans

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and no Nova Scotians. Fishing good. Herring very plentiful, and considerable quantities of mackerel.

Boarded all the vessels in the above harbors to endeavor to obtain intelligence of the *Tattler* schooner, but could hear nothing about her.

DEER HARBOR, anchored at 4 p. m., September 16th.—This is a good harbor for large vessels, it is rather far from Battle Harbor for boat work, but it is on the whole, the best place for a large ship to anchor while visiting this part of the coast. The soundings are imperfect and the bottom very irregular, and I should not be surprised if there were rocks at present unknown. I would therefore recommend a low rate of speed both going in and out. The grave and head board of the ship's corporal of the *Niobe* were in good order. There are no settlers or fishermen in this Bay. Remained here September 17th and 18th, being detained by stress of weather.

CHATEAU, anchored in Pitt's Bay, at 4.40 P.M.—This anchorage is not easy of access, and it is advisable that ships should, if possible, enter at low water when the rocks show. The mark given for clearing the ledges is difficult for a stranger to make out, as he has no means of knowing "Grenville Point." I have therefore caused a beacon to be erected on this point.

It is a pole with a cask on it, painted white, and is 25 feet in height.

We also sounded Temple Pass and Whale Gut. The former is the better passage to enter Temple Bay through, and the latter is hardly safe for a large ship unless the shoal on either side is buoyed or marked by a boat.

HENLEY HARBOR.—I visited the fishing stations at Henley Harbor and in Temple Bay.

At the former, the cod fishery had been good and was still going on (some remarkably good fish having been taken last

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night). The average catch was reported at about 150 quintals for two men.

The herring fishery promises well, an average of about 100 barrels for each room having been secured. There were no complaints and no sickness. No minister of religion had visited during the season. Barring herring takes place whenever there is a chance, and generally gives rise to quarrels, but when the fishing is good the men have too much to do to quarrel, and it is in bad seasons that disturbances generally occur.

TEMPLE BAY.—At Temple Bay, Mr. Joyce, who employs all the people (15 families) had secured about 2,500 quintals of cod, and about 1,000 barrels of herring--and hoped to get a good many more of the latter; every body seemed contented and doing well; no sickness and no complaints.

There is good anchorage in Temple Bay, either in Ship Cove, about one mile North of the fishing station, or right up at the head of the Bay. Capt. Hunt, at Henly Harbor, and Mr. Joyce, in Temple Bay, are the principal inhabitants.

RED BAY, arrived at 2.30 P.M., on Sept. 21st.—Anchored in the inner harbor, in 17 fathoms. Bearings at anchor, beacon on Saddle Island, S. 60° W., White House, N. W. Brook, N. 12° E.

This is the best harbor in the Straits of Belle Isle, and although small is easy of access, and has room and depth of water for a ship of any size.

The cod fishery was over and the catch had been above the average; the bultow is not used here; herring came in on Sept. 14th, and are being caught in great numbers, 1,200 to 1,500 barrels have been already secured. Baring is practised whenever opportunity offers, and as the fishery is good there has been no trouble about it. There are three streams in Red Bay, one of which ought to be

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a very good salmon stream, but very little is done now with salmon; there are trout in all the brooks, especially the centre one. Many people remain here during the winter, cutting wood and stripping bark for the summer.

The American vessels called here a short time ago on their way to Greenland, halibut fishing.

There was no sickness and no complaint. Six schooners at anchor; 4 fishing, 1 trading, and 1 loading fish for Lisbon. Mr. Penny is the principal inhabitant.

**WEST BAY.**—On leaving Red Bay we anchored in West Bay as a strong Westerly wind was blowing outside. This anchorage is very convenient in West or North winds.

**FORTEAU**, arrived September 23rd, at noon.—Anchored in 12½ fathoms—bearing at anchor, White House, River Mouth, S. 23° E., Amour Point, N. 6° E., Gully, N. 70° E.

The cod fishery at Forteau has been good, averaging about 80 quintals per man. Very few herring have yet been taken, but when they are in the bay the people bar them or take them in any way they can.

The Church here is closed and the Clergyman has not visited for a considerable period. There were two vessels loading with fish, one for St. John's, and the other for the Mediterranean. About 50 people reside here during the winter.

The river at the head of the Bay abounds in trout, and there are also salmon in it. There were no complaints and no sickness at the time of my visit.

**ST. MARGARET'S BAY, OLD FEROLLE**, arrived September 25th, 4 p. m.—Anchored in 6¾ fathoms—bearing at anchor.

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While at anchor here sent Cutter to visit the settlement at New Ferolle; there are four French families there who report the cod fishing to have been remarkably good; these four families are permanent settlers, residing all the year. No herring had been taken. The soundings in St. Margaret's Bay do not agree with those laid down in the Chart, being greatly less—but by keeping Dog Island right astern we carried plenty of water up to the anchorage—nothing less than 6 fathoms.

There are no houses or fishermen in this Bay, except at New Ferolle.

While at St. Margaret's Bay, Sub-Lient. Burr visited Castor River and met Jesse Humber, who with his family are the only inhabitants. He states that in 1870, a small vessel, tender to the French Man-of-War, came into Castor River and broke into his house, firing several shots through the door—the marks of which Mr. Burr saw—and forcibly took several articles from the house. Jesse Humber also states that the French have forbidden him to fish the River of Castor, and have destroyed a net belonging to him, that he set in the river. Unfortunately, this man did not come on board, and I was unable personally to interrogate him, but I believe the French do interfere with the English in the salmon fishery, and it would be well if a point was made next year of visiting all the salmon rivers on the French Shore, this may be done in July and August, and it would be a very great assistance if a steam pinnace were supplied for the purpose, as in many cases there are no good anchorage near the rivers.

ST. JOHN'S ISLAND, ST. JOHN'S HARBOR, arrived September 23th, at 0.30 P. M.—Anchored in 13 fathoms. Bearings at anchor, cross on Savage Island, S. E.,  $\frac{1}{2}$  E., Isle Querie, S. W.  $\frac{1}{2}$  Ship's Head, S. W.  $\frac{1}{2}$  S.

There are four French rooms here, employing about 40 boats

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and 120 men. The catch of cod had been moderate, about 4000 quintals. The French houses were comfortable and the place looked neat and clean. Last year a number of English fishing vessels came here to net herring, and there was a good deal of trouble with them. But this year there are no complaints, probably owing to herring being very plentiful on the Labrador coast. There are three English families settled here who the French allow to fish for cod with hook and-line, they had caught about 250 quintals between them, (7 men.) They complain that the French do not allow them to net herring—but they have no nets, and the French are very generous, always giving them herring when they get a good haul. This year they have given them about 200 barrels. The health of these settlers is not good, principally owing to the want of vegetable diet—they grow nothing. In the winter they cross over to the main land and live in the woods, cutting wood, &c., for the summer.

**SAVAGE ISLAND.**—Anchored between Savage Island and Point Barbace, intending to visit Old and New Port-au-Choix, but the wind shifting to the N. W., the anchorage became unsafe, and I had to leave without communicating with the shore, and proceeded to Port Saunders for shelter, where I found the *Chatteau Renaud*.

**COW COVE**, arrived September 30th.—Anchored in 10½ fathoms. Bearings at anchor, Cow Bay Point, N. 3° W., Neck of Peninsula, N. 70° E.

This is a small settlement containing 7 families, all English, they reside on Cow Head in the summer, and go during the winter into the woods. The French do not fish here at all. The cod fishery this year has not been good, having only averaged about 20 quintals a man, and up to the present they have not caught any herring; altogether they appear badly off. They cultivate potatoes, turnips, and a few other vegetables, and keep cows and poultry. The fishing is done with hook-and-line, and the past season has been very stormy which partly accounts for the small catch.

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BONNE BAY, arrived October 1st.—Anchored in 10 fathoms.—Bearings at anchor, School House N. 16° W., Woody Point N. 47° E.

Since our last visit, several new houses are in course of erection and the population is rapidly increasing. From information I estimate that there are now between 120 and 130 families resident in the Bay (between the North and South Points) and as 6 is not a high average for a Newfoundland family, this will give between 700 and 800 inhabitants. Several cases of distress were brought to my notice. One, that of two widows, "Keogh," by name, whose husbands were drowned two years ago, they were relieved by the Officers and crew of *Niobe*, in the Bay of Islands, in 1870, and have been existing on charity ever since. Another case was an old man 74, and his wife 63, the man being almost blind, besides being ruptured and quite unfit for work. These cases we relieved with provisions, and old clothes, &c., given by the Officers and Ships Company; but it is absurd to suppose that the crews of Her Majesty's Ships, are to support all the destitute people on the French Shore—and some provision ought to be made by the Colonial Government for their relief.

Several cases of disputed right to ground and boundaries were brought before me—but as I had no data to go on, and there was only one side represented, I declined to interfere. These questions will before long assume serious proportions, as threats of violence are alleged to have been made on several occasions.

The cod fishing had not been good owing to long continuance of boisterous weather. Herring had not arrived, but were anxiously looked for. 13 schooners at anchor, including two American and four Nova Scotians, waiting for herring.

The residents have decided not to allow seines to be used in the Bay, and they intend preventing the use of them by force. It is possible this may not be strictly legal, but as the law gives them no protection, it would be hard to interfere with them. The autumn fishery in Bonne Bay is said to be very good, the cod being of a large size. There are good trout streams at the head of each arm.

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**BAY of ISLANDS, FRENCHMAN'S COVE.**—Communicated with this settlement, but did not anchor, the water being very deep, unless too close to the shore. The cod fishery in the Bay is reported as fair. Herring were not yet in. A barque was at anchor off Pettipas, waiting to load. One of the men at this settlement had been up to Pettipas that morning, and reported all going on well.

**RED ISLAND,** arrived 7.30 A. M., October 9th.—Anchored in 9 fathoms—bearings at anchor, Island N. 65° W., Flag Staff N. 79° W., Head S. W. by W.

This is a French fishing station, worked by a firm called the General Transatlantic Company. They employ about 130 fishermen in the summer, and generally the fishing is very good. The fishermen had all left for France a few days before our arrival, leaving two men to take care of the place.

The buildings are all of a permanent character. A little to the Eastward, on the main land is an English settlement, where the inhabitants do a little farming as well as fishing.

During the fishing season the French do not interfere with these men so long as they confine themselves to hook-and-line fishing, and there is a good deal of fish to be caught after the French leave at the end of September.

The passage between Red Island, and the main is gradually filling up, by the crumbling away of the cliff on the main land and is no longer safe for ships of any size.

### PLACES VISITED—FIRST CRUIZE.

Trepassey, Salmonier, Placentia, Burin, Great St. Lawrence, Little St. Lawrence, Burgeo, Sydney, St. George's Bay, Port-au-Port, Humber River, Lark Harbor, Bonne Bay, Hawkes Bay, Port Saunders, Middle Bay, Belles Amour.



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**Fisheries.**

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**SECOND CRUIZE.**

Croc, Quirpon, Deer Islet Bay, Camp Islands, St. Charles Harbor, Battle Harbor, Deer Harbor, Chateau Bay, Red Bay, Forteau, St. Margaret's Bay, Ferolle, St. John's Island, Savage Island, Port Saunders, Cow Bay, Bonne Bay, Bay of Islands, Red Island.

**WILLIAM BROWN,**

Captain and Senior Officer.

Vice-Admiral, **E. G. FANSHAWE, C. B.,**  
Commander-in-Chief.

Tables

TABLE I

Table I: Description of the data set, including sample size, variables, and summary statistics.

TABLE II

Table II: Description of the data set, including sample size, variables, and summary statistics.

Table III: Description of the data set, including sample size, variables, and summary statistics.

Table IV: Description of the data set, including sample size, variables, and summary statistics.

Area containing the main body of tables, which are mostly illegible due to fading and low resolution.



## Fisheries.

REPORT OF CHARLES DUDER, Esq., SUPERINTENDANT  
OF FISHERIES, 1871.ST. JOHN'S,  
October, 1871.

SIR,—

I beg to report for the information of His Excellency the Governor, that on the receipt of my instructions, as General Superintendent of the Fisheries, I lost no time in getting the schooner *Albert Edward* under way, and sailed for the Straits of Belle Isle on the 4th July, noon, with the wind West. Ran as far as Cape Bonavista, took the wind N. E. Saw a great number of icebergs. Saturday, the 8th, put into Twillingate, wind E. N. E. There I found Mr. Murray, the Geological Surveyor.

*Monday, 10th*—Light winds from Eastward. Mr. Murray made an attempt to put to sea, but was compelled to return on account of contrary winds.

*11th*—Light breeze off shore at day-light, got under way and proceeded on the voyage. After leaving Twillingate experienced light winds and calm weather. In passing the Grey Islands saw a large French man-of-war, also about twenty French boats, fishing under the above-named Islands. I did not interfere with them, not knowing whether they were privileged or not.

*15th*—Arrived off the Island of Belle Isle; blowing hard from the Westward, with heavy sea found it impossible to land the officer and crew on the Island. We then proceeded across the Straits for Cape Charles. Arrived at Cape Charles at five P. M.; went on shore and had some conversation with Mr. Richard Taylor, of Carbonear, who informed me that the average catch of fish was about two thousand quintals per seine, and six quintals per man with hook and line, the average at Battle Harbor being much the same; also, at the latter place, there was a fair catch of Salmon. At these places, at present, there seems to be a falling off of the seine fishery, and an improvement in the hook and line.

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**Fisheries.**

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16th, *Sunday*—Rev. Mr. Hale conducted Divine Service three times this day—attendance good. Weather fine.

17th—Wind S. W., blowing strong, heavy rain; detained at Cape Charles.

18th—Wind West, moderate breeze and thick fog. Rowed to Battle Harbor with letters for steamer *Ariel*; at 8 p. m., wind veering South, got under way and stood across the Straits. Midnight, arrived off the Island; hove too for daylight.

19th—Daylight, landed officer and crew on Belle Isle, immediately got under way for Red Bay; at noon, blowing fresh, found the vessel losing ground, with tide setting down the Straits, ran in to the Camp Islands and anchored there; during our stay at the Camp Island, the *Ariel* passed up the Straits. Mr. Samuel Gordon, of Harbor Grace, complained of a bad salmon fishery this year at the Camp Islands; he had about three hundred quintals of fish in stage. The boats here brought in three quintals per man for the hook and line on yesterday.

20th—At five a. m. got under way, light breeze from the Eastward, great number of icebergs in the Straits; at 6 p. m., anchored in Red Bay; had an interview with Mr. Canning, the Revenue Officer, who had arrived this morning from Blanc Sablon, and informed me that no French fishing craft had been on the Labrador side of the Straits up to this time—plenty of bait being on the French side; but as soon as the bait became scarce there I may expect a visit from them; fish very scarce here, our fishermen having left and gone up the Straits.

21st—Three a. m. left Red Bay, light breeze from Eastward, at noon a gale of wind sprung up from W. S. W., and compelled us to run for Ship Head Harbor, where we anchored; this is one of the principal places for hauling bait; found no craft of any description here; fishery very poor, also poor catch of salmon at Pinware Brook.

22nd—At five a. m. got under way, light breeze from Eastward, strong tide setting down Straits; at 3 p. m. anchored at Lance-au-Loup; fishing very indifferent here; not being in safe anchorage, got

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**Fisheries.**


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under way for Forteau; at 9 a. m. anchored in Forteau Harbor, here I had the pleasure of seeing his Lordship Bishop Kelly, who conducted Divine Service morning and afternoon.

24th—Light wind S. E.—Bishop Kelly left for Bay of Islands; during latter part of day; strong winds from West; fishery poor here.

25th—At 8 a. m. left Forteau, wind Westerly, beat up to Blanc Sablon; midnight anchored there.

26th—Blanc Sablon; fish very plenty here. Found in this place about 70 or 80 Nova Scotia fishing crafts, as well as a few Newfoundland vessels, boarded the same according to instructions; at which place was also Her Majesty's Ship *Lapwing*. At 10 a. m. went on board of the *Lapwing*, was received very courteously and kindly by Captain Knowles; had an interview with him; and received a great deal of useful information in connection with the service in which I was engaged. In the afternoon of the same day Captain Knowles paid me a visit, and as one of our crew had behaved in a very improper manner by using unbecoming language to myself and the master of the vessel, Captain Knowles gave him a reprimand, and told him if a repetition occurred he would punish him severely; at the same time he handed me the following copy of a letter of instructions:—

H. M. S. *Lapwing*,  
BLANC SABLON,  
26th July, 1871,

SIR,—

A report having reached me that some French vessels are fishing in Middle Bay, or some of the adjacent Harbors, I have to request that you will be good enough to visit the undermentioned places, for the purpose of putting a stop to this trespassing, if it is taking place, taking care not to exceed your instructions:

Bonne Esperance.  
Salmon Bay.  
Five Leagues' Harbor.  
Middle Bay.  
Bell's Amours Harbor.

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**Fisheries.**

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Paragraph four of your instructions from the Colonial Government will bear you out, in complying with this request.

I enclose a list of persons and vessels whose whereabouts it is very important to ascertain; and should you be able, during your cruise, to obtain any information on that head, I shall be obliged to you to supply me with it.

I shall be at Forteau, or in the vicinity, until the first of August, within which period you will probably be able to meet me again.

I am, Sir,

Your obedient Servant,

**CHARLES P. KNOWLES,**

**Commander.**

**CAPTAIN DUDER,**

**Commissioner of Fisheries**

**for Newfoundland.**

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**Fisheries.**


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*Le Sneak*, Master, James Mahoney, of Cat's Cove, Conception Bay.

*L. Alley*, Master, James Burk, of Goat's Cove, Conception Bay.

*Cleara*, Master, Alexander Glasby, of Fortune Harbor Bay.

*Promral*, Master, Jacob Butler, Conception Bay, South Shore, Middle Bight.

*Elizabeth Effy*, Master, Nathaniel Butler, of Conception Bay, South Shore, Middle Bight.

*Jane Lissett*, Master, Edward Fitzgerald, of Conception Bay, Western Bay.

*Betsey*, Master, Joseph Butler, of South Shore, Conception Bay, Middle Bight.

*Two Brothers*, Master, John Butler, Bare Head, Conception Bay.

*Tattler*, William Crabb Master.

Schooner, name unknown, but required, Jacob Hewett, Master.

While at Blanc Sablon I received a complaint from George Styles, of Pettees, who informed me that the French fishermen would not allow him to put out herring nets in Bonne Bay, and threatened that if he did they would take his nets and fish. Visited the Mercantile Establishment of Messrs. Philip DeQuetteville & Brothers, of Jersey; this is a large and fine establishment, employing two hundred men and fifty-six fishing boats, and to date has about six thousand qtls. of fish on shore. The Agent at this establishment complains sadly of having to pay a large amount of revenue and not to get the benefit of the mail service, the steamer not calling here.

27th.—Throughout this day calm with thick fog; received the following letter:

H. M. Ship *Lapwing*.

DEAR SIR,—

Captain Knowles has desired me to forward you a copy of a de-



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**Fisheries.**

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position made by James Hollean, Master of the *Linnet*, relative to a complaint against two of his seamen for stealing a boat; these men are supposed to be at Middle Bay, and he begs that if you can manage it you will visit that place and see if you can obtain any information or seize the boat. Captain Knowles will be glad to hear the result of your visit when he meets you at Forteau.

I am, Sir,

Truly yours,

R. H. TUCKER.

Captain DUDER,  
*Commissioner of Fisheries*  
*for Newfoundland.*

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**Fisheries.**

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**COPY OF DEPOSITION MADE BEFORE ME THIS  
25th JULY, 1871.**

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CHARLES P. KNOWLES,  
*Commander H. M. S. Lapwing,*  
*and J. P. for Newfoundland.*

I am Master of the schooner *Linnet*. On Tuesday, 16th July, two men belonging to my vessel, Thomas Grady and Charles Dobson, left without my leave, taking with them a whale boat, with all her gear, masts, sails, oars, &c., and nine fishing lines. The boat is about 25 feet long, painted blue, bottom resined, mainsail half white, fore-sail quite new. Thomas Grady belongs to Petty Harbor, near St. John's, was shipped at St. John's in May last as a fisherman; Charles Dobson lives at Carlile, and was shipped at Bonne Bay in June last as a shareman.

Signed,

his  
JAMES X HOLLEAN.  
mark.

I would here observe, that I am of opinion that the Fishery Commissioner should be in the Commission of the Peace, while cruising in these waters, as he would be enabled to settle many differences and disputes arising, several complaints having come under my notice. Captain Knowles was under the impression that such was the case.

28th.—Light Westerly winds and very thick fog; at 7 P.M. the wind shifted to the Eastward and heavy rain. Several Nova Scotia crafts left for home, having finished loading. It being too late to proceed to Bone Spears before dark, I thought it prudent to remain till daylight.

29th.—Wind Easterly, heavy rain; at 6 A.M. left Blanc Sablon and arrived at noon at Salmon Bay. Went in boat to Bone Spears, the fishery here is remarkably good; no French craft in this harbor, at Salmon Bay the catch of fish averages the same as at the above place. The schooner *Otter*, James Joy master, had to date

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sixteen hundred quintals. The salmon fishery here on the outside had not been good, but one man took fifty barrels up the river.

In this place there is a Church, a School and a Mission House, supported by the Evangelical Society of Canada, and supplied with a Minister from the Congregational Church. There are about one hundred and seventy of a population in both these places included, and as there is but two or three miles between them and a passage from one settlement to the other by a tickle, which is perfectly safe, all who wish can avail themselves of the benefit of the Church and School.

31st.—Four A. M., got under way for Middle Bay, wind S. W.; at 8 a dense fog settled in with strong tide from Westward, which compelled us to anchor under an Island at the entrance of the harbor; remainder of the day light winds and thick fog.

Mr. William Evans, master of the schooner *Sarah Jane*, of Grand Bank, complains of a French naval officer boarding his vessel in the harbor of Port-au-Port, near Cape St. George, and ordered him to leave, and said if he did not do so before he returned to his ship, he should fire into his craft.

August 1st.—At noon the fog cleared up, light breeze from South East, got under way, and at 3 P. M. came on very thick, tide running strong to the Westward; were compelled to anchor on fishing ground; lowered the boat and rowed in shore; found the vessel was between Middle Bay and Belle-au-Mours harbor; got up the anchor and towed the vessel into the latter place, only one family residing there; report having sixty quintals fish, salmon scarce.

2nd.—Calm and heavy rain, thunder and lightning; went in boat to Five Leagues Harbor and Middle Bay, no craft anchored in the former harbor, only one family living there. Report one hundred and twenty quintals of fish. At Middle Bay found three French schooners anchored, and their boats out fishing. These vessels belong to St. Peters, viz: schooner *Hope*, Besset master; schooner *Economy*, Captain Tussey, and schooner *Lucy*, Capt. Aletta, one of which I was informed was taken from this harbor last year by Captain Paisley, R. N. ship *Niobe*. I boarded these vessels, found one man who spoke English; I asked him if he was not aware that it was unlawful for them to fish in these waters, he said he was aware of the fact; I said if it was not so foggy I would compel him to put to

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sea. I then ordered him, as soon as his boats returned, to put them on board and depart, which they promised to do, and at 2 P. M., a light breeze from the Westward, got under way and proceeded down the Straits to meet H. M. S. *Lapwing*, and to report to Captain Knowles the result of my cruise. At 4 P. M. calm and thick fog, anchored in the Straits in 20 fathoms water.

3rd.—8 A.M., got under way with light breeze from S. S. W., and had the satisfaction of seeing the above named schooners leave Middle Bay and sail across towards the French Shore. At 6 P.M., sudden shift of wind to the Eastward, with thunder, lightning and heavy rains; arrived at Forteau and anchored; found that H. M. S. *Lapwing* had left for Red Bay; no improvement of the fishing here since I visited it ten days ago. At midnight left Forteau for Red Bay.

4th.—Thick fog, wind E. S. E.; at 8 A.M., anchored in West Modeste; fish plenty along this shore, boats doing well; at noon left with the ebb tide, wind E.S.E.

5th.—Calm and thick fog throughout this day; got the boats ahead, towing with tide, as I was anxious to get to Rig Bay before the *Lapwing* would leave. At 8 P.M. obliged to anchor off Carrols Cove on account of flood tide.

6th.—At 4 A. M. got up the anchor and towed into Red Bay, calm and thick fog; found the *Lapwing* at anchor here; she was waiting for clear weather to enable her to proceed to sea. I immediately waited on Captain Knowles and presented him with a report of my cruise to the places he requested me to visit.

7th.—Fresh gale from North, clear weather; at 6 A.M. *Lapwing* left for Henley Harbor.

8th.—Heavy gale from North during all this day, vessel riding at both anchors.

9th.—Moderate breeze from Eastward; left Red Bay and cruised the Straits as far as the Isle of Boys, calling at the different harbors along the coast. Went on shore at Pinware; called on Mr. Elsworthy, but did not see him on account of his absence from home at the time. I was informed by Mrs. Elsworthy that the present summer

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was the worst they had experienced since their residence at Pinware, having caught only 23 barrels salmon, which was sold to a Canadian trader at sixty shillings per barrel. No French craft at Pinware. At Isle of Boys and Blanc Sablon the fishing craft had all left these places; the fishery appears to be nearly over, the Jersey houses having discharged their crews and sent them home to the Magdalen Islands. At Forteau found no fishing craft here; settlers doing well with fish and herring, the caplin having left. In beating down from Forteau to Lanse a Loup in company with three French batteaux, I ran up my flag, perceiving which they bore away for Forteau; at 2 A. M. arrived at Lanse-au-Loup; at daylight I discovered four batteaux lying at anchor, the crews, I believe, were making preparations for hauling caplin; I immediately ordered the boat to be got ready; while preparing to visit them, and on my arrival on deck, I had the satisfaction of seeing them all under sail leaving the harbor. In the course of the forenoon I observed four small French schooners in the harbor with French flags flying; I also proceeded on shore, the English flag flying, attached to a store of one of the settlers, apparently done to welcome their arrival; as soon as they were anchored I visited them, requesting to be informed of the nature of their visit here. On my arrival I discovered three of the settlers of the place on board, and in answer to my enquiry one of them replied,—they are come to buy bait, sir. The names of these parties I discovered to be John Cabbott, Thomas Linstead, and John Barney, from whom I obtained the following information:—That three French fishing establishments had entered into a contract with them to supply bait during the fishing season at three shillings per barrel, payable in provisions, the French providing a seine, and the French crews assisting in hauling. No doubt these men think it more profitable in obtaining a living in this way than preventing the fishery. I told them I thought they were doing a great injury to the fishermen of our county, by enabling the French to compete with them in the prosecution of the fishery. According to my instructions I find I have no power to put a stop to this proceeding. Although this traffic may seem to benefit a few resident families, to the great injury of a large number of others, I am convinced, if allowed to continue, it will ultimately prove very injurious to our Merchants and fishermen who are engaged in prosecuting the fishery along this coast, for the following reasons:—When these French craft get their load of bait they are sometimes detained three or four days by contrary winds or calms, during which time the bait becomes unfit for baiting hooks, or a small portion on the top of the cargo, which may do

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for bultows or trawls, the remaining portion is scattered over the fishing ground to induce the fish to remain on the ground; if this practice was discontinued the fish would naturally follow the live caplin across to the Labrador side, where our fishermen are engaged in the fishery. I would respectfully suggest that if the Legislature would pass an Act prohibiting our people from supplying the French with bait, unless the parties engaged in this traffic would be compelled to carry the bait so supplied across the Straits to the French, which would prevent the French from coming over after it; this would cause so much expense, trouble and loss of time, and in my opinion would, to a certain extent, cure the evil complained of. At Pinware I found the same practice carried on by a person of the name of O'Dell. Both at Lance-a-Loup and Pinware the fishermen generally complain sadly of the continuance of this practice, and strongly express a desire that some measure should be adopted to prevent its continuance. A great number of craft at West and East Modeste all doing well with the fish. While at Lance-a-Loup I found a schooner, the *Susan*, belonging to Frederick Rideout, of Twillingate, not having any name painted on her, I proceeded on board, but found no person there, the crew were out fishing.

17th.—At Red Bay, during my cruise up and down the coast, since the 9th inst. inclusive, experienced very light winds and calm weather and a prevailing fog, together with an unaccountable tide; found it very difficult to get from harbor to another. I am happy, however, to state that a great deal of fish has been taken with hook-and-line all along the coast between this and Forteau, both places inclusive. Herring also is coming in in large quantities; to-day it is perfectly calm with a dense fog.

18th.—Calm and heavy rain throughout this day; I am informed by the people here that they do not remember of having seen such calm and foggy weather as have been experienced during the month of July and up to date.

19th.—Light breeze from the Northward; left Red Bay with intention of visiting officer at Belle Isle, but wind veering to Eastward with strong breeze prevented me, I thought it advisable to run up the Straits and visit the different harbors again, touching at Pinware; found no French crafts there, but was informed four had been there looking for bait, and not been able to procure any, had left again. I then proceeded to Lanse-a-Loup, where I discovered four boats, which

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I presumed were the same that had just left Pinware, they were coming out of Lanse-a-Loup, not being able to procure bait there. It appears that the caplin had struck off and left the coast; remained a short time there and left for Forteau, where I anchored at 6 P. M. Fish very plenty all along the coast, boats doing well. While at Forteau Mr. Ellis informed me that his boats had caught from 40 to 50 quintals per day this week, for six boats of two hands each.

21st. —Left Forteau, strong breeze from the North, under reefed canvas; about noon split the mainsail, got into East St. Modeste and anchored. Fish plenty in this place, bait scarce.

22nd.—Repairing sails, detained at St. Modeste.

23rd.—Left and proceeded to Red Bay; boats here getting from 4 to 5 quintals per day; herring scarce, but getting enough for bait.

26th.—His Lordship the Bishop of Quebec, accompanied by two clergymen, arrived here to await the arrival of the *Ariel* to take passage for St. John's, having missed the Canadian steamer.

27th.—Sunday His Lordship held Divine Service morning and afternoon.

28th.—*Ariel* arrived with Mails, remaining outside the harbor three quarters of an hour; sent the boat on shore with letters. His Lordship and Rev. Mr. Rowe embarked in the *Ariel*.

29th.—Left Red Bay for Belle Isle; arrived at Island at 5 P. M.; hoisted flag and stood off and on half an hour, but seeing no person to answer, hoisted boat out and went on shore, found three of the crew, officer absent, it being by this time too late to get them on board. Wind freshening fast, stood across the Straits; midnight blowing a gale from the Westward; ran to Cape Charles and anchored.

30th.—At Cape Charles wind bound.

31st.—Left Cape Charles for Belle Isle, wind S. W., moderate. At noon, wind veering W. and blowing hard, bore up for Middle Island Harbor, wind increasing to a perfect gale, split both staysails and mainsail. At two P. M. anchored at Middle Harbor Island with both

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anchors. Three Nova Scotia schooners drove from their anchors this day at Chimney Tickles and came into contact with each other, and received considerable damage. The *Stella*, of Lunenburg, drove on shore; would have to discharge to ascertain amount of damage done to bottom.

*September 1st.*—Wind bound at Middle Island repairing damage; blowing gale from Westward.

*2nd.*—Left for Belle Isle, wind W. S. W., at noon wind increasing, rough sea, bore up for Chimney Tickles.

*3rd.*—Variable winds, squally with rain during this day.

*4th.*—Left Chimney Tickles at daylight; at 8 P.M. anchored at Lark Harbor, being too much sea to land at the Cove. At 4 P.M. left Lark Harbor, light wind from West; at 11 off Black Lake Cove; sent long boat ashore with three men to get crew off.

*5th.*—At 6 A.M., wind increasing to a gale and sea making fast, obliged to run the vessel to the leeward of the island and heave too; at noon gale increasing, obliged to abandon and leave boat and crew on the island, wore ship, carried away fore-gaff and boat from stern, set the balance-reef mainsail, fished the gaff, set three-reef foursail and took in the mainsail, lay to all night, blowing a perfect gale with a heavy sea running.

*6th.*—Daylight, wind more moderate, made sail; at 9 saw the Battle Islands, bearing W. N. W., wind S. W.; at 6 p. m. we were glad to anchor in Cape Charles Harbor.

*7th.*—Blowing gale from S. W., thick fog. Brigantine, Capt. Pike, arrived from Carbonear, three days passage; reports strong gales from S. W. and fog, crossed the Straits under double-reefed sails.

*8th.*—Gale of wind from N. N. E. We have at present 3 of our crew, together with crew and officer on the Island, making seven in all, and I have every reason to believe they are short of provisions, and no possibility of relieving them. I am informed by parties here that at times a vessel may be a month or more and not be able to land at the Island. I would suggest the propriety of having a boat at their disposal so as to be enabled to land at any time, there not been sufficient water for a schooner of any size.



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*Sept. 9th.*—Strong gale from the West during this day, no possibility of getting to the Island. I have thought it advisable of hiring a boat for the purpose of sending there to take off the crews, and have agreed with Mr. John White, to whom I am to pay forty shillings for that service.

*10th*—Variable winds, moderate weather throughout this day.

*11th.*—Wind S. W., ballasted the boat. Capt. Andrews and two hands proceeded to Belle Isle.

*12th.*—This morning crew arrived in a fishing boat which had put in at the Island.

*13th*—3 a. m., Captain Andrews arrived from Belle Isle; found crew had left; wind S.W., strong breeze; boats doing well with fish and herring, when weather moderate.

*14th*—At five a. m. wind Northward, with light breeze; left Cape Charles for St. John's; at noon, wind N.N.E.; light breeze; a great many schooners in company; had a favorable passage until Sunday 17th; put into Trinity; blowing fresh from S.S.W.; left Trinity on the 18th, and arrived in St. John's on the 19th.

All which is respectfully submitted.

I am, Sir,

Your obedient Servant,

**CHARLES DUDER.**

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**LIST OF VESSELS BOARDED BY ME HAVING NO NAMES PAINTED ACCORDING TO LAW.**

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Schooner *Linnett*, of Bonne Bay, James Hollean master.

Schooner *Vivid*, George Styles master, Petites.

Schooner *Alpha*, John Hunt master, Harbor Grace.

Schooner *Mickmack*, Perry master, Catalina.

Schooner *Susan*, Frederick Ridout master, Twillingate.

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**Fisheries.**

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**COPY OF REPORT OF OFFICER PROTECTING THE FISHERIES ROUND THE ISLAND OF BELLE ISLE.**

St. JOHN'S, 23rd Sept., 1871.

*To the Honorable JAMES L. NOONAN, Colonial Secretary.*

SIR,—

According to instructions, I left St. John's on the 4th July for Belle Isle, in the Straits of Belle Isle, at which place I arrived on the 19th, having been detained at Cape Charles several days by heavy winds. On my arrival the wind was about W. N. W. and the day fine.

I found what I supposed to be a government building, and which I was obliged to make my domicile; it is about twenty feet long by twelve feet wide; one side of the building is a sloping rock about  $4\frac{1}{2}$  feet high, on which the rafters rest, and down which the water pours in quantity, as it rains more or less.

The other side and the ends are made of loose stones, piled on each other without mortar or anything as a substitute. A beam about five inches in diameter reaches the whole length of the building, and is supported by two posts of the same thickness. On the aforesaid beam the rafters are laid forty in number, of about  $2\frac{1}{2}$  or 3 inches in thickness, and covered with fir rinds and sods. It had no floor save mud, of which I removed about two feet, and flagged with such rough stones as I could find suitable. Such is the Government building at Belle Isle.

Codfish and caplin plenty, and had evidently been in for some time previously. Mr. Colton, the Lighthouse Keeper at the West end of the Island, told me that it was at his place by the tenth of June.

A very large ship beat up the Straits, and a schooner passed down for Labrador.

*Thursday, 20th and Friday, 21st.*—Light winds from the South West; weather fine.

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*Saturday, 22nd.*—High wind from the West; fine.

*Sunday, 23rd.*—Calm and fine.

*Monday, 24th, and Tuesday, 25th.*—Fine, with light airs from the Southward. The caplin had gone off, and, as a consequence, the cod fish had become scarce. Two vessels passed for Labrador.

*Wednesday, 26th, and Thursday, 27th.*—Wind W. N. W. and very high, with thick fog in the Straits; walked round, as I was informed by Richard Taylor, (of Carbonear,) in Cape Charles, that some French Captains had told him in the spring that they intended to send some of their boats down to the Island in the summer. However, they have not come.

*Friday, 28th.*—Wind West; towards evening moderate.

*Saturday, 29th.*—Light wind West; fine.

*Sunday, 30th, Monday, 31st, and Tuesday, 1st August.*—One continuous gale from the West.

*Wednesday, 2nd.*—Moderate, with rain and fog.

*Thursday, 3rd.*—Forenoon, wind West; 1 p.m., wind N. E.

*Friday, 4th.*—Wind East; fine, but a sea on. A large steamer passed North round the Island and went up the Straits, supposed her to be a mail boat for Quebec.

*Saturday, 5th.*—Light wind S. S. W.; fog and rain.

*Sunday, 6th.*—Wind South, with intervals of calm and very light airs; 6 o'clock p.m. a large steamer came in on the South side of the Island, and having rounded the East end bore away up the Straits, the wind having sprung up from the North East.

*Monday 7th and Tuesday 8th.*—Wind N. E., a gale with a heavy sea on.

*Wednesday, 9th.*—Wind N. E., but moderate; sea abating.

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*Thursday, 10th.*—Wind South, very light.

*Friday, 11th.*—Wind South, very light.

*Saturday, 12th.*—Wind South, very light; codfish plenty.

*Sunday, 13th.*—Wind South, very light; foggy at intervals; four vessels passed down for Labrador.

*Monday, 14th.*—Wind S. S. W., heavy sea on the South side of the Island; light winds from the Southward until Saturday the 19th; codfish plenty.

*Sunday, 20th.*—Wind North, with rain.

*Monday, 21st.*—Stormy wind, N. E.

*Tuesday.*—Still stormy, foggy, sea kept up until the 25th.

*Saturday, 26th.*—Wind W. S. W., codfish plenty.

*Sunday, 27th.*—Wind W. S. W., weather fine.

*Monday, 28th.*—Wind South, weather fine; a large ship passed up the Straits.

*Tuesday, 29th.*—Fine, wind W. S. W.; about 4 o'clock in the evening was visited by Mr. Duder, the Fishery Commissioner.

*Wednesday, 30th.*—Wind, W. N. W.; a large ship came down the Straits and went out to sea after ten o'clock a.m.; wind W. S. W., rain and fog.

*Thursday, 31st.*—Wind W. N. W., very high.

*Friday and Saturday.*—More moderate.

*Sunday, 3rd Sept.*—Moderate; rain.

*Monday.*—After 10 o'clock a. m. wind very light, and veered from N. W. round to South in the evening. Saw the Fishery Commissioner about a league from Black Joke Cove with the wind South. About one o'clock a.m., of the 5th Sept., it began to blow heavy from the W. S. W. Captain Andrews sent three men on shore in his boat to

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help to take off my luggage; the wind veering a little and blowing still harder, and being so unfortunate as to break his fore-gaff, he drove out to sea, leaving his men on the island with me.

Remaining there until the 11th September without hearing anything of the vessel, and being very short of provisions, I hired a fisherman to take me over to Cape Charles, at which place I arrived in safety, leaving the island about five o'clock.

On reaching Cape Charles I found Captain Andrews had gone off to the Island in a small vessel, and that I had passed him in the night unnoticed.

I arrived with Captain Andrews in St. John's, on the 19th inst.

I have, &c.,

(Signed)

JABEZ TILLY.

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**Fisheries.**

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**COPIES OF REPORTS FROM SALMON WARDENS, OF PROCEEDINGS, &c., DURING THE PAST SUMMER.**

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(COPY.)

TWILLINGATE,  
December 20, 1871.

SIR,—

In accordance with the instructions which I received from your office, dated April 18th, 1871, requesting me to act as Warden for the District of Twillingate and Fogo, I beg to report as follows:

I left Twillingate on the 12th July and visited the following places, viz: Hall's Bay, Sop's Arm, Exploits River, Indian Arm, Loon Bay, Dog Bay, Gander Bay and Straight Shore.

At Hall's Bay there are three salmon brooks or rivers, viz: South Brook, West Brook, and Indian Brook, at present occupied by Henry Rowsell, Sr. and Sons, and has been in the possession of the Rowsell family for upwards of 94 years. On my arrival I found the principal entrance of each of these rivers barred with nets. I explained to Mr. Rowsell my mission. He told me he was not aware that there was any such Act in force. I then gave him a copy of the Proclamation; he then removed his nets to the required distance, viz: one third across the stream. Last season Rowsell caught at these rivers 30 tierces salmon, average catch last ten years 7 tierces; formerly 50 or 60 tierces was considered a medium voyage. In my opinion no net ought to be set nearer the South Brook than Spring Cove, on the South side, and Green Point on the West side; no net set nearer than one quarter of a mile of the West Brook, and no net of any kind whatever set inside of Green Island on the East side, and Burnt Island on the West side, at the mouth of the Indian Brook.

Sop's Arm Brook, situate between Hall's Bay and New Bay, was occupied formerly by a man by the name of Lewis; at present there is no constant resident living at this place; various parties resort here at the time the salmon and trout are passing up the river, for the purpose of catching the fish on their way up. At the time I was there

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**Fisheries.**

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the brook was completely barred with nets by three men from Ward's Harbor, who had already caught 3 tierces of salmon and trout. They immediately removed their nets on my requesting them to do so. As there is no permanent settlement at this place, I would recommend that no net be set nearer the mouth of this brook than half a mile. I sent a copy of the Act to Mr. John Rowsell, of Ward's Harbor, being the nearest settlement of any importance to Sop's Arm.

**EXPLOITS RIVER.**—There are three principal breeding rivers or brooks in this Bay, besides other small streams, viz: Northern Brook, Peter's Brook and Rattling Brook; these brooks ought to be particularly protected, no net of any kind whatever ought to be allowed to be set nearer than one quarter of a mile to the mouth of these brooks at any season of the year. I left two copies of the Act at this place, one with Mr. Alfred Beaton, the principal planter or salmon fisher, and one at Winsor & Vallance's Mill. Whilst at the River Exploits great complaints were made to me respecting the great quantities of cripp or drift timber driving about the Bay from the mill, one man telling me that he was obliged to take up his nets for one whole day in consequence thereof; also, the large quantity of saw dust driving about, which, in my opinion, will ultimately injure the fishery to a great extent. I speak from experience respecting the cripp or drift wood, as the same annoyance was caused formerly by the mills at Peter's Arm to our fishermen when we carried on the salmon fishery at Exploits River, Indian Arm Brook. This brook at present is occupied by Mrs. Ann Horner, (widow), and is considered a good breeding river, as it runs so very level such a long distance. I found this brook stopped with nets. On my telling Mrs. Horner it was contrary to law to do so, she replied that she was not aware of it, and had never heard that there was any Act to prevent her doing so. I gave her a copy of the Act, which she perfectly understood. Having heard that she kept a net in a pond about half a mile from the mouth of the brook, I walked into the pond and found the net as described, which I took the liberty of hauling and took 3 salmon out of it. Mrs. Horner informed that she caught about two tierce salmon in this net during the summer, but immediately took it up on my requesting her so to do. I may as well here remark that the poor woman has no other way of supporting herself and a large family, which she has done for the last ten years since her husband died, without receiving any assistance whatever. Average catch for the last ten or fifteen years, six



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**Fisheries.**

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tierces, formerly forty or fifty tierces was considered a medium voyage.

**LOON BAY.**—There are two small brooks situate at Loon Bay, viz: South East Brook and West Brook, and although comparatively small streams, some two tierces of salmon were caught at the mouth of them this summer, thus shewing that they ought to be protected.

**DOG BAY BROOK.**—This river at present is occupied by George Hodder, who purchased the same from Garland & Co., and has held possession for the last 55 years, and although a splendid breeding river, the average catch for the last ten years does not exceed three tierces. I left a copy of the Act with Mr. Hodder, who told me that he was not aware that any Act was in existence. At the time I was there all the salmon had left the river.

**GANDER BAY BROOK** was purchased from Garland & Co. by William Hodder and Gillingham and has been in their possession for the last 50 years. William Hodder, Sr., is now dead, and the right of fishery to the river is now claimed by William Hodder, Jr., and two others. I left a copy of the Act with them for their information, after explaining it to them, and gave them to understand that for the future they would not be allowed to stop the brook as heretofore. An old resident at Gander Bay, Robert Gillingham, told me he could remember nine hundred and odd tierces of salmon being taken at Gander Bay Brook, the average catch for the last ten years does not exceed ten tierces.

There is another considerable brook at Ragged Harbor which I did not visit; but I left the only remaining copy of the Act with Mr. Robert Wellon, of Ladle Cove, who promised me that he would acquaint the parties fishing that river with its contents. I have now gone through the whole of the rivers of any importance in the District, with the exception of one, viz: the S. W. Arm Brook of New Bay. I was not aware that there was any river of importance in that neighbourhood until after my arrival home, when I was informed that a man by the name of Rowsell, now living at New Bay Head, is in the habit of going up to the brook and stopping the same with nets

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### Fisheries.

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at the season when the salmon and trout are going up the river to spawn. I observed that the greater part of the nets used were full sized mesh,  $4\frac{1}{2}$  and 5, with the exception of Henry Rowsell's at Hall's Bay; his nets, which he had across the rivers, were barely  $4\frac{1}{2}$ , one which I measured only 4 inch, consequently the fish he caught were unusually small.

Whether the saw dust from the mills has any injurious effect on the salmon fishery or not, I cannot say, but this I am prepared to prove, that at the time that Mr. Gibbons erected the saw mills at Peter's Arm River, at the River Exploits, I was conducting the salmon fishery at that place for my father; at that time the usual average catch was from one hundred and twenty to one hundred and fifty tierces for 10 men; after the mills were in full operation for a few years the fishery dwindled down to thirty tierces for the same number of men and nets, since these mills were destroyed by fire, it has been gradually increasing up to the present date. This season I could reckon one hundred and twenty tierces for thirteen berths; at the same time it must be borne in mind that these mills were water powers and completely barred up Peter's Arm River, which was always considered by the old residents of the Exploits, one of the great breeding places for salmon and trout. Although there has been no mill at the river for nine years the sawdust is now, at least, twelve or eighteen inches deep at the bottom in this part of the bay—particularly so near the mouth of the river—but the old mill dam is entirely swept away, so that the salmon have free course up and down. That the crip or loose waste timber from the present mill is a great annoyance to the salmon fishers I have no doubt, as it floats about in all directions, getting into their nets, and causing them much trouble and injury. I would most respectfully recommend that during the salmon season no such crip or loose timber be allowed to be set adrift.

In conclusion, I would beg to remark, and I speak from fourteen years' experience of the river fishery, that if the present system of taking salmon by stopping the brooks with nets and other obstructions are not speedily put a stop to, the river fisheries will be utterly destroyed, and would respectfully recommend that Wardens should be appointed in the immediate vicinity of each place to look after

### Fisheries.

the interests of the same and report to the District Warden; men may be obtained to do the duty effectually for a small sum, it being quite impossible for any one person situate at any locality effectually so to do.

I have, &c.,

(Signed,)

THOMAS PEYTON.

The Honorable  
COLONIAL SECRETARY.

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**Fisheries.**

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[COPY.]

GREENSPOND,  
September 14th, 1871. }

SIR,—

Having fulfilled the instructions contained in your letter to me respecting the placing of nets at the brooks in Freshwater Bay, and seeing that the law respecting the same was carried out to the utmost of my ability, I will thank you to forward me the amount I was to receive for the same at your earliest convenience and oblige,

Dear Sir, &amp;c.,

(Signed,)

JOHN PRITCHETT.

To JAS. L. NOONAN, Esq.,  
Acting Colonial Secretary,  
St. John's.

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**Fisheries.**


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GREENSPOND, }  
 Sept., 13th, 1871. }

To JAS. L. NOONAN, Esq.,  
 Acting Colonial Secretary,  
 St. John's.

SIR,—

I received a communication dated 18th April last, from your office, with ten copies of the Proclamation, dated 8th April, 1871, for carrying out the Act for the protection of the salmon fisheries; I have endeavored to make myself thoroughly acquainted with its contents; distributed them, and have seen that the stipulations therein contained with regard to taking salmon have been strictly adhered to, having visited the river in my locality (Bloody Bay) five times, (and will pay one more visit,) day and night, when unexpected by the party fishing there.

The salmon fishery being over, will be glad to hear when I can draw the \$40 promised.

I remain, &c.,

(Signed)

his  
 JOHN X TITLER.  
 mark.

Witness,  
 (Signed,) GEO. SKELTON.

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**Fisheries.**

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A warden, (Joseph Osmond) for Indian Bay, Bonavista Bay, has been appointed and engaged during the past summer in the protection of the Salmon fisheries at that locality. No written report has as yet been received from him.

SECRETARY'S OFFICE, }  
2nd January, 1872. }

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SALMONIER.

To Hon'ble JAMES L. NOONAN,  
Colonial Secretary.

SIR,—

For the information of His Excellency the Governor in Council, I submit a report of my Wardenship of Salmonier River and its vicinity.

I had some little difficulty to contend with at first as regards setting nets one third across the river, but got it arranged satisfactorily.

Have seen no infringement since whatever.

I am happy to say that a large quantity of Salmon passed through the Salmon River this year owing to the improved facilities afforded them.

I have nothing further to communicate for His Excellency's information.

Your obedient Servant,

(Signed)

M. CAREW.

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**Fisheries.**

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[COPY.]

COLLINET, ST. MARY'S BAY, }  
September 20th, 1871. }

The Hon'ble COLONIAL SECRETARY.

SIR,

I have the honor to transmit for the information of His Excellency the Governor in Council, the following report of my Wardenship of Collinet River and other waters in the vicinity during the past summer months.

There has been no infringement of the Proclamation for the protection of the Salmon Fishery in Collinet River, and I had no difficulty to contend with during my guardianship of that river.

In accordance with your communication under date July 6th, I have done all in my power to discover any infringement of the Act in the salmon pools in North Harbor River, and I am happy in being able to report no infringement to my personal knowledge of the provisions of the Act.

To guard this river with any thing like good effect, at least weekly visits should be made during the summer months. Since I was made aware that it was under my supervision I have made at least six journeys to the portions of the river most liable to infringement, the journey to and from being an almost pathless marsh, and occupying a great portion of each day on which the visit was made.

I have nothing further of moment to report for His Excellency's information.

I have, &amp;c.,

(Signed,) THOMAS QUIGLEY.

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**Fisheries.**

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[COPY.]

DISTRICT OF FORTUNE BAY, }  
Garnish, October 14th, 1871. }

Hon'ble J. L. NOONAN.

SIR,—

I beg leave to submit, for the information of His Excellency the Governor, my report on the salmon fishery in this locality.

As usual, I had the Proclamation posted in a conspicuous place, and informed those who did not know, of the purpose of the Act.

There has been no violation during the year, as far as I am aware, and consequently I have had no cause of complaint.

The salmon fishery has been prosecuted to a greater extent this year than usual, with above an average result.

I have nothing more to report of special interest with regard to this wardenship, and have the honor to be, &c.,

(Signed),

GEO. T. R. SNELLGROVE.



### Fisheries.

*Statement of sundry Places visited, and particulars*

District.	Locality.	Name.	Largest catch ever taken by	Average
Fortune Bay.....	Conne River, Bay Despair.	M. Collier...	15 qtls.	10
	Sea Fisheries ..	J. Matthews, (Indian)	6 "	3
Do .....	Pass Island.....	M. Robbett..	48 "	15
	Do .....	Robt. Ridout	97 "	15
	Do .....	R. Simms ...	50 "	30
Do .....	Grole, Hermit- age Bay,S.Side	M. Taylor... John Petite ..	} 20 "	12
Do .....	Hermitage Cove	J. Roberts & R. Roberts .. T. Ingram ..	} 45 " 12 "	30 8
Do .....	Pushthrough, Bonne Bay,Gt. Jervois,N.Side	Sims & Cains Cains and Roberts .....	} 25 "	12
Do ... ..	Bay de Este,Bay de North and in Bay Despair ...	} No fishing.		
Burgeo & LaPoile	Francois .....	R. Dunford ...	93 "	60
	Do .....	G. Childs ....	37 "	20
	Do ... ..	J. Earsden ..	70 "	20
	Do .....	J. Earle .....	45 "	25
Do .....	Rencontre.....	T. Ball .....	25 "	15
	West Cul de Sac Cape LaHune..	..... .....	..... .....	..... .....

### Fisheries.

*obtained relative to Salmon Fisheries, Sea and River, 1871.*

Catch past season, 1871.	Nets	Remarks.
3	3	Put up and explained Proclamation to Collier and the Indians. Set Mr. Collier's net according to law; forbid Matthews fishing up the river.
none	2old	
1¼	3	Robbett and Ridout are now partners in the salmon fishery 5 years. I think they have overreached themselves by getting out deep cod nets and setting them for salmon; past season they caught in the nets 60 qtls. cod fish, and 3½ qtls. salmon.
1¼	3	
11	4	
2½	5	
10	5	Nothing particular applicable to Grole or Hermitage Cove, Push-through, Bonne Bay and Great Jervis, but that the salmon fall off year by year.
4	2	
4	6	
10	4	These two splendid rivers have been given up with regard to salmon, nothing having been done for several years past; Bay de Este is a fine river with a fall. The trout in this river are very large; I have seen many 4 lbs. weight; 1 net, a small one, 5 in., is kept by Telegraph employees in Bay de North to supply the table with salmon, but they depend mostly on trout caught with the line.
2	1	Very large salmon generally taken here; these people <i>feel</i> the failure of the fishery.
9	4	
10	6	
6	4	
.....	.....	Several persons fish here, but I could not go to the settlements for sea, but had it from several reliable sources that the fishery was very short. Bagg, of Cape LaHune, got 30 qtls., and I have known him catch 110 qtls., I think in 1866.
.....	.....	

### Fisheries.

*A Statement of Sundry Places visited, and particulars*

District.	Locality.	Name.	Largest catch ever taken by	Average
Burgeo & LaPoile.	Richard's Hbr...	W. Skinner ..	60 qtls.	35
		Wm. Hardy ..	15 "	10
Do .....	Muddy Hole ..	—Sims.....	20 "	12
		—Fudge....	30 "	20
Do .....	Mosquito .....	Snook Buffett	70 "	40

## Fisheries.

*obtained relative to Salmon Fisheries, Sea and River, 1871.*

Catch past season, 1871.			Remarks.
	Nets		
9	6		
no'e to sell	2		Some tell me that salmon have been tailing 7 or 8 years, others 4 or 5, and others 3 years. One thing is positive, the scarcity is general, and I can see that many on the coast West of this begin to feel the loss.
8	2		
15	4		
12	5		

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**Fisheries.**

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When in Connaigre Bay, I enquired about the catch and found—

S. Green, Dawson's Cove, West Side, had come from 60 qtls. to 9 qtls., present year.

John Harris, Great Harbor, East Side, 22 qtls. 1 net, to 3 qtls. 3 nets.

Robert Framp, 25 qtls. to 2 qtls.—Nets getting bad.

The season was over, and scarcely a net along the shore, 10th July; this includes from Connaigre Head to Cape La Hune, 45 miles, as the crow flies.

Taking the coast line of the Bays, it would be not less than 45 miles.

(Signed),

HENRY CAMP,  
*Warden, River Fishery.*

The Hon J. L. NOONAN,  
H. M. Colonial Secretary,  
St. John's, Newfoundland.

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**Reports.**

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*To the Honorable the Chairman of the Board of Works.*

SIR,—

In accordance with instructions received from the Board of Works, I proceeded on the 1st day of October last to visit the main lines of road in Trinity and Bonavista Bays, a report on which I beg now to forward to you.

Owing to the lateness of the season when I left St. John's, and the unusual storminess of the weather, I was unable to inspect the whole of the roads as directed in the letter of instructions.

I am, Sir,

Your obedient servant,

THOMAS LONG.

St. John's, Feb. 9, 1872.

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**Reports.**

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**REPORT OF MR. LONG ON ROADS IN TRINITY AND  
BONAVISTA BAYS, 1871.**

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**BAY-DE-VERDS TO RED HEAD COVE.**

The length of this road is about four miles. The whole is now in very fair condition, (the first two miles, which form part of the North Shore road from Harbor Grace, particularly so,) as the damages caused by the floods of 1870 have been thoroughly repaired.

At about a mile from Red Head Cove is a short hill so steep that no horse can take any load up it; consequently, every load has to be taken off at the bottom of the hill, carried up on men's backs, and then reloaded at the top. This hill can be avoided by cutting round its base at the cost of about 100 dollars, or the top of the hill could be removed by blasting, but as this latter would be attended with much more expense, I should strongly recommend that the former plan be adopted as soon as possible.

A substantial flagged drain is required across the road immediately opposite Mr. Thomas Hyde's house at Red Head Cove, the present one is in a very bad state of repair, besides being too small and quite inadequate to carry off all the water that runs down the hill at the upper side of the road. In wet weather there is quite a heavy stream of water flowing across the road and causing considerable damage every time by washing away the gravel. This will cost about twenty five dollars.

There are also two small bridges requiring removal, (or what would be better, good flagged drains,) situated at the respective distances of a quarter and half a mile from the point where the road branches from the North Shore road.

When these improvements and repairs are completed, this road will require nothing further expended on it excepting for actual wear and tear, or for repairs arising from unforeseen damages.

A few cairns or monuments, as they are here more generally named, similar to those on the Perlican barrens, are much required for di-

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### Reports.

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recting the traveller in the winter time over the part of the road that crosses the barrens.

#### RED HEAD COVE TO GRATES COVE.

The length of this road is about four miles, and may be considered as being divided into two sections, each two miles in length, the one half forming part of the road leading from Grates Cove to Bay-de-Verds, the remainder branching from that road to Red Head Cove.

The latter is the part that has been opened lately, and for the greater part of the distance is over a level, black, peaty bog. Very little has yet been done to it, and in many parts is merely marked out by a very shallow drain, and in only a few isolated spots is there any indication of road making.

The end next Red Head Cove has had as yet nothing whatever done to it. It is very steep and is covered with large boulders, most of which, however, can be easily removed and with but little labor.

The bog or marsh over which this road passes is of very considerable extent and from two to four feet in depth. This renders it very difficult to obtain anything in the shape of gravel for covering the road after being laid out, as it could only be procured in small quantities from beneath the bog, or else earthed from a distance of three or four miles.

To make this road passable for vehicles will cost a large sum of money, not less than eight shillings a perch, or say \$1,000 (one thousand dollars) for the two miles.

The remaining two miles are in a much better state, but have a large number of stones and boulders which require to be removed, as it is useless to attempt to cover them with gravel as they are sure to crop up again as soon as the gravel wears down. These two miles will cost about half a dollar a perch, or say \$320 (three hundred and twenty dollars) to complete in good order for cart and carriage traffic.



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**Reports.**

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**BAY-DE-VERDS TO GRATES COVE.**

Distance about seven miles. From Bay-de-Verds this road for about two-and-a-half miles forms part of the North Shore main line before described. The next two-and-a-half miles is in a very bad state, particularly in wet weather, when it is scarcely passable even on foot. Effectual draining is very much needed, not merely side drains, as these will continue constantly full of water, but also branch drains to carry the water from the side drains to some outlet from the bog over which the road is made. Collier's Bridge, about sixteen feet span, also requires to be newly built, every stick in it is more or less rotten. This part will require an outlay of at least a dollar a perch, or \$800 (eight hundred dollars) for the entire distance. The remaining two miles have been described as part of the road leading from Red Head Cove to Grates Cove.

This road is of great importance to the Grates Cove fishermen, to enable them to proceed to Bay-de-Verds for bait, especially squids. For this purpose they have to travel it very frequently on dark nights; and in its present state night travelling on it is very dangerous, as the side drains, or rather ditches, are always full of water.

**BAY-DE-VERDS TO OLD PERLICAN.**

Distance about eight miles; one half of which forms part of the North Shore road, and is in excellent condition. For rather more than a mile further the road is in very fair order, and under the Rev. Mr. Chamberlain's able supervision. Considerable improvements has been effected during the present year. The remainder of the road is very rough, on account of the numerous large stones and boulders embedded in it, many of which will require blasting before removal. The entire distance of nearly three miles will require about \$300 (three hundred dollars) to make it tolerably passable, but to complete it equal to that already done, and gravel it properly, will require \$500 (five hundred dollars.)

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**Reports.**


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**GRATES COVE TO NEW PERLICAN.**

The distances on this road are nearly as follows:

Grates Cove to Old Perlican,	8 Miles.
Old Perlican to Lance Cove,	7 "
Lance Cove to Russel's Cove,	3 "
Russel's Cove to Seal Cove,	3 "
Seal Cove to Hant's Harbor,	4 "
Hant's Harbor to Scilly Cove,	6 "
Scilly Cove to Turk's Cove,	2 "
Turk's Cove to New Perlican,	2 "
	—
Total	35 "
	—

**GRATES COVE TO OLD PERLICAN.**

The roads in Grates Cove are of the most miserable description. In very few places do they exceed eight feet in width, the greater part not more than seven feet, and in some places there is scarcely room for the wheels of a cart to pass between the shores of the fences. From the lower side of the road down to the water's edge, it is very precipitous, and in several places highly dangerous. The only way of widening these roads sufficiently to allow a cart to turn would be by purchasing some of the narrow strips of gardens on the upper side of the roads, and even then great difficulty would be found in making them anything like what they ought to be.

For the first mile out of Grates Cove towards Perlican the road is in very fair travelling order; nearly the whole of this has been done the past two years. Eighty perches were under contract at the time I was there; one piece of forty perches was being done by two widow women, and two young boys, (the eldest not more than fourteen years of age,) at the price of one shilling and ten pence per perch, the remainder being contracted for by men at two shillings a perch. The women were making a very good job indeed of their part, both in removing the large stones and putting a fair coat of gravel on afterwards; they had their contract nearly completed, whereas the men had done but very little to their part, although both parties had commenced at the same time.

The remainder of this road will cost about forty cents a perch on the average, or \$128 (one hundred and twenty-eight dollars a mile,) or say \$900 (nine hundred dollars) for the whole distance.

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## Reports.

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### OLD PERLICAN.

At the entrance to Old Perlican is a very dangerous turn in the road, being nearly at right angles, and scarcely ten yards further on is another turn also at right angles, where the road follows the fences of some gardens. I directed Mr. Levi March to enquire if sufficient ground could be obtained for the purpose of making these two sharp turns into one sweep, and at what cost; and to inform the Hon. Chairman of the Board of Works, the result of those enquiries, waiting his approval, so, as if practicable to make the requisite alterations out of the coming year's grant.

The main line through Old Perlican is in very bad condition, and in many places very dangerous, by reason of the large rocks that have been left at the sides of the road, leaving in one place little more than sufficient room for the wheels of a vehicle to pass. In very few places is there sufficient room for two carts to pass each other. These stones could be removed by a little blasting, at a cost of about ten dollars.

During the season just past, a new bridge has been built over the river in the centre of the settlement, at a cost of about forty pounds. It is not quite finished, requiring to be railed, for which I understood there were no funds. This is requisite to ensure safety in passing over it, especially when blowing hard in the winter. It will also require a good coat of paint or some preservative composition. It is well and substantially built.

### OLD PERLICAN TO HANT'S HARBOR.

Nearly the whole of this road is in a very bad state from the large quantities of stones and boulders that are sticking up out of the gravel, in many instances over a foot high; especially is this the case between Seal Cove and Russel's Cove, where the road is almost impassable from this cause. Most of them could be removed by hand labor, with pick and bar, although a great many of them will require blasting. At one place, near Seal Cove, the road at the level of the gravel does not exceed four feet in width, both wheels of a cart having to rise up on the inclined sides of the solid rock, which rises to a considerable height on both sides of the road. A considerable amount of blasting will be required before this part can be made in any degree fit for travelling over with any degree of comfort.

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### Reports.

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Some years since Mr. Byrne was employed to mark out a new line of road, so as to avoid the steep hill rising immediately on leaving Seal Cove towards Russel's Cove; this he did successfully, but as nothing was ever done to it beyond merely cutting the timber it is now overgrown, so much as to be quite impassable. I am of opinion that it would be less cost to open up Mr. Byrne's new line than to complete the old line; and it is very much less hilly and steep.

The whole of this road was very badly laid out at the first. Many of the worst hills could have been easily avoided with a little examination of the surrounding country.

A new bridge has been built the present year over Great Brook about five miles from Old Perlican, at an expense of two hundred and eighty dollars; this does not include the cost of a railing which is yet to be put up. It will also require a good coat of paint or tar to preserve it from the weather. Although the length of this bridge between the abutments is very much less than that of the old one, there appears plenty of room for the passage of any water that may ever flow down the brook.

The average cost of putting this section of the road in good order will be about seventy five cents per perch, including repairing and replacing several of the small bridges and cross drains, and of clearing out side drains where required, which is equal to \$240 (two hundred and forty dollars) a mile, or \$4080 (four thousand and eighty dollars) in all.

#### HANT'S HARBOR TO NEW PERLICAN.

This part of the road is now in fair travelling order, and with one or two exceptions requires but little doing to it to complete it, beyond the removal of several large stones which are still remaining in it and render driving after dark very dangerous.

The road up the hill immediately on leaving Scilly Cove, (nearly a mile in length,) which has been completed during the last two years, is now in excellent order.

At Turk's Cove Bridge there is a very dangerous place, which requires immediate attention. Directly on crossing the bridge there is a short but very steep sidling hill, with a very sharp awkward turn.

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### Reports.

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round a piece of enclosed ground. I should recommend that a small piece of this land should be procured by purchase or otherwise, so as to make a convenient sweep. Many accidents occur here every winter from the over-turning of loads of wood. Sixty dollars at the utmost, beyond the purchase of the land, would do away with most of the danger at this place.

At about a mile from New Perlican is another very dangerous place. The road passes over the bare rock, which rises steeply from its upper side, and is not more than ten feet wide, whilst a gulch from the sea shore runs nearly up to it on the other, and at the same time it has a considerable inclination sideways. A substantial railing is required here to prevent accidents particularly in the winter time; the present railing consists of a single slight longer only knee high. Any traveller slipping when ice is on the road and falling against such a rail, would be precipitated nearly sixty feet on to the rocks below. I drew the attention of Mr. Hopkins to this and he promised to have it seen to before the winter sets in.

The bridge at New Perlican has been restored and placed in good repair. There was, however, no railing to it when I saw it, but Mr. Hopkins was then making arrangements to have this done.

### NEW PERLICAN TO HEARTS CONTENT.

Distance three miles. This road is in a very fair condition quite, fit for driving a carriage over with the exception of a short distance (near Mr. Howley's residence,) where are several large stones requiring removal. The only work required in this piece of road now is to widen it in a few places where the bushes have encroached upon the sides. A good deal of improvement has been effected in the way of widening it near Hearts Content. No more money need be appropriated for some time unless for repairs arising from unforeseen accidents to the small bridges and drains from floods or otherwise, as it will be better to devote the money to other places where the roads are more in need of improvement.

At the entrance to Hearts Content are some very large boulders close to the side of the road, which require to be blasted and removed. The main line through this settlement is in excellent order but, is far too narrow for the present traffic.

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**HEARTS CONTENT TO HEARTS DELIGHT.**

Distance nine miles, namely, six miles to Hearts Desire and three from Hearts Desire to Hearts Delight. The first mile of this road is in a very bad state. It is very rough on account of the large number of stones and boulders embedded in it, and is extremely narrow. Being on the side of a rather steep hill a great part will require to be constructed with a side wall of stone and heavily gravelled. A small portion has been completed this season, about seventeen perches in length, commencing at where the road branches from the Carbonear road. To complete the mile as commenced will cost not less than \$500 (five hundred dollars.)

From this point there is a very fair road to within a short distance of Hearts Desire. Great improvements have been made during the past two years in cutting down small steep hills and filling up the hollows between them. Over what is called "Swoil Cove Marsh," however, the road is very narrow, the gravelling being not more than five feet in width for a distance of nearly half a mile. It is very good for foot travelling and for horse traffic, but is quite unfit for wheels.

During the present year a new line of road of about half-a-mile in length has been laid out and partly made at an expense of one hundred and twelve dollars. The old line of road passed over a very steep hill of more than five-eighths of a mile in length. The new line is very nearly level, having only sufficient inclination to drain it properly; so that not only is the hill avoided but the distance actually shortened by nearly one-eighth of a mile. No doubt many other hills could have been avoided in a similar manner with a little more care and attention on the part of those employed in laying out the line at the first. This half mile will cost about \$120 (one hundred and twenty dollars) to complete and gravel properly.

From Hearts Desire to Hearts Delight the road is much narrowed by the growth of young trees, many of which are ten to twelve feet in height and require cutting down. This is particularly the case up Herring Bone Hill. A good deal of improvement has lately been effected here, but there is a good deal of side draining still required. Three hundred dollars will complete this part effectually.

Through Hearts Delight the main line is in very fair order, but is very narrow and contains a large quantity of big stones sticking up.

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These I recommended Mr. Wiltshire to have removed, as also permanently to secure the bridge and prevent the water from overflowing the road at its lower end. He told me that in wet weather, and particularly in the spring, the river frequently overflowed to a depth of several inches for the want of an embankment at the upper side of the road, and during this overflow the children of the North side could not get to school, and the residents of the South side could not attend their church. There were sufficient funds from the present year's grant to do this.

The local roads in this settlement are in very good order, and reflect great credit on the Chairman and workmen for the amount of work done for the limited amount of money placed at their disposal for this purpose.

#### HEARTS DELIGHT TO GREEN'S HARBOR.

This road passes round or through the following settlements, and their respective distances are nearly as follows:

	miles.
Hearts Delight to Island Cove .....	1½
Island Cove to Shoal Harbor .....	2½
Shoal Harbor to Witless Bay .....	.2
Witless Bay to Green's Harbor .....	.3
	—
Total .....	9

From Hearts Delight to Island Cove nothing has been done to the road beyond cutting timber and removing the stumps. Large stones and boulders are strewn all over it. About half a mile from Island Cove bridge to the bridge, it is so completely obstructed by large boulders, varying from a quarter to two tons in size, that the only way of passing is by springing from one to the other, and a stream of water runs among them. To attempt to make a road here would be attended with a very heavy expense. I would recommend that before any money be expended here that a proper examination be made to ascertain whether some better route cannot be found. Probably the road leading through the settlement, which is already partly made, although a little longer than the present line, would be found preferable.

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### ISLAND COVE TO SHOAL HARBOR.

This section of the road does not require a great deal to be done to make it good. It is cut and cleared of a fine width. The ascents are gentle, and it has been well cleared, and good gravel is easily obtainable. It could be completed and gravelled fit for cart traffic, to a width of ten feet, for a sum of one hundred dollars a mile.

### SHOAL HARBOR TO WITLESS BAY.

To this section scarcely any thing has been done beyond the mere cutting of the timber. In most parts it is a mere track among stumps and large boulders. There will be a great deal of side cutting required before the road can be completed, as it is mostly on the side of a hill, which in many places is very steep. The cost of completing this will be not less than four hundred dollars a mile.

### WITLESS BAY TO GREEN'S HARBOR.

This section of the road is in very poor condition, as nothing beyond the mere opening of it has been done until the present year. At Witless Bay there are now four men with their families resident, all of whom have settled there within the last three years. These four men have, during the past season, turned up a quantity of bog and peaty material and levelled it for a distance of about a quarter of a mile (for which they were allowed, they told me, eight dollars) as a commencement towards making the road; they have broken a few stones and scattered them on the so-called road, but nothing in the appearance of gravel has yet been spread. At the end of the quarter of a mile the road passes between two huge blocks of stone, which are not more than three feet apart at the surface of the ground, one of which must be removed by blasting. No side drains have yet been cut in any part. These are very requisite, as without them a great deal of water will be constantly running along the road, which is very hilly in parts, but these hills are not so steep but that a good road can be made over them.

At the entrance to Green's Harbor the road leads on to the beach, which it follows all round the harbor. Whenever the wind blows into the harbor the sea washes over this beach, so that every year repairs are required to replace it, and some years to a very great extent. I would recommend that at a few perches from the entrance to the



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beach a new road should, as soon as means will permit, be cut through the woods sweeping round the harbor towards Pond Head, over which it would pass by means of a small bridge, whence it would join the present line of road towards New Harbor, at about two hundred and fifty yards from the beach.

This section of the road could not be completed fit for carting work for less than five hundred dollars per mile, including the new cutting and bridge.

### GREEN'S HARBOR TO NEW HARBOR.

Distance rather more than four miles. The road to Hopeall Bay has been very much improved during the past season, and is in very fair condition. The same can be said of the part from Hopeall Bay to New Harbor, but the material with which it is covered is of a very inferior description; in the parts where the drains are properly constructed it is in very fair travelling order, but badly wants a coat of good gravel. About four hundred dollars would be required to complete this road and put it in good order fit for driving over.

At Hopeall Bay the road is constructed on the beach for nearly half a mile in length; although this makes anything but a good road, it is about the best that offers without incurring a very heavy expense to avoid it. There would be great difficulty in constructing a road on the land adjoining the beach, as between it (the beach) and the foot of the hills, which lie at some considerable distance, it is nothing but a deep swamp covered with stunted spruce wood. Apparently the sea seldom if ever washes over it, as a kind of coarse marine grass grows over the greater part of it, binding it well together.

### NEW HARBOR.

The main road through New Harbor is very bad, containing many large stones, some of them sticking up as much as six inches, which make it very unpleasant to walk over, especially in the dark; there are also numerous ruts and hollows. I was told by Mr. Newhook that nothing had been done to improve this road for the last sixteen or seventeen years. A sum of one hundred dollars would put it in good order, that is, from Mr. Newhook's gate to the

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new bridge at the end of which the road to Spaniard's Bay turns off.

The new bridge at the head of New Harbor on the main line towards Dildo is very creditable to those who erected it. It is very substantially put together, and considering its length, and the number of well-built blocks with which it is constructed, is remarkably cheap, if the cost did not exceed, as I was told it did not, one hundred and twenty pounds for all materials and labor. It is one of the best pieces of workmanship of the kind that I have yet seen, and will, without doubt, last many years, especially if it had a good coating of some kind of paint, either metallic paint or tar thinned with linseed oil. It would be a great pity to let such a bridge go to decay for want of a little further expense for this purpose.

### NEW HARBOR TO DILDO.

Distance about two miles. The whole of this road is in excellent order, with the exception of about sixty perches next New Harbor and twenty-five perches in another place. The whole cost of completing this part will not exceed eighty to a hundred dollars.

This road terminates abruptly right over the beach at Dildo, and the local roads run right and left at right angles with a very awkward turn. In continuing the main line of road further up the Bay it would be advisable to turn to the Southward about two hundred yards before entering the settlement, and then Westerly round the harbor so as to have a good sweep instead of the present dangerous corner. This, I am of opinion, would be a great improvement.

### TRINITY TO NEW BONAVENTURE.

The road from Trinity to Bonaventure runs round the South West Arm of Trinity Harbor, close to the water's edge at the foot of a very steep hill. Much debris lies at the foot of this hill, which is constantly tumbling into the road, entailing considerable expense in keeping it clear. At one place this debris is kept up by sticks and boughs for some distance, to a height of six to seven feet.—When these give way, which will very soon be the case, there will be a very large amount of material to be removed. The

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road then ascends gradually to nearly the top of the first hill in very good condition, but suddenly it becomes very rough, and rising over some steeper ridges, becomes very narrow and sidling. The part going down into Trinity is very much steeper than the Trinity side. It would be an immense expense to make this road fit for anything beyond foot and saddle travelling, as the only way to widen it would be either by blasting the upper side of the rocks or by building up the lower side.

Beyond Trinity are two roads, one opened very recently, the other, the old one, as originally laid out. The latter leads round a very precipitous hill, much of which has been removed by blasting to make width for a roadway, and is partially supported by beams and shores, from what is called Savage's Gulch, and a savage and dangerous looking place it is, especially for any one travelling in the winter. During the present autumn two large pieces of rock, each of more than a ton weight, fell from the cliff above and lodged in the centre of the road, leaving scarcely room for a man to pass. The new line of road, which is very superior to the old one, being perfectly safe from accident, comparatively level and no longer, has been opened none too soon, for the supports of the old road have partially given way, and the road itself has a large crack in the centre for upwards of twelve feet in length, and it will be no cause of surprise if the whole should founder into the Gulch during the present winter.

The opening of this road will, however, necessitate the removal of the bridge over Trouty Brook from its present site, as there are now four sharp turns very close together, thus, on reaching Trouty Brook there is a sharp turn to follow the brook down to the bridge, a distance of forty to fifty yards, then at right angles across the bridge, then at right angles up the stream the same distance, then at right angles into the road. The road from Trinity is in a straight line with this new road across the brook, where it emerges from Trouty Pond. Whether the old bridge is of suitable dimensions for the place where it is required, I did not ascertain, as being alone, and having no instruments with me, I was unable to measure the respective lengths; neither did I examine whether it could be removed without taking to pieces. No piers or abutments will require to be built, as the sides of the brook are nearly vertical and of solid rock, and the beams can be laid down without any trouble. I think the span does not exceed twenty-five to thirty feet.

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The road then passes close by Spaniard's Bay Beach, from which is a short but very steep hill rising to an elevation of about fifty feet, then passing between two rocks not quite five feet apart, and to procure even this width a considerable quantity of rock had to be removed by blasting. This hill could, I think, be cut round and avoided and a gentle ascent obtained, but this I could not determine, as the trees are very thick and it was raining very hard at the time I passed. Passing on, the road is of the very roughest description, scarcely anything having been done to it beyond the mere opening through the bushes. At about a mile from Old Bonavista it crosses a stream between two large ponds over which a bridge is absolutely necessary. Leading into Old Bonaventure there has been, the present year, a large amount of work done, but as unfortunately it is on the side of a steep hill and not sufficiently drained on the upper side, it is very liable to be overflowed every spring and all materials washed away. The material with which it is covered consists of about equal proportions of mud, clay and gravel.

From Old Bonaventure to New Bonaventure, a distance of three quarters of a mile, the road is fair for foot and horse travelling, but at the end nearest New Bonaventure it is very rough and many large stones require to be removed and a dressing of good gravel applied over the whole distance.

The entire length of this road, from Trinity to Bonaventure, is estimated at from nine and a half to ten miles; but it takes from three and a half to four hours to travel it on foot, and even then no time must be wasted by the way. To put this in fair travelling order for man or horse, would require fully two thousand five hundred dollars.

### NEW BONAVENTURE TO BRITISH HARBOR.

Before anything can be done to continue a main line in this direction a good survey is absolutely necessary, as the present road is a mere track over the very highest hills between these settlements. On the present line none but a very sure-footed horse or a mule could possibly travel, whatever money were spent, or rather I would say wasted, for the purpose. A good deal has been done at the British Harbor end, but most of this would have to be condemned in laying out a new line, as in order to construct anything approaching the name of a road, it will have to be carried round the hills further in

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from the coast line. No money has, I believe, yet been appropriated for any main line beyond New Bonaventure.

Last year a small sum of money for the first time, I believe eight dollars, was allowed for the purpose of opening a road between Kerbey's Harbor towards New Bonaventure. A good deal of cutting was done for this small amount, and most of it will, without doubt, be found to be about the best direction between these two places.

The present year's grant had not been expended at the time I visited these settlements, and the Chairman was absent in St. John's. Many of the people expressed their satisfaction at the prospect of the likelihood of their wants being now attended to in the matter of roads.

It is impossible to form any estimate of the amount required to complete any roads about here, until such time as a good preliminary survey be made of the country through which they are likely to pass.

It is said by several gentlemen in Trinity that a good line of country for road-making can be found at some distance in from the coast, from which branch lines could be constructed to the various settlements. If such be the case it would be far better to carry the main line in that direction than waste money in a vain attempt to carry it from settlement to settlement.

#### TRINITY TO KING'S COVE.

This road forms part of the road to Catalina as far as the bottom of North West Arm of Trinity Harbor, for a distance of about three miles, at the bridge over the brook of which it branches up a valley to the North East. It is in a passable but rather rough state for a short distance beyond the half-way Tilt (which, however, is now in ruins.) The next two miles are very bad and rough, very little having been done here since the first opening. These two miles will cost at least a thousand dollars a mile to complete. Beyond these are two miles and a half made over marshes, the construction of which is faulty in the extreme. Sticks of twelve to fourteen feet in length are laid close together, supported at the ends on beams or stringers laid lengthwise on the marsh for the whole distance; about seven feet of the centre were then thinly covered with bog from the side

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drains, and then a thin dressing of gravel was applied over this. This plan of making a road over a marsh is very simple and good for a few years, but so much of the sticks being exposed to the weather, they soon begin to decay, and in the course of five or six years they become more or less rotten, so much so that in a short time longer the road requires to be made *de nova*. There are now many very dangerous holes in this road arising from the sticks becoming so rotten as to break in the centre. In the course of two or three years this part will require to be entirely newly made; whereas, if this had been properly constructed at the first, there would be only required a fresh dressing of gravel every few years. When this road was constructed large wood in abundance could be cut in the immediate neighborhood, but of late years large fires have ravaged many miles of the woods through which this road passes and no sticks can now be procured within a very considerable distance. To renew this part of the road and make it permanently good, would probably cost eight hundred dollars a mile. The entire distance from North West Arm, Trinity to Stock Cove, is about twelve miles. With the exception of the four miles already spoken of, the remainder of the distance will cost about one hundred dollars a mile to put it in order; making the total expense for the twelve miles about four thousand seven hundred and fifty dollars.

Last year a great improvement was made by cutting round a steep hill a little beyond the halfway tilt, but the money was not sufficient to complete this; many other hills could be avoided in a similar manner. None of the present year's grant had been expended at the time of my visit.

The continuation of the road from Stock Cove to King's Cove is very rough and badly drained, but the portion of the present year's vote for this end will probably put this into fair order.

The bridge at Stock Cove should, when convenient, be raised at least three feet, and the abutments well fitted in, as although the ascents are of no great length, they are very steep and dangerous.

Hitherto the main line has passed through King's Cove over the beach, but in the fall of the year the fishermen haul so many of their boats up that it is rendered impassable. The road should turn past James Murphy's house and Lawton's cooperage; for this purpose one hundred dollars were specially voted as a local appropriation. This

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sum will not be sufficient to complete the entire distance, but it is to be hoped that another year's grant will place such an amount in the hands of the Chairman as will enable him to complete it.

### KING'S COVE TO PLATE COVE.

The distance between these two places is variously estimated at from seven to nine miles, probably it is about eight miles. The road is so bad that no idea can be formed from the time that it takes to walk it. However, for about two miles from King's Cove, and three quarters of a mile from Plate Cove, a great deal of improvement has lately been effected, but even these parts are very rough and unpleasant to travel over on account of the many large stones that require removal. The two miles next King's Cove have been gravelled to a width of about fourteen feet.

The remainder of the road is nothing but a mere track through burnt woods principally, and over bogs and marshes thickly strewn with large stones and boulders; nothing, in fact, has been done to this part except the cutting down and partial removal of the stumps. The first mile and a half to be made from the King's Cove side will probably cost a thousand dollars a mile, and the remaining part fully six hundred dollars a mile, or say in all \$3,500 (three thousand five hundred dollars.)

The road runs into the settlement square to a bank over the beach, whence it runs round the Cove. It is not possible to make this road round the Cove unless the garden fences are removed considerably back from their present positions, as in many places they are only four to five feet from the bank.

In continuing this road on to Indian Arm, I would recommend that a new line be opened, commencing at the place where the road from Tickle Cove joins this road, carrying it round some distance in from the beach and joining the road from Trinity at the top of the hill beyond the bridge at Western Cove of Plate Cove. This hill is short but very steep, so steep that it is scarcely possible to get up it without catching hold of the side railing. A horse would scarcely drag an empty cart up after him. This hill has been well gravelled, and a good rail placed at the side and the bridge substantially built, but is simply so much money thrown away. The alteration would necessitate the building of another bridge of about twenty feet span. No

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piers or abutments, however, would be required, as the sides of the brook are solid rock, quite vertical, and the bridge would be five-and-twenty feet above the water's level.

#### PLATE COVE TO TICKLE COVE.

Distance to Open Hall three miles, thence to Red Island Cove two miles, thence to Tickle Cove two miles—in all seven miles. For a mile-and-a-half the road has now been completed, principally during the last two years, to a width of about seven feet; the next mile-and-a-half has only been cleared and is very wet and boggy in places and very rough. Two hundred dollars would complete it to Open Hall fit for foot passengers or travelling on horseback. Through Open Hall and for half a mile beyond little can be done to improve the road beyond providing drains for carrying the water off the road, which now lays on it in large pools as it made principally on the bare red slate; thence to Tickle Cove four hundred dollars would put all in good order for the requirements of the vicinity.

The main line through Tickle Cove is very bad, as are also the local roads. On account of the miserable material they put in them, and their extreme narrowness, they are in a filthy condition at almost all times, and especially so in wet weather, the pigs, goats and cattle soon working the surface nearly ankle deep in mud.

Great difficulty exists in making the road good at its exit from the middle of Tickle Cove, as it rises over a bare red slate rock, very steep for some distance. To do anything effective, a good deal of blasting will be required in the settlement itself.

#### TICKLE COVE TO KING'S COVE.

Distance nine and three quarter miles. This road runs at first for about a quarter mile by the side of a brook with a high overhanging cliff of slate. The lower side of the road is built up from the water's edge. This was mostly made by the inhabitants of Tickle Cove, who turned out in a body for the purpose, and in a very short time. Some of them told me that they had received a gallon of rum from the then Chairman for doing it. It is so slightly done that the wall by the river is already in several places falling down and needs repairs. In the winter season it is the principal road by which they supply



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themselves with wood and is then very dangerous, as when hauling their slides of wood, they are very liable to slip down the bank into the water. The road then passes over some rough ridges alternately with marshes to within half a mile of Saint Croix, at which place the road branches off to Keels. The expense of completing this piece of road five miles and a half, will average about two hundred and fifty dollars a mile, or say fourteen hundred dollars in all.

From the half mile to Saint Croix and thence to Broad Cove, and a short distance beyond to the foot of the hill rising from Broad Cove, the road is now in excellent order. This hill, which is not very steep, has recently been cut round, with, I think, very doubtful results in the way of improvement. The same amount of money that it cost to cut round this hill, if judiciously applied in cutting down the top of the hill, and removing the material into the hollow at the bottom, would have made the road very good. But as it is the new road is left unfinished, the hill remains as it was, and the money has been wasted.

From this point the road is passable for carts, but badly wants side drains in places, some large stones removed and a dressing of gravel. This would cost about \$120 (one hundred and twenty dollars) a mile, or \$330 (three hundred and thirty dollars) in all.

Rum Battle Hill, the last hill in going down into King's Cove, is a very bad hill, but not of any great length, and there seems to be no means of improving it by cutting round in any way.

The entire cost of completing this road from Tickle Cove to King's Cove, will therefore be about \$1730 (seventeen hundred and thirty dollars.)

Broad Cove seems now quite a flourishing settlement; the land is very good, easily cleared, and appears to yield excellent returns. A large quantity is under cultivation, and there is much more to be cleared equally good with that already cultivated. Every thing looks thriving and comfortable.

#### **KNIGHT'S COVE TO UPPER AMHERST COVE, ROUND BLACK HEAD BAY.**

This road should properly commence at Stock Cove, where it

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unites with the Trinity and King's Cove road. The distance from Stock Cove to Knight's Cove is scarcely half a mile, thence to Upper Amherst Cove about ten miles.

At present the road from Stock Cove to Knight's Cove is through a potato garden, so that there are two fences right across the road to be climbed over, thence on to the beach at Knight's Cove, over which it passes. This will never do for a road, as the beach consists of large rounded stones which roll under the foot in walking, and the sea breaks right over it in any rough weather with an on-shore wind. There is a bridge over the brook which discharges into this Cove, built on the beach, which is very liable to be carried away. Two bridges, I was informed, have already been destroyed in this manner. The road, as originally laid out, was intended to pass round a small pond a few hundred yards to the Eastward of the beach. This would avoid the beach, and the bridge would then be perfectly safe from the action of the sea. As very little work has yet been done on this part, it would be much better to make the alteration at once and remove the bridge from its present position. From the bridge to within three quarters of a mile of Seal Cove Bridge, nothing whatever has yet been done to the road since the timber was first cut, not a stump or stone has been removed.

Many changes from the original line of cutting have already been made, and it is now proposed by Mr. Michael Ryan to make another very important alteration, so as to carry the road round a very bleak headland, instead of as now, round the inner side of this hill in the interior. The advantage of this I consider as very doubtful, and I was informed by the men of Amherst Cove that this direction is all but impracticable on account of several ravines which would require either to be bridged or filled up; besides which it would then be very exposed. At any rate nothing should be done without a thorough examination.

From Seal Cove Bridge a good deal was done last year /o the road so as to make it passable in dry weather, but in the wet autumn weather it is still very miserable, the drains are quite insufficient for carrying off the water. About one mile from the branch road leading down into Amherst Cove it is now pretty fair. The main line at this point is about half a mile from the Cove. There is a second way of reaching Amherst Cove, also by a branch line, about three quarters of a mile further on, so as to shorten the distance from Bonavista. This

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branch road is very steep and rugged, but in dry weather is pretty good for foot travelling in other respects. Through the green woods there are a great many fallen timbers quite across the road, which render the travelling very unpleasant.

No part of the present year's grant had been expended up to the time of my passing here, but preparations were then being made for commencing.

It is very difficult to estimate the expense of constructing this road, but I should say that it will require from five to six thousand dollars at least to put it even in fair order.

### UPPER AMHERST COVE TO BONAVIDA.

Passing through or near Devil's Cove, Lower Amherst Cove, Birchy Cove and Newman's Cove, the entire distance is nine miles and three quarters. From the junction of Upper Amherst Cove with the main line this road is very fair throughout, and in some parts is in first rate order, with the exception of about a quarter of a mile between Birchy Cove and Newman's Cove, where it is very bad and dangerous. The appropriation of the present year will, however, nearly remedy this. It is the part commencing immediately where the work terminated last year. Thence on to Bonavista the road is in pretty fair order, but sadly requires the present drains to be cleared out, and side drains constructed where there now are none, as in many places the water lies in large pools without any means of its flowing away. About \$1200 (twelve hundred dollars) would put the whole of this road in such order that very little would require to be done to it for some years, as there is not at present much traffic on it except at the end near Bonavista.

### BONAVIDA TO TRINITY.

This road is naturally divided into two sections, which require to be treated under separate headings, namely, Bonavista to Trinity, and Trinity to Catalina.

### BONAVIDA TO CATALINA.

Distance about nine miles. This road contains many large rough stones in places which require removal. As a great deal of traffic

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passes over this road it is much cut into deep ruts and over the marshy spots, where there is no foundation, it is very bad. At present in wet weather loaded carts sink in these parts nearly to their axles. It requires to have all these ruts well filled up with broken stone and then a good coat of gravel applied from end to end. This will cost (including removing the stones) about one hundred and twenty dollars a mile, or say \$1080 (a thousand and eighty dollars) in all. There are several very long and steep hills on this road, one called "Squaligh Hill," near Catalina, was cut round last year; the new cutting is very nearly level, but beyond the opening nothing has been done to it at present. Others could doubtless be avoided in the same manner, but I would not recommend anything of the kind until the road is put in good order where there are no hills, afterwards they can be improved as funds will allow. A horse can now take a fair load between the two places, even with the present hills.

There will always be a considerable amount of wear and tear on this road, on account of the large amount of traffic constantly passing over it, much more than on any other road in either of the two Bays, so that there will be continual need of repairs.

### CATALINA TO TRINITY.

The main line through Catalina is in many parts very rough, on account of the number of large stones requiring removal; these make it very unpleasant travelling as well as dangerous to carriage springs; this continues until well out of the town at river head; thence it is in first rate order until near Ragged Harbor. This part was completed last year. Near Ragged Harbor the road has a very rough and neglected appearance.

At about a mile and a half from Ragged Harbor it runs for nearly a mile by the side of a brook with very steep banks. There is one very dangerous point in this part, where the road makes rather a sharp turn round the spur of the hill. This could easily be remedied, as the bank is mostly composed of gravel. It continues very rough and indifferent as far as the half-way Tilt. The part over the marshes is very soft and wants considerable repairs, particularly a good coat of gravel.

From the half-way Tilt to Ship Cove the road has now been put into very fair order, and is both good and smooth, but in places rather

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## Reports.

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too narrow. Turning into Ship Cove it makes a sharp and very dangerous turn at the foot of a very steep descent, and a little further on the road passes close to a deep ravine where it requires to be supported by shores, the means for doing which is very poor on account of the steepness and depth of the ravine. This could easily be avoided by going round a small pond, and thus taking the inner side of the hill; this would then be at nearly a dead level. In a few places some repairs are required in the way of gravelling, principally over the small bogs and marshes, where it is worn into ruts by wheels.

From Ship Cove to Trinity it continues pretty fair, although in many places rough and narrow, particularly near the ponds at the head of North West Arm. For about a mile of this considerable improvement is required.

Salmon Cove Bridge is in a very dangerous condition, one of the main stringers being completely rotten and partly broken; anything of a load passing over would break it down and be precipitated into the water. Mr. Sweetland said that he would have it attended to and repaired at once. Round the Arm the road is now in fair order, but having a very steep cliff on one side and a precipitous descent to the water on the other (from which much of it requires to be walled up) it is frequently damaged to a considerable extent, particularly in the spring of the year. There were two or three very dangerous places caused by freshets, when I first passed round this Arm, but on the last occasion they were undergoing repair.

A sum of \$2,500 (two thousand five hundred dollars) is required to put this road in a thoroughly good state of repair, but even after that a large sum will be required annually to keep it in good order.

It has been proposed by some parties in Trinity to carry this road round Newall's Point, North West Arm of Trinity Harbor, so as to go round the steep hill crossing the ridge rising from that point. But although this looks feasible enough at a first glance, a closer examination shows that it cannot be done except at a very large outlay of money, as there are two large ravines to be crossed, one of which would require a suspension bridge of considerable dimensions, besides lengthening the distance fully half a mile. Far less money would lower this hill to such an extent as to make it easily passable for a cart as ordinarily loaded.

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**Reports.**

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**CATALINA TO BIRD ISLAND COVE.**

Distance about ten miles. This road branches from that between Catalina and Bonavista, at about five miles from Catalina. Last year's vote partly made about half a mile, so that there are now about a mile and a half of the remaining distance in fair order in dry weather, but the part of this over the High Marsh is yet very soft. To the other three miles and a half nothing has been done since the original cutting, which in places does not exceed five feet. The whole distance is thickly strewn with large stones and boulders, and there are also some bogs to be crossed; but these are of no great extent, in fact mostly small.

To complete this road will take all of \$700 (seven hundred dollars) a mile, or say \$2500 (two thousand five hundred dollars) in all. The present year's grant had not been expended at the time of my visit.

**BLACK HEAD BAY TO CATALINA.**

Although money has been voted for this line for some years back nothing whatever has yet been done to it, not a tree or bush of any kind yet cut down. At the time of my visit here it was with some trouble I could even find where it was to be constructed, namely, to commence near Seal Cove, in Black Head Bay, at which place were two trees marked or blazed to point out where the commencement was to be made. Thomas Ford, the Ferryman from Amherst Cove to King's Cove, informed me that he had been employed some time since to mark out a road to Catalina, that it passed through a tolerably level country, that only four small bridges were required, the largest not exceeding seven feet span, and that there were scarcely any bogs or marshes in the way.

There being no pathway of any description through the woods, I did not travel over this line, more particularly as the weather was very wet and stormy at the time. The distance is about seven miles.

Since my return to St. John's I have been informed that this road was cut through in November to a width of ten feet, at a cost of about three hundred and twenty dollars.

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**Reports.**

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**TRINITY TO PLATE COVE.**

This road forms part of the Catalina road as far as the bridge at North West Arm. It then follows the King's Cove road for about a mile, from which it branches in a Northerly direction to Plate Cove. Including the present year's work, about one mile has been completed from where it leaves the King's Cove road, and a little more than a quarter of a mile was made last year at the Plate Cove road, where none of the present year's grant had been expended up to the time I was there. On the remainder of the distance nothing whatever has been done since the wood was first cut down, the stumps still remaining.

At a hill about four miles from Plate Cove, the road will require to be altered from its present direction or course, for, as it now is, it will be almost impossible to construct it, as both hands and feet have now to be used in travelling over it. I think there will be very little difficulty in doing this and avoiding the hill altogether by following a small valley through a marsh to the Westward of the present line of road. The distance from the King's Cove road to Plate Cove is probably about twelve miles.

Many parts of this road were quite obstructed by fallen timbers, some of which must have been there for a long time. In one place we had to make a considerable detour through the woods in order to avoid them.

I doubt if anything less than an average of eight hundred dollars a mile will make this anything of a tolerable road.

**GREENSPOND TO ENGLISH HARBOR.**

Distance about one mile. Although there is but a very short road, it is a very difficult one to make, there being no material on Greenspond Island of which to make it, all the requisite materials have to be brought from the mainland or neighboring islands in skiffs and then carried on men's backs to the places where wanted. There is about a quarter of a mile yet to which nothing has yet been done, the remaining portion still requiring a great deal of improvement. Eight hundred to a thousand dollars will probably still be required to make this a good dry foot path of six feet in width.

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**Reports.**

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**REMARKS.**

In conclusion, I would beg to make a few observations on some matters that came under my notice.

I would recommend that instructions be given to the Chairmen of the various Boards, to put a stop to the practice of those owning gardens and meadows of throwing their rubbish, stones, potato stalks, &c., into the road. This is done in many places to such an extent as to seriously obstruct the way, and cause great inconvenience and annoyance to travellers. Also, to put a stop to the habit, which is of frequent occurrence, of felling timber into the road, trimming it there and leaving the tops and branches behind. There is a section in the Road Act which provides against such nuisances, and inflicts a penalty for their committal. Were this to be carried out strictly it would in a short time put an end to such mal-practices.

I would also recommend that the Deputy Surveyors be instructed not to survey any land within a certain distance of the centre of the road. At Scilly Cove, and also at New Harbor, I noticed fences recently put up within a distance not exceeding nine to ten feet from the centre of the main line, in both cases newly enclosed land, outside of the settlements.

I beg also to call particular attention to the entire absence of tools in any way fitted for road making. I scarcely saw a single decent shovel or pick among all the men that were at work, and only one apology for a wheelbarrow. All the gravel and stones are carried in tubs by hand; the consequence is that not near the quantity of work is done that ought to be done for the amount expended. I would suggest that a supply of barrows, (of the railway navy pattern,) picks, blasting drills and sledges, be furnished to each Chairman or Superintendent, to be used for this purpose only—he to be responsible for their safe keeping. Although this would require what might appear a large outlay at first, it would, in the end, prove a great saving, from the extra amount of work that could be done in the same length of time.

I would also recommend that whenever practicable, the road money should be expended earlier in the season than, as a general rule, it now is. When left until late in October and November, the men can-



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### Reports.

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not, for several reasons, do as much work in a given time, nor so well, as at an early period. In the first place gravel cannot be obtained so readily, as the pits, which have to be dug for it, are constantly filling with water. Secondly,—There is a great deal of rain and snow falls at that time which seriously impedes the work. Thirdly,—There are frequently heavy frosts at night. Fourthly,—The days are short and cold, so that little more than half the time is really spent in actual labor. Lastly,—In the month of September men can easily camp out at night, when working at a distance from their houses, thus saving the time of walking backwards and forwards every day; this they cannot be expected to do late in the fall.

It appears that the system pursued in laying out the lines of road was essentially vicious, and the persons engaged in that duty were, for the greater part, quite incompetent.

In most cases the lines of road follow, or go as near as possible to the old foot paths leading along the shore from settlement to settlement, passing through bogs and over precipitous hills, thus rendering the construction of roads practicable for cart and carriage traffic almost impossible, while had a good preliminary survey been made, practicable lines might in most cases have been laid down further inland, and branch roads made thence to the settlements.

Had competent surveyors been employed, I feel assured a vast amount would have been saved to the Colony, notwithstanding the considerable expenditure which would necessarily have been incurred at first.

I noticed in some localities that new lines had been cut for longer or shorter distances, in order to avoid the obstacles to which I have alluded. In some cases these lines have been completed, or are in progress of completion, and are a great improvement; but in others, either from want of funds or neglect, they have been left to be again overgrown with brushwood, thus entailing a further needless expenditure of the public funds.

I consider that the practice of looking upon the road grant as essentially the pauper or poor man's grant to be very detrimental to the road service, according to the strict meaning of the term "Road Service," and as long as this view of the grant is maintained and

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acted upon, so long will it be useless to expect that good roads will be made commensurate with the liberal amount annually expended on them.

Respectfully submitted,

THOMAS LONG.

SAINT JOHN'S,  
December, 1871.

**Reports.**

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**REPORT OF JOHN KAVANAGH, ESQ., ON WESTERN  
ROADS, 1871.**

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St. JOHN'S, 31st Dec., 1871.

SIR,—

In accordance with your instructions, I left St. John's on Wednesday, the 13th September last, on board the S. S. *Walrus*, Ryan master, and arrived at Channel on the 19th, when I commenced immediately to inspect the roads and bridges in the following districts, a report of which I respectfully beg leave to submit for your approval.

I have the honor to be,

Sir,

Your obedient Servant,

JOHN KAVANAGH.

To the Hon'ble Major RENOUF,  
Chairman Board of Works.

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**Reports.**

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**DISTRICT OF BURGEO AND LAPOILE.**

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**CHANNEL SECTION.**

I inspected the road passing through the harbor, two hundred and four perches long, from the Eastern Point to the Western Beach; it is very rough and uneven, and in a bad state of repair. The bridges are in good order, and partial repairs were going on when I left. It is very difficult to procure good material for road making, the stuff which is used is soft black bog, raised from the side drains. Good material could be procured at the Western Beach, if there were horses in this harbor, but the distance is too far for men to carry material. This road is of great importance to the people, and ought to be well repaired, as it passes through the centre of the settlement. The people here don't understand road making, and the wages paid labourers, five and sixpence per day, and ten shillings to an Inspector, I consider rather exorbitant. Should the Government decide in opening up a main line

**FROM CHANNEL TO ROSE BLANCHE,**

I would respectfully suggest to send men from St. John's, with a competent Inspector to lay out the work and see that it would be faithfully performed. A new road has been opened up and partially made

**FROM CHANNEL TO PORT-AUX-BASQUE HARBOR,**

it is fairly cut, but being composed chiefly of soft bog, will take some time to form into a solid road. As I have stated before, the material to make a good road cannot be procured on the line or brought to it in consequence of the want of horses. This road will be of great service to the people of Channel. The salmon and herring fishery is extensively carried on at Port-aux-Basque, and in bad weather, when the fishermen cannot leave Channel harbor, it will enable them to take their gear to Port-aux-Basque harbor, and put their nets out in safety; and in case of boisterous weather and a heavy sea in the South East channel, the mails can be landed at Port-aux-Basque harbor, where the steamer anchors and taken over this new road in safety to the post office; and in case of freight being on board it can be landed in the same way. Length of this road, one hundred

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and sixty-eight perches. I would respectfully suggest to the Government to grant a sufficient amount to have a small wharf and store built here, where goods could be landed and stored until the people would have an opportunity to take them home. This would be of the greatest service to the people of Channel, and the project would be greatly appreciated. Several respectable people of Channel spoke to me on the matter. I promised to lay the matter before the Government, and had no doubt but the matter would be favorably entertained. A new line of road could be constructed from the end of this road round the Western side of Port-aux-Basque harbor, to meet the neck of land dividing

#### PORT-AUX-BASQUE HARBOR AND GRAND BAY,

distance about one mile. This road would be of great importance, as it would lead by a tract of level land fit for cultivation, could be easily constructed by cutting down the bank and forming the road on a fine beach, where plenty of good material can be procured and no horses required. The country to the North West of Channel is rocky, hilly and marshy, and quite unfit for agricultural purposes, which is a great drawback to the people, therefore, only a few small gardens under cultivation, consequently, the people have to depend on Nova Scotia, Cape Breton or P. E. Island for potatoes, turnips and other vegetables; it is a thriving settlement, the people are comfortable, a large trade is carried on with Nova Scotia, Boston and St. John's, and cod fishery extensively prosecuted for two seasons in the year, namely,—from the first of May to the twentieth of September; accounts are then settled, and immediately after they commence the winter's fishery, which is prosecuted until the first of May the ensuing year, unless the ice interferes. The seal fishery is prosecuted here; their vessels go into Gulf and invariably do well; the crafts are small, ranging from twenty to sixty tons. The fishermen on this coast have done well this summer, and are now actively engaged preparing for the winter fishery, and several have commenced the voyage. The inhabitants of

#### CHANNEL AND CODROY

are anxious to have a road opened up and made between the two settlements, which would be of the greatest service to them; the farmers living near the rivers could supply Channel and the different harbors on the Western Shore with potatoes, turnips and other vege-

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**Reports.**

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tables, and fresh meat and butter much cheaper and better than can be imported from Nova Scotia or P. E. Island, but particularly fresh meat and butter can be supplied all seasons of the year. This road would pass through splendid agricultural timber land, where the industrious man can settle down, build his house, and till his land. Timber of every description and size can be procured here for ship-building purposes. This road should commence at the head of Grand Bay, two miles from Channel, and a half a mile inside of Port-aux-Basque harbor, and from thence on a straight line to Cape Ray, distance twelve miles; from Cape Ray to Little River, distance six miles. This river would have to be bridged forty feet wide, at a cost of sixty dollars. From Little River to Big River, distance three miles; a good substantial bridge will have to be built here, one hundred feet long, at a cost of one hundred and twenty dollars. From Big River to Cod Roy, distance seven miles. This road would be invaluable, and when completed, would induce parties to settle down and cultivate the land. The farmers at Cod Roy are so anxious to have this road opened up and the bridges built, that they offered a portion of their own labour free to have it completed. The whole of the Cod Roy lands are occupied by British subjects, the French people only occupy the Island, which is a short distance from the main land, and that for a few months in the summer, during the prosecution of the fishery; the end of the fishing season they go to France or St. Peter's, and leave their establishments in charge of the English settlers living on the main land. The Cod Roy lands are very productive and quite level. The quantity of hay which grows here is almost incredible; cattle and sheep are abundant; the people happy and comfortable. Occasionally little differences will arise, which would require a competent person as arbitrator to settle. I would respectfully suggest the propriety of taking those two important matters into consideration, as the former will add prosperity to the settlement, the latter security. Another powerful reason for the construction of this road is, that the French claim the sole right to the Cod Roy waters and shore up to high water mark, which interferes materially with the settlers in importing or exporting, the privilege to do so being only granted by special favor. Should this road be made they could then ship their goods to Channel or Port-aux-Basque for a market, and thus avoid any collision between the French and English settlers.

**PORT-AUX-BASQUE AND GRAND BAY**

*Sept. 25th.*—I left Channel this morning at nine o'clock with my pilot, passed around the head of Port-aux-Basque harbor, and

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crossed the isthmus dividing Port-aux-Basque and Grand Bay. The land here looks fair for agriculture. I turned to the North West and followed the telegraph line; there is no road, merely a small channel cut on both sides to show where it should be, and arrived at Little Bay Brook at twelve o'clock, distance seven miles from Channel. This brook is thirty feet wide, and will require to be bridged at a cost of forty dollars. The land from Port-aux-Basque to this brook is soft, marshy and rocky, very poor for cultivation; no timber and no livers. Waded the brook and found it deep in parts; no danger to be apprehended from running ice where the bridge would have to be built.

**LITTLE BAY BROOK TO ISLE-AUX-MORT.**

Left Little Bay Brook at half-past twelve o'clock, and arrived at Isle-aux-Mort Brook at half-past one o'clock, distance two-and-a-half miles, passing several large ponds emptying themselves into Margary Harbor and Isle-aux-Mort beach. This brook, where I crossed, is one hundred and twenty feet wide, but about four perches down the brook narrows to forty feet; it is deep, with a heavy water fall and a high cliff on both sides, where a bridge would have to be built, at a cost of one hundred and sixty dollars; the land barren and not fit for cultivation. The line of road level, with good material for road making; no timber here. Rested in one of the Telegraph tilts for a short time. Left Isle-aux-Mort Brook at three o'clock, and arrived at Sam's Brook at five o'clock, distance two miles. This brook, twenty feet wide, will have to be bridged at a cost of twenty dollars. Some of this land could be cultivated; the line level, and good material along the line for road making; no livers; there is no timber of any kind here. Left Sam's Brook at half-past five o'clock and arrived at Bay-de-Let Brook at six o'clock, distance two miles and a half. Very little of this land fit for cultivation; line quite level, with good material for road making. This brook, twenty feet wide, requires a bridge, which will cost forty dollars. Stripped and waded through the brook; rested for a few minutes; left at half-past six o'clock and arrived at Jones's Brook at half-past seven o'clock, distance two-and-a-half miles. This Brook, ten feet wide, not deep, will require a bridge which will cost twenty dollars. There is some improvement in the land here, and I have no doubt, if occupied, the industrious man would turn it to good account for crops, and for cattle and sheep. Very little timber, and that of a scrubby nature; line level, and good

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material for road making here. Left Jones's Brook at eight o'clock, and arrived at

#### WOLF HARBOR BROOK

at half-past eight o'clock, distance two-and-a-half miles; no ice passes here. This brook, fifteen feet wide, will require to be bridged, at a cost of twenty dollars. The land here is dry and fair for agricultural purposes, the line level, and good material can be procured for road making; timber land not good. After crossing this brook started without waiting to change; the night was fine and bright, and arrived at

#### LITTLE BURNT ISLAND BROOK

at nine o'clock; distance one-and-half miles, and rested for the night in one of the Telegraph tilts. This brook is forty feet wide, deep, and will require a good bridge, to cost sixty dollars. The land along here not good for agricultural purposes, dry but rocky; the line level, with good material for road making; timber land very bad, small and scrubby; no livers on the way. Passed several large ponds; trout plenty and very large; I have seen no game of any description; the country looks very desolate so far.

*Sept. 26th.*—Up this morning at five o'clock; got breakfast and left at six o'clock; crossed Little Burnt Island Brook, and arrived at Black Duck Brook, distance one mile. This brook, twenty feet wide, will have to be bridged, at a cost of forty dollars; no improvement in the land, dry and rocky, with good material for road making; timber land very bad. I crossed this brook without making any delay, and arrived at

#### GRANDY'S PASSAGE TILT,

distance four miles. From Tilt to Big Burnt Island Brook, distance half a mile, very little improvement in the land, it is dry and rocky; the line quite level, with good material for road making; no timber land here, but two miles up the brook fine timber of every kind can be got suitable for bridge building. This brook is fifty feet wide, deep, and will require a good substantial bridge, with stone abutments, raised considerably over the level of the water, as in wet weather it is very much swollen, and in winter ice rafts here very



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much, which will cost eighty dollars. I crossed it with some difficulty and great risk, owing to the rapid current. I abandoned the telegraph line, finding it in such a state, with high projecting cliffs, that it would be quite impracticable to construct a road here. About one mile and a half from

### BIG BURNT ISLAND BROOK

I turned South for half a mile, and crossed Baker's Tickle Brook, distance two miles. At the mouth of this brook a bridge will have to be built about ten feet wide, at a cost of twenty dollars. Ice does not raft here; salt water comes in from Grandy's Passage Bay. By abandoning the telegraph line and turning to the South East for two miles and a half, will make the road one mile longer than following the telegraph line, but high cliffs will be avoided, and it will make the road quite level, and where good material can be got. Up to this there is very little improvement in the land for agricultural purposes; no wood of any note, but small scrubby brushwood. Passed

### HISCOCK'S POINT,

which is three miles from the intended main line. Several families live here who have done well at the cod fishery; they are comfortable, but have very little cultivation. Passed Burnt Island, distance two miles; several families live here, who are comfortable, and have done well at the fishery; very little cultivation. Passed

### GRANDY'S PASSAGE,

distance two miles; the people are comfortable, the result of a good fishery; very little cultivation. Arrived at

### BAKER'S TICKLE PASSAGE,

distance two miles from the brook. I rested here for a short time; three families live here, two on the East side, one on the West; water deep in the passage; it is about three hundred feet wide. A bridge could not be built here, as the cliffs on both sides are quite perpendicular from the water, and high. The fishery here the past summer very good; very little cultivation; no roads in those harbors. I left Baker's Tickle and arrived at

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**HANIGAN'S BROOK,**

distance two miles. This brook is thirty feet wide where a bridge is required to be built, to cost sixty dollars. I crossed this brook and arrived at Bazil, distance two miles; the line level for a road, and good material can be procured for that purpose. Five families live here, who have done well at the cod fishery; they are comfortable. Some cultivation here, the land looks fair for that purpose. I left Bazil at 5 o'clock, and arrived at Barrisway de Collier Brook, thirty feet wide; it will require to be bridged; to cost eighty dollars; distance three miles; line level, and the land fair for agricultural purposes. Stripped and crossed the brook, which is deep, and arrived at Mullface Brook, distance two miles; this brook, twenty-five feet wide, will have to be bridged, to cost forty dollars; the line level and good material can be procured here for road making; the land dry and rocky, and not fit for cultivation. I left this brook and arrived at the South West Arm of

**ROSE BLANCHE,**

distance one mile. At eight o'clock at night I procured a passage and crossed the harbor to the Telegraph Office, and from the office travelled to Michael McLean's house on the South West side of the harbor, where I stopped; distance from the Telegraph Office, about half a mile.

*Sept. 27th and 28th.*—Raining and blowing. On the 29th I put myself in communication with the Rev. Mr. Netten, Chairman of the Road Board there, who kindly travelled with me over the different branch roads, passing through and round the harbor, and I must say that those roads are well done and the money judiciously laid out. They are not wide, about eight feet, which I consider quite sufficient in the absence of vehicles being worked on them. A further grant of four hundred and fifty dollars will be required to maintain and keep those roads in order and to make other improvements. The tunnel, (as it is called), over Linmies Cove, will require to be made wider, and the bed of the hill cut down to make it leveler; a bridge from the hill, back of Mr. Parsons's house, to meet the main road, will have to be built, and a bridge on the South West side of the harbor to connect the island with the main road, will require to be built, which will be of the greatest service to the people passing back and forth. A road

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is required at the Western Arm, and three bridges to be built, which will cost one hundred dollars. The passage between Cain's Island and the main has been much improved by blasting and deepening it; still, it will require a further improvement; it ought to be widened at least eight feet in addition to its present state, and deepened six feet at low water, below its present depth. The passage would be then twenty-six feet wide and ten feet deep at low water; this would be of the greatest service to the fishermen of Rose Blanche. Crafts could then pass through in all weather without any damage, and should they require to go on the squidding or fishing ground, they can pass through it in place of going around Cain's Island, a distance of three miles, and in bad weather life and property are in danger. I would respectfully suggest to the Government to have the needful done to this gut, which will be greatly appreciated by the fishermen of Rose Blanche. A new bridge is about being constructed at the entrance of Rose Blanche Brook, fifty feet wide, which will connect the contemplated main line on the East and West side of the brook. It has been decided to build it about a perch above the fall, which is the narrowest part of the brook, and will have to be raised sufficiently high, on good stone abutments, to allow the heavy floods and ice to pass beneath it. I am of opinion that a wooden bridge will not suit here. Ice rafts to a great height at this point; no abutment will stand the pressure; it ought to be a chain bridge, raised on four iron pillars, and well fastened in the rock on both sides. This brook is different from all the brooks on the line, in parts it is one hundred and fifty feet wide, and fed from several large ponds up the country. I consulted with the Chairman and gave him my opinion on the matter. In wet weather the water rises ten feet in this brook. The road will be continued from the east side, passing Diamond Cove to the main road at Dr. McKenzieas. Some of this road has been partially opened up and made, and will require a grant of one hundred dollars to put it in good order. This road and bridge will be of the greatest service to travellers, particularly to the people connected with the Telegraph Company. I inspected the new road which has been opened up and partially made from

**ROSE BLANCHE TO HARBOR LE COU,**

and round the harbor to the point, distance two miles and a half, which is of the greatest service, as it connects both harbors. Harbor le Cou is a very important one, and in bad weather, when craft could not enter Rose Blanche harbor, either coming from the East or the

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West, they can enter Harbor le Cou, and anchor in safety in the bottom of the harbor, where the water is sufficiently deep for large ships; there are no sunken rocks in the way, but a deep and bold shore. Rose Blanche harbor is different; coming from the West ships have to keep out to sea in order to avoid sunken rocks opposite the harbor's mouth, and have to enter the harbor at the Eastern point; this difficulty is not so great in the way of ships coming from the Eastward, or crossing the Gulf, they can run direct for the Eastern passage to enter the harbor. Harbor le Cou is open in all weather and all seasons for vessels to enter. The cultivation of the land about Rose Blanche is very limited; it is rocky and quite unfit for that purpose. The cod fishery here this summer very good; the people are comfortable. I have seen several new houses in course of erection and old ones repairing, which is good evidence of the people's prosperity. There is a good deal of cultivation about Harbor le Cou; the land looks well for agricultural purposes. I have seen some cattle and sheep here. The fishermen have done well at the cod fishery, and are actively engaged in preparing for the winter's fishery. Timber land here is very good. Turbot taken here in great abundance. The fishermen of this harbor or Rose Blanche very seldom take hallibut; this fish is taken in large quantities off Channel harbor; the distance between both fishing grounds is about ten miles. The people of Rose Blanche are anxious to have a Harbor Light put on Rose Blanche Head, but in doing so, I would respectfully suggest to the Government to have a good Sea Light erected, which would be of the greatest service to vessels crossing the Gulf, or running from the East or West along the coast, and at the same time will answer as a Harbor Light.

*Monday, October 2nd.*—I left Rose Blanche and travelled to

**PETITES,**

distance six miles. Very little improvement here in the way of road making. There is a small road passing round the head of the harbor, about a quarter of a mile long, which received no repairs this summer. The only improvement done in this harbor is the opening up and making a small piece of road, sixteen perches long, leading from Legrow's house towards Seal Islands. Petites is a nice harbor; several families live here, who have done well at the cod fishery. The cultivation of the land is very limited. There are cattle and sheep here and the people appear comfortable. I left Petites and travelled

### Reports.

to Seals Islands, distance three miles; no road of any description between those two settlements. I crossed Red Head Cove Brook, twenty feet wide, which will have to be bridged at cost of forty dollars. Very little ice passes down this brook; it is not deep. Crossed Bennett's Cove Brook, No. 1, forty feet wide, with a rapid current; in parts it is deep, and will have to be bridged, at a cost of one hundred and twenty dollars. I crossed Bennett's Cove Brook, No. 2, thirty feet wide, passing through a deep ravine, which will have to be bridged, at a cost of eighty dollars. It is not deep, but in wet weather a heavy and rapid current passes down from the top of a hill which overhangs it. I arrived at

#### SEAL ISLAND

at four o'clock. I was very much astonished to find in this very important settlement, where there are eighteen families, not one perch of a road made. There is but very little cultivation, although the land looks good; plenty of manure can be produced in the shape of kelp. The reason given by the people for not cultivating the land was not having roads to enable them to carry manure to their gardens. The cod fishery is extensively carried on here, and they have done well this summer. A good road could be opened up between Petites and Seal Island; the land is level, and good material for road making. About eighty dollars a mile will be sufficient to make a road here. After completing my work I retraced my steps, and arrived at Rose Blanche at ten o'clock at night. I rested on Tuesday, and on Wednesday, the 4th of October, I left Rose Blanche at seven o'clock and arrived at.

#### HARBOR LE COU BROOK,

in the North West Arm, distance four miles. This brook, forty feet wide, will have to be bridged, to cost eighty dollars; it is not deep, very little ice passes here. I crossed the brook, and arrived at Rottery Brook of Bay-de-Moin, distance two miles. This brook, fifty feet wide, will have to be bridged, to cost one hundred dollars. The land along here not good for cultivation; woodland very bad, small and scrubby; no roads of any sort. I crossed Bay-de-Moin Brook, one hundred feet wide, but it can be brought to a width of fifty feet by letting the abutments into the brook, with safety walls obtusely built, which will protect the abutments, and will cast ice or any stuff that may flow down the brook into the centre. This bridge will cost two

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hundred dollars, distance two miles. No improvement in the land; good material can be procured here for road making, line level. A road can be constructed from the bottom of Bay-de-Moin to connect

**PETITE, HARBOR LE COU, AND ROSE BLANCHE,**

distance five miles. This road would be of great service in case of bad weather, when boats could not cross the mouth of the Bay. Parties coming that way could travel around by land in safety. I crossed the Eastern brook of Bay-de-Moin, twenty feet wide, to cost twenty dollars, distance one mile, no improvement in the land; line level, and good material for road making can be procured here.

**GARIA.**

I crossed the North West brook of Garia Bay on the strand, at low water mark. This brook is very wide in parts, but where a bridge could be constructed it is eighty feet wide, which should be a chain bridge; there is no possibility of building a wooden bridge over this brook; from the level of the land to the bed of the brook it is twenty feet deep; in wet weather it is very much swollen; it is fed by several large ponds up the country; a large quantity of ice passes down the brook; at high water there is six feet of salt water; distance from Eastern Brook, three miles. When the bridge is erected the road can be continued to the Telegraph Office, otherwise a ferry will have to be maintained for the accommodation of travellers, which will cost twenty dollars annually at least. I procured a passage through the kindness of Mr. Dunphey, the Superintendent of the Telegraph Office, to the South side of the Bay. I travelled from the landing place to the office, distance two-and-a-half miles, where I remained for the night. I inspected the road here, which has been well done. A grant of one hundred dollars will be required to maintain those roads and to continue opening them up. The land and wood about the head of this Bay is very good, and a good deal of cultivation is carried on here; there are three families here who live by their farms and timber land. I have seen some cattle and sheep here, and those families appear to be comfortable. I was informed that grants have been taken out for mines in this locality. Should they come to be worked, it will make this Bay very important. Roads will then have to be opened and made, to give facilities to mining operations; a new line of road could be opened up from the head of

## Reports.

### GARIA BAY TO LITTLE BAY,

by keeping the telegraph line for three miles on an Easterly direction; the proposed new line would then turn to the South East until it would reach

### FURMEN'S BROOK,

five miles from the Telegraph Office; this brook, forty feet wide, where a bridge would have to be built, to cost eighty dollars. This is the only brook in the way; the line level and plenty material for road making can be procured; agricultural and timber land very good. I was told if this road was opened and made it would induce parties to settle down and cultivate the land; length of this line is about two miles.

*Friday Morning, Oct. 6th.*—I left the Telegraph Office, head of Garia Bay, and travelled to Garia harbor, on the West side of the Bay, distance five miles. I inspected the roads in Boat Cove, which were partially repaired this summer; six families live here. I regret to say there is very little attention paid to the cultivation of the soil. The cod fishery, their great object, was very good this summer; the salmon fishery very bad. The road between Boat Cove and Garia harbor, one-fourth of a mile long, was partially repaired and the bridges renewed. The road through Garia settlement, half a mile long, was partially repaired, bridges renewed, side and cross drains opened up and cleared out. Thirty-three families live here, and from appearance are comfortable; they have done well at the cod fishery; salmon fishery very bad. The land is good, and its cultivation ought to be more fully prosecuted.—The cod fishery is, however, the primary consideration. This is a safe harbor, water deep, and well protected by islands on the outside. A new line of road could be opened from this harbor to Seal Island and Petites, distance seven miles, line level, with good road material. The people are anxious to have those three harbors connected. The land from Garia harbor to Seal Island is fair for cultivation, requiring one bridge over the brook at Little Garia, twelve feet wide, which will cost twenty dollars. I crossed Garia harbor and landed at Shoal Point, distance about half mile. I travelled to Western Cove, distance four miles a

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level road could be easily made here, but a ferry will be wanted at Garia harbor. The land is good for cultivation. No roads at Western Cove; two families live here, who have done well at the cod fishery; the salmon fishery bad; they are comfortable. The land is cultivated here, and the settlers have cattle and sheep. A bridge is required over Barrisway Brook, which will cost sixty dollars. This brook is one hundred feet wide, water shallow; no ice can interfere with it in spring; no wood. I passed through

### COD'S HEAD COVE,

distance from Western Cove two miles. There is no road between these settlements, line level and easily made; good material abounding all along; three families live here who appear to be comfortable, having farms and gardens, and some cattle and sheep. They have done well at the cod fishery the past summer; the salmon fishery bad. There are no roads of any description in this settlement; they complain very much that there is nothing done for them in that way.

### LITTLE LAPOILE RIVER,

two hundred feet wide; five families live here, and have done well at the cod fishery; salmon fishery bad; very little cultivation in this settlement, although the land looks good; no roads here. Distance from Cod's Head Cove one mile. I arrived at

### WESTERN POINT,

distance two miles. Fourteen families live here, who have done well at the cod fishery; very little salmon taken; the people are comfortable, the land partially cultivated, the line level, and a good road could be easily constructed; no roads here of any description. On asking the people why more land was not cultivated, they said until roads were made to enable them to manure their gardens, it was of no use. I travelled from Western Point to Indian Arm, distance one mile. Three families live here, no roads to be inspected, a little cultivation carried on, but more could be done; the land looks fair for agriculture. They have done well at the cod fishery and appear comfortable. From



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**INDIAN ARM TO WESTERN BAY,**

distance one mile; a sort of road is formed here of soft, black bog, between those two settlements. Western Bay is a large settlement; no roads here, but some cultivation, the land being good. No woodland; the cod fishery very good the past summer, but the usual complaint respecting the bad salmon fishery. The people are comfortable.

**WESTERN BAY TO LA PLATA.**

No roads through this settlement. I called on Mr. Cox, the Chairman of the Road Board, and pointed out to him the bad state of Indian Arm Gut Bridge. He travelled with me to

**LA POILE,**

distance two miles. This road was partially repaired this summer, and men were at work on it as I passed along. This will make a nice road when put in proper order; the usual grant will be required to maintain it. The cultivation of the land is very limited in this settlement. I have invariably found, wherever the cod fishery was prosperous, the land was neglected; the people are comfortable. The land along this line is good for agriculture, but I regret to say its cultivation is very much neglected; but if proper attention was paid to this branch of industry, the planters or fishermen would not be under the necessity of visiting the merchants' stores so often as they do. No local roads in this settlement; three families live here; It is almost neglected and deserted since the closing of Nicholl's establishment. This splendid premises is fast falling into decay, which is much to be regretted, for a large and profitable mercantile business could be carried on here. The land here is good for cultivation. I crossed LaPoile harbor and landed at

**LITTLE PORT,**

distance about one-fourth of a mile. It requires a ferry, which will cost about thirty dollars annually. I was given to understand that many travellers pass here who are greatly inconvenienced for want of a passage. There are a few uninhabited huts in Little Port, and many fallen into decay. The reason given was that Nicholl's failure had

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obliged the fishermen to leave the place; formerly they were very comfortable, and the fishery extensively carried on, and the cultivation of the land strictly attended to. From Little Port I travelled to

#### LITTLE BAY,

distance two miles; both ends of this road are opened up and fairly made, but in the centre, for half a mile, nothing has been done. Mr. Cox told me that it would be commenced immediately; the land in parts along this line is marshy, but it can be easily reclaimed, and used for agricultural purposes. About Little Bay it is better for cultivation. There are some cattle and sheep here. This road will require the usual grant to keep it in good order. There are no local roads to be maintained, therefore a local grant is not required; three families live here. Clement, Grouchy & Co., carry on a very large mercantile establishment here. I have seen two barques and two brigantines loading fish and oil; fish in tubs for the Rio market, oil for the London market. This establishment is under the management of a Mr. Lewis, a perfect gentleman, who treated me with the greatest kindness. I stopped at his house for the night.

*October 7th.*—I crossed Little Bay to the North Side, distance about half a mile. Eight families live here; no roads, no cultivation; they prosecute the fishery, and have done well the past summer; no salmon fishery; I could not procure a pilot to travel with me overland, consequently, I had to recross Little Bay. I then left and crossed LaPoile Bay, distance four miles, in a small fishing boat, blowing a perfect hurricane, and arrived at

#### ROUND HARBOR,

on the South side of the bay. Two families live here; no roads, no cultivation; they have done well at the cod fishery; no salmon taken, water deep, cliffs upright and no strand or beach. I left Round Harbor and arrived at

#### BEVAN'S COVE,

distance two miles; two families live here; no roads, very little cultivation, land rocky, not suitable for agriculture, cod fishery good, but no salmon, water deep, no wood land, obliging the people to go into

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the different arms on the North side of the bay to procure their firewood; I rested here for the night.

*Sunday, 8th October.*—Raining and blowing, could not leave. I visited Broom's Harbor and Eastern Point, three families live in each; no roads, very little cultivation; the people are comfortable, the result of a good cod fishery.

*Monday, October 9th.*—I left Bevan's Cove and arrived at

### FRENCHMAN'S COVE,

distance one mile, the land level and good material for road making. If a road was opened up from Frenchman's Cove to connect Round Harbor, Bevan's Cove, Brown's Harbor and Eastern Point, it would be of the greatest service to the people; the line level and good material for road making; no brooks to be bridged; four families live at Frenchman's Cove, who prosecute the cod fishery and have done well the past summer; the cultivation of the land is very limited and no timber land. I travelled from Frenchman's Cove to

### GRAND BRITT,

distance five miles; crossed Black Duck Brook, thirty feet wide, which will have to be bridged at a cost of twenty dollars; no ice passes down this brook. Passed over Rottery Brook, one hundred and fifty feet wide, water deep; in winter a good deal of ice passes down, and a substantial bridge will have to be built here on stone abutments; the span over the river can be made narrower by allowing the abutments to extend into the brook with safety wings attached, to cast the ice passing down the brook into the centre; this bridge will cost two hundred dollars. The land along this route looks fair for agriculture, if the road was made it would induce parties to settle thereon. Fifteen families live here and prosecute the fishery, at which they have done well this season. Salmon fishery bad; cultivation of land considerable, with some cattle and sheep, No roads here, with the exception of a small piece made by the women, to enable them to bring water from the brook to their houses. The people are dissatisfied that their roads should be neglected. A school is established here and presided over by a male teacher. I travelled from Grand Britt and arrived at

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**SING SERF,**

distance four miles. A good road could be constructed between those two settlements; the line level and good material for road making; good agricultural and timber land. No road either local or main; the people are comfortable. They complain that they are very much neglected; four families live in this settlement, and have done well at the cod fishery; the salmon fishery, as usual, bad. This is a nice little harbor and well protected. No brooks to be bridged between Grand Britt and Sing Serf. There are cattle and sheep here. I left Sing Serf and arrived at Otter's Point, distance ten miles, passing over Sing Serf and Cotte Brooks, ninety feet wide, to bridge which will cost eighty dollars each. About five miles up those brooks agricultural and timber land very good. The people of Sing Serf are going to build winter houses near the brooks where the land is good, firewood plenty, and where they can procure good timber for boat building. The land along this line is level, with good material for road making. Otter's Point is a nice settlement, five families live here. No road in this harbor; cultivation very limited, but more could be done if the people would attend to it. The cod fishery with them the past summer very good, and they said it would pay but land would not, and this was their reason for not cultivating it. I regretted to hear them say so, for if the cultivation of the land was more strictly attended to, it would be a great auxiliary to the fishery. The settlers here are comfortable but have no school. The salmon fishery very bad; wood lands bad, small and scrubby. I could not procure a pilot to travel with me overland, consequently I had to take a boat and two men, touching in at various places as I went along. I left Otter's Point, passed through Grass Island Passage, touching in at the North East Arm of

**CONNOIRE BAY,**

where agriculture and timber land is very good. The people of Rock Island Harbor live here during the winter months, fire wood being good and plenty; no cultivation, no roads, distance from Otter's Point twelve miles. If a road was opened up and made from the bottom of this Arm to Upper Burgeo, distance eight miles, it would be of great service to travellers. Agricultural and timber land very good along this line, which is level, and good material for road making. I crossed the mouth of Connoire Bay, and passed through Rock Island Passage, which divides the Island from the main land. Island one mile long and half mile wide, quite level; it is splendid land; it

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would pay an enterprising agriculturist to make this island his home. I arrived at

#### ROCK ISLAND HARBOR,

distance from the North East Arm ten miles. Four families live here; the cod fishery with them the past summer very good; salmon fishery bad. The land partially cultivated; no roads in this settlement. The people are comfortable and have cattle and sheep.

*October 11th.*—I left Rock Island Harbor and arrived at

#### UPPER BURGEO,

distance twelve miles. I inspected the roads in this harbor, nothing has been done on road work this year, and they are consequently in a bad state, requiring immediate attention. The people here are attending to the cultivation of the land, and have some nice gardens. Thirteen families compose the settlement; have done well at the cod fishery and are in comfortable circumstances; salmon fishery not good. New dwellings in course of erection and old ones repairing. Boat building is carried on; the fishermen are all actively engaged in their several avocations, some still prosecuting the fishery and others preparing to go on the Western voyage for the winter months. The people are very industrious and sober, and ought to be encouraged. A bridge is required to connect Cornelius Island with Edward's Island, one hundred and eighty feet long and six feet wide, which will cost, from a calculation I made, one hundred and sixty dollars. This bridge will be of the greatest service to the people living on Edward's Island; at high water they are completely isolated, they cannot attend prayers on Sundays, or their children their schools. They cannot get water for domestic use on Edward's Island, and have to come to Cornelius Island for it. I would respectfully suggest and recommend the Government to have this bridge built; life was sacrificed a short time since in endeavoring to get from one side to the other. A channel passing through a neck of land dividing the Big Barrisway from the main water, would be of the greatest importance. It is fourteen hundred feet long and quite dry at low water mark, and at high tide there is fourteen inches of water in the channel. It should be cut fourteen feet wide and two feet deep below low water mark, the angles cut off, and the channel straightened and well staked on both sides; stakes to be six feet apart, to have them well stayed with a

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cross piece on the end of the stay, and buried about one foot under ground to keep them firm, and be boarded on the outside with hemlock board well nailed; this will keep the embankment from foundering, and no danger to be apprehended from ice passing through the channel in winter or spring. From a calculation which I made, this work will cost five hundred and twenty dollars, and if only completed will be of the greatest benefit to the people of Burgeo and the neighbouring harbors. It is through this channel they bring all their firewood, and in summer caplin could be brought through it, and thus prevent the fishermen of Burgeo from going round the Island, five miles, to get bait, which is very often attended with danger in bad weather, and causes much delay and inconvenience in carrying on the fishery.

*October 12th.*—Left Upper Burgeo and travelled to

#### LOWER BURGEO,

distance three miles. The main road between those two settlements is in a very bad state; in parts nothing has been done to it. I passed over Long Beach Bridge, two hundred and forty-nine feet long, well built on six wharves and railed. Passed over Muddy Hole Bridge, one hundred and twenty feet long, well built of stone. Passed through Mercer Cove; three families live here. Two bridges in this locality require to be repaired and railed. Within half a mile of Burgeo the road has been partially repaired this summer, and will require a grant of six hundred dollars (\$600) to complete it. This line can be improved, steep hills avoided, and a better level obtained. I have seen some good agricultural and timber land here; three families living at Mercer Cove, are comfortable, and have a good deal of land cultivated. On my arrival at Lower Burgeo I put myself in communication with the Rev. Mr. Cunningham, Chairman of the Road Board, who treated me kindly and in every way acted the part of a gentleman. We travelled over the local roads in the settlement. I must say they are well repaired and creditable to the Road Board there, but the usual annual grant will be required to maintain them. The cultivation about this settlement is very limited, the land is not good for agriculture. There are some cattle and sheep here. I brought under the notice of the Chairman the channel at Upper Burgeo; he told me that the Government placed at his disposal four hundred dollars to do the needful, and the work would commence immediately, and that he had this year's grant intact, and the roads

under his charge would receive his best attention. The cod fishery very good the past summer, but the usual complaint about the salmon fishery being bad. The people here are comfortable, their dwellings clean and in good order; there is a fine school, presided over by a male teacher.

*October 14th.*—I left Lower Burgeo and arrived at

#### RAMEO ISLAND,

distance nine miles. I inspected two small roads there, one leading to Ship Cove, and the other to the school house, about three quarters of a mile long; they received no repairs this summer. In South West Cove and South West Arm five families live, who have done well at the cod fishery; very little cultivation in this place; the herring strike in in great abundance; people comfortable. I left Rameo, passed the mouth of White Bear Bay, and arrived at Fox Island at six o'clock, and rested here for the night. Distance from Rameo four miles; nine families live here; no road, very little cultivation, more could be done; the cod fishery very good this summer, but no salmon taken. The people complain very much about want of a school. From the mouth of White Bear Bay to the Telegraph Office the river is twelve miles long and half a mile wide; after leaving the Telegraph Office it narrows to a large brook, which runs several miles through the country. At the head of this Bay there is good agricultural and timber land. The only residents are the people connected with the Telegraph Office. At Fox Island Harbor vessels enter on the West side and pass out on the South East side; it is safe for shipping, water deep, and well protected.

*October 15th.*—I left Fox Island Harbor and arrived at Coppet Harbor; three families reside here; no roads; the cod fishery very good the past summer; no cultivation. Arrived at Dog Cove, three families live here; no roads; very little cultivation; they have done well at the cod fishery, and are comfortable. I passed the mouth of Bay-de-Vieu, which runs up the country for six miles. Passed through

#### LITTLE RIVER NARROWS,

four miles from Fox Island Harbor; nine families live here who have done well at the cod fishery, but no salmon. No roads in this settlement; very little cultivation. No cattle, sheep, swine or goats, but notwithstanding the people are comfortable. After passing through the narrows you enter a very safe harbor, and well protected, with

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water deep; distance two miles from the narrows. On leaving the harbor you pass up the river for one mile, and through a narrow passage half a mile, when a magnificent river opens up, twelve miles in length and very wide, with three arms branching off; a large brook flows into it running from Grand Pond, at a distance of twenty miles; this pond is eighty miles long and thirty miles wide, with a splendid water fall not inferior in beauty to the Niagara Falls, and worth the attention of travellers. The people of Little River leave their summer houses and go up this river for the winter months, where the timber is very good and of every description; they employ their time profitably in boat building, but do not attend much to the land, although it is good for agricultural purposes.

*October 17th.*—I left Little River and arrived at Cape Harbor, distance four miles; ten families live here; they have done well at the cod fishery; salmon fishery bad; no roads; no cultivation; no wood land; the land here very bad, rocky and uneven; no school in this settlement; the people are comfortable. I crossed the mouth of Le Hone Bay, five miles from Cape Harbor, and passed Cul de Sac and Harbor Rone Bay; the land along here quite barren and not fit for cultivation. There are a few gardens cultivated at France Swaw; several families live here; have done well at the cod fishery; salmon fishery bad; no roads in any of those harbors; no cattle or sheep; no woodland; no school. I arrived at

### RENCONTRE,

at six o'clock, twenty-two miles from Little River, and rested here for the night.

*October 18th.*—I inspected the roads in this settlement and found them in very bad repair. A member of the Road Board travelled with me over them. I pointed out to him how the roads ought to be made and the bridges built. I measured the different roads in the settlement—that is, from the beach to Watkins's house, eighty perches; from main road to Bell's house, thirty-seven perches; from the beach to the church, eleven perches; New Harbor road by the beach to the church, fifty-four perches; road leading to the burial ground, forty perches. To put all these roads in good order will require a grant of three hundred dollars. There is no school either in Rencontre or New Harbor. The people of Rencontre say that they will



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build a school house free of cost to the Government, midway between those settlements, provided a teacher is given them. I would respectfully suggest to the Government to attend to their request. Rencontre is a fine harbor; people are comfortable, and have done well at the cod fishery the past summer; salmon fishery bad; cultivation very limited, but they appear to be paying greater attention to this branch of industry latterly; there are some cattle and sheep here. I left Rencontre at eleven o'clock and arrived at

#### RICHARD'S HARBOR,

twelve miles from Rencontre; no roads; no cultivation. A road is required to lead from the harbor to the burial ground, one-fourth of a mile long, to cost forty dollars. I brought this under the notice of the Chairman, Rev Mr. Colly, who promised that he would attend to it. The fishermen of this harbor have done well at the cod fishery and are comfortable. I left Richard's Harbor, passed Cul-de-Sac East, in the mouth of Bay-de-Lever, and arrived at Muddy Hole at six o'clock, distance three miles. Ten families live here who are comfortable and have done well at the cod fishery; salmon fishery bad; no roads of any description; no cultivation; no cattle or sheep. If a road was opened up to connect those two settlements it would be of the greatest benefit to the people; line level; good road material can be procured; no brooks in the way.

*October 19th.*—I left Muddy Hole, passed Mosquito and Indian Harbor; five families live in those two harbors; no roads, no cultivation; they have done well at the cod fishery; no salmon taken here. This is the terminus of Burgeo and LaPoile district.

#### FORTUNE BAY DISTRICT.

I arrived at Bonne Bay, distance from Muddy Hole six miles; five families live here who have done well at the cod fishing and also taken some salmon; they are in comfortable circumstances; no caplin taken here, the only bait used is squids and herring. The harbor of Bonne Bay is very fine and well protected for shipping; Bonne Bay river runs four miles up the country. Herring strike in here early and in great abundance. Three families live on Flat Island; they prosecute the cod fishery and have done well; cultivation very limited, although the land looks fair for agricultural purposes; their whole attention is 'taken up with the herring and cod fishery. They com-

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mence the former about the first of January and continue at it for the spring; there are some cattle and sheep in this harbor. I inspected a road leading from the harbor to the landing cove, one mile long, it is partially opened, and will require a grant of eighty dollars to complete it; it is a good line, and when finished will be of great service, particularly to the people of Mosquito and Indian Harbor, who land at the Cove and have to travel this road going to Church. As those two harbors are in the district of Burgeo and LaPoile, it would only be just that a portion of the expense of repairing it should be borne by that district; it passes through fair land for cultivation; wood small, having been destroyed some years since by fire.

*October 20th.*—I left Bonne Bay, calling at Hardy's and Saddle Cove, where three families live; no roads; no cultivation; cod fishery good the past summer. Arrived at Pushthrough, distance three miles from Bonne Bay; raining, blowing and snowing; could not proceed farther; rested here for the night. I inspected a road leading from Pushthrough proper to Eastern Point, one-third of a mile long, which has been opened up and partially made, and will require a grant of forty dollars to complete it. This road, when finished, will be of the greatest service to the people of both localities. A road leading from

### PUSHTHROUGH

to Western Point, one mile long, has been partially opened, seven bridges built on the line, and will require a grant of four hundred dollars to finish it. This is a very important road, as it leads to the Church and school house. A large bridge over Pushthrough Gut has been thoroughly repaired, it is ninety-six feet long; twenty-five families live in this harbor, who are comfortable; the cod fishery is extensively prosecuted by them, and was very prosperous this past summer; salmon fishery very bad; the cultivation of the land very limited. There are a few cattle and sheep here. The road at Great Jervis, leading from Man-of-War Cove to Shallop Cove, distance one mile, has been repaired this fall; it requires to be extended so as to make it useful to the people; this year's grant has been expended on it, but a further amount of eighty dollars will be required; sixteen families live in this harbor, who are very comfortable; they have been successful at the cod fishery, but the salmon fishery has been bad; the cultivation of the land neglected; they have some cattle and sheep.

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Those harbors are situated in the mouth of Bay de Spear. Bay de Spear river runs for thirty miles up the country, and is a great rendezvous for craft during the herring fishing season.

*October 21st.*—I left Pushthrough, and arrived at

#### GAULTOIS.

Two hundred and seventy perches of road well repaired in Gaultois proper, but will require the usual grant to maintain them. Gaultois is about five miles from Pushthrough. A road from Gaultois to Pickard, distance three miles, has been opened up and two bridges are now building on this line, which will be well done under the superintendance of the Rev. and worthy Chairman. It will require the usual grant to put it in good working order. It connects two very important settlements. The people in those harbors have done well at the cod fishery and are comfortable; there is not much cultivation. I crossed hermitage Bay and arrived at

#### HERMITAGE COVE,

distance about ten miles.

*Monday, October 23rd.*—I inspected the roads in this harbor, in company with the Rev. Mr. Colly, Chairman of the Road Board. I found some of the roads and bridges undergoing repairs and the work well done. A main line leading from the settlement to the landing cove, two miles long, is very hilly and rough, and cannot be used to any advantage by the people. I have recommended the Rev. Chairman to abandon this line and not to expend any more money on it, but to open a new line about one-fourth of a mile more Westerly, where a level road can be constructed on dry land, and good material can be procured. This contemplated new line will enable the people to bring fire wood, flake and stage material, with more ease; length one-and-a-half miles, and a half mile shorter than the old line. Two bridges are required, and after expenditure of this year's grant, a further grant of three hundred dollars will complete the work. The land in this settlement very good for agriculture and a large quantity under cultivation. The people grow potatoes, turnips and other vegetables, quite sufficient for their own use. There are a large number of cattle and sheep here and the people comfortable. The cod

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fishery with them this summer was very good, but they complain of the failure of the salmon fishery. A school is established here, presided over by a female teacher. A road has been opened up on

**PASS ISLAND,**

four hundred perches long; two hundred and fifty-four perches of it partially made and will require a grant of two hundred dollars to complete the remainder. Cultivation on this Island very limited; not many cattle or sheep; they have done well at the cod fishery; no timber land; the people appear comfortable. Crossed the tuckle to

**BECK'S COVE EAST,**

about one hundred and eighty feet wide. A bridge could not be built here; in bad weather the water rises very high and a heavy sea passes through the tuckle. From

**BECK'S BAY TO GROLE,**

three hundred and thirty-six perches of a road opened up and partially made, and two bridges built, which are well done. A road has been opened up from

**GROLE TO SEAL COVE,**

two hundred and seventy-eight perches partially made, and two good bridges built. From Seal Cove to Dawson's Cove there is no road of any description. From Dawson's Cove to Hermitage Cove, a new road has been opened up, and one hundred and thirty perches partially made; this line of road will require a grant for the ensuing year of six hundred dollars to put it in good travelling order. On the line from Seal to Dawson's Cove, three bridges will have to be built,—one at Herring Neck Brook, thirty feet wide, at a cost of one hundred dollars; Little Barrisway Brook, fifteen feet wide, thirty dollars; Great Barrisway Brook, twenty feet wide, fifty dollars. This line of road is twenty miles long, and from its length and importance in connecting so many settlements, ought to be put down under the head of main lines. Twenty-four families live in all those settlements; they are comfortable, the result of a good cod fishery the past summer; very little salmon taken here. Those settlements cannot boast of

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much cultivation, but people say if the road was finished and the bridges built, they would be induced to attend more to agriculture, which would be a great auxiliary to the fishery. The wood along this line is small, the result of fires some years since. They have some cattle and sheep in those settlements.

*October 24th.*—I left Hermitage Cove and travelled to the landing cove, distance two miles. Crossed.

#### CONNAIGRE BAY,

and arrived at Great Harbor, distance five miles; no roads here; the land looks well for agriculture. There is a good deal of cultivation, and they grow wheat, potatoes, turnips and other vegetables sufficient for their own use; nine families live here who prosecute the cod fishery, which was good this past summer, but very little salmon taken. The people complain of the want of schools. There are some cattle and sheep in this settlement and the people are comfortable. I left Great Harbor and arrived at the landing cove on the South side of Connaigre Bay, distance one mile. I travelled from the landing place to

#### HARBOR BRITON,

distance five miles; this road, from landing place to Wytchhazel Hill, distance about three miles, is in a bad state of repair, the bridge, are in good order, and it will make a nice road when completed. It runs through a fair wooded country, scenery very fine; passed Connaigre Pond, which is very large, and a brook of the same name, which flows into the Western Arm of Harbor Briton. I have no doubt, on examination, that this tract of land would be found valuable and worth the attention of agriculturalists. Near Wytchhazel Hill Newman & Co. have a large tract of this land taken in, which was cultivated some years since, but latterly it is used for grazing cattle; about six hundred dollars would make a good road here. Any future grant, I would respectfully suggest, to commence with the repairs at the landing cove, and continue it on towards Harbor Briton. This road can be greatly improved by abandoning part of the old line, whereby steep hills will be avoided and the road made more level; from Wytchhazel Hill to Harbor Briton harbor, the road is in good repair; three or four bridges on this line, which are in bad order, will require to be rebuilt, and will cost eighty dollars; those bridges were con-

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tracted for and the work commenced before I left the harbor. The road leading from Strickland Head to Sandy Point, on the North side of Harbor Briton, received no repairs this year; the Chairman informed me that the work would be commenced immediately. I inspected the road leading by the Protestant Cemetery; no repairs have been done to it this year, which is very much required, the bank foundering. A structure in the form of a sinking wharf will have to be built, and well ballasted, and placed on the edge of the road to prevent the high tides from destroying it. The road can then be raised above high water mark and made good. I brought the matter under the Chairman's notice, he promised that the needful would be done to it.

*October 26th.*—I left Harbor Briton this morning and landed on Nicholle's wharf, at Jersey Harbor, a splendid premises, with every facility to carry on a large mercantile trade, their craft hauled up on Man-of-War Beach, falling fast into decay like their premises. I inspected the road leading from

### JERSEY HARBOR

to Little Bay Road, distance three miles, which is in good repair, with the exception of a few perches overgrown with small alders. I recommended the Chairman to have them cleared away; when that is done the road would suit very well, as it is seldom or ever travelled since Nicholle suspended business. Before arriving at Little Bay Road a high cliff intervenes which cannot be passed over; the line should be abandoned and made to cross the beach to Little Bay road. Two families live at the head of the harbor, and they told me it would be a useless expenditure to have any more done to the old Road; the new line would be more useful, and they would prefer having the grant expended on Little Bay Road. Several families live on the South side of the harbor, and they are very comfortable, having done well at the cod fishery. The people cultivate the land here to advantage. At the entrance of Little Bay Road a school house has been commenced, but is still unfinished. The apathy of the people as regards education is lamentable; they appear not to value it, ignoring the fact that without education they can never advance. I would, therefore, respectfully call on the Government to establish schools in every locality, and place over them persons of sound moral and religious views; the worlding may call this chimerical, but the

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educated will not. I left the South side of Jersey Harbor and travelled down to

**LITTLE BAY,**

distance three miles. This road has been partially opened up and made, but one hundred and forty perches still unmade, which will cost one hundred and sixty dollars. This portion of the line I staked, in order that there should be no mistake when it is being made. Cheese Brook has to be bridged, twenty feet wide, to cost twenty dollars; three cross drains to be constructed and covered, to cost six dollars. That portion of the road which has been opened, to put it in good order, will cost one hundred dollars. Two families live here and are very comfortable; the cod fishery this summer very good. The land good and cultivated, with some cattle and sheep. I left Little Bay and travelled on the strand on the West side for half a mile to the burial ground, and from thence to Riverhead, one mile; a portion of the road is opened up and made from the burial ground to Riverhead, by the people of this settlement, without any charge to the Government. Several families live here who are comfortable, the result of a good cod and salmon fishery; a good deal of land under cultivation here, with some cattle and sheep. If a branch road was opened up from Riverhead to meet Little Bay Road, distance one mile, it would be of great service to them in going into Jersey Harbor or Harbor Briton; the line is level and dry, with good road material; it would shorten the distance about two miles; will cost one hundred dollars. I left Riverhead and arrived at the North East Arm of Little Bay, distance one mile and a half, and from thence to

**MILLER'S PASSAGE,**

distance four miles. Two miles of this road has been opened up and fairly made, and several bridges built, which have been faithfully done. There are two miles more to be opened up, which, when completed, will be of great service to the people. A ferry will have to be placed at Little Bay to take passengers back and forth, but if a branch road was opened up from Miller's Passage Road to River Head, it would not be required. Thus, Miller's Passage, River Head, Little Bay and Jersey Harbor, would be connected by land. The people of those settlements would look on it as a great boon; the travelling at present, partly by water, in bad weather, is dangerous, and they run

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great risk in passing over those bays. This route would make the road about one mile longer than running it direct to the North East Arm of Little Bay; but if properly laid out it would be of great advantage; line level, and good material for road making. The land along the valley is very fertile, with good timber. I have no doubt the opening up of this line would induce parties to settle on it, particularly as the fishing stations on the East and West sides are so convenient to them. I called the attention of the Road Inspector at Miller's Passage to the necessity of opening up the remainder of this road, and to clear brushwood and timber from the line, which would give him a better idea how the line should run. Sixty dollars spent on the road passing through Miller's Passage proper to make it wider, remove the large rocks which are lying on the surface, to open side and cross drains, and gravel it, would make it a good road. Several families living in this harbor, are very comfortable, owing to the good cod and salmon fishery. Herring strike in here in great abundance, and the fishermen commence taking them about the first of January. The people are beginning to take great interest in the cultivation of the land, and they already have cattle and sheep. They have also good wood land. I left Miller's Passage at three o'clock, and retracing my steps, arrived back to Harbor Briton at eight o'clock at night.

*October 25th.*—I left Harbor Briton in the packet boat *Liberty*, White master, and arrived at

### ENGLISH HARBOR

at eight o'clock at night, distance fifteen miles. The road passing through English Harbor proper is in a very bad state of repair. A side drain will have to be opened and cross drains constructed to carry off the water from the bed of the road; two bridges will have to be built, and road well gravelled, after which it will be a good road, and of great service to the people. To do this work a grant of one hundred dollars will be required. This road ought to be continued and opened up to Eastern Point, about eighty perches, which would be of the greatest service to the people at the Point; about one hundred dollars will do it. The people are comfortable, having done well at the cod fishery. The cultivation of land attended to, and they have cattle and sheep. A school is established here, presided over by a female teacher. A branch road has been opened up and made, leading from Bellorem main line to Mose Ambrose Harbor, distance about half a mile, which is of great convenience to the people; it is



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well laid out; side drains opened, cut deep and wide; cross drains constructed where required, to carry off the water from the bed of the road; the land along this line looks fair for agriculture and it passes through a well wooded country. I travelled over and inspected that portion of the main line leading from the Bellorem main line towards Coomb's Cove, distance nine miles, of which six miles and a half of level road are opened, and partially made. To avoid Breakheart Hill by altering the line would be advantageous. Two miles and a half still remain to be opened up. There are three bridges on this line which are substantially built, one over Mose Ambrose Brook, one over Jones Brook, and one over Little Mose Ambrose Brook; besides which three additional bridges require to be built; one over Boxey Brook, forty feet wide, which will cost eighty dollars; one over Lew Brook, twenty feet wide, which will cost sixty dollars, and one over St. John's Brook, sixty feet wide, which will cost one hundred dollars. The span of those brooks can be made narrower by building good substantial abutments, to extend into the brook with wings angularly built, that will cast the ice running down the brook into the centre and keep it from coming in contact with the abutments; four beams for each of those bridges will be sufficient, the material for bedding, rails, and stanchions can be procured on the line. When this road is completed and a ferry established between Coomb's Cove and Miller's Passage, all the harbors between Harbor Briton and Bellorem will be connected. But should a ferry be established between Coomb's Cove and Little Bay, the Miller Passage people will lose the benefit of the ferry, and should they require to visit any of the harbors on the Eastern side, they will have to travel to Little Bay, distance four miles. I respectfully suggest to the Government to make such roads as will connect adjoining settlements, and bring the people in isolated localities more closely together. The land along this line in parts looks fair for agriculture; local roads will have to be opened up to connect the different harbors on this route with the main line; the people have done well at the cod fishery and are comfortable; but very little cultivation.

*October 30th.*—I left English Harbor this morning and travelled to St. Jacques, distance seven miles. The road from English Harbor to Blue Pinion is in good repair and bridges in good order; it is a level line passing through good timber land and by some large ponds to the North East, where very large trout are in abundance. Blue Pinion has a very fine harbor, with an indraft of one mile, the water deep, a bold shore and good anchorage. The cod fishery

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in former years was extensively prosecuted here, it is now completely abandoned; no dwellings, no stages or flakes. From Blue Pinion bridge to St. Jacques, the road is in a dreadful state, soft and marshy, not having been repaired for years, the bridges being only kept in repair, and they are in good order. To complete this road the side drains will have to be cut deep and wide, and cross drains formed to carry off the water from the bed of the road, which should be well gravelled, and it will then make a level road; good agricultural land on both sides and plenty of material for road making. From

#### BLUE PINION BRIDGE

to Barrisway new bridge, will require a grant of four hundred dollars to put it in order. A new branch road on the West of St. Jacques harbor, leading from the main road, seventy-two perches has been opened up, and a new bridge built at the entrance of the road, which is of the greatest service to the people there. A splendid bridge, fifty feet long, has been substantially built at St. Jacques, Barrisway. The road through St. Jacques proper requires to be repaired, and a grant of eighty dollars will do the work. St. Jacques is a safe harbor, the people are really comfortable, as the cod fishery was good this summer; little land cultivated here; new houses in course of erection; the people build their own fishing boats, and are very industrious, sober, kind and hospitable to strangers. A school is established here, presided over by a female teacher.

*November 1st.*—I left St. Jacques and travelled to

#### BELLOREM,

distance three miles. Part of this road is very narrow and rough; no repairs have been done this year; there is still a steep hill entering the harbor. The members of the Road Board thought it advisable to have no more money expended on it, but to open a new line, about forty perches to the South East of the old line, which will make the road more level and a half a mile shorter. This new line has been commenced from Bellorem to St. Jacques; three quarters of a mile has been opened up and made, and one and three quarter miles still remain to be completed. This will make a good road; it is passing through fine timber land, and will be of the greatest service to the people of both harbors and enable them to procure firewood, flake and stage material, and timber for boat building. A grant of four hun-

### Reports.

dred dollars will be required to complete it. The roads in Bellorem proper are well maintained, but require the usual grant to keep them in order. I inspected the road leading from Bellorem to the Barrisway, distance one mile; it has been repaired this fall, and is in good order. Bellorem is a nice settlement, the people comfortable, and have done well at the cod fishery; there is a good deal of land under cultivation here, and the people are beginning to appreciate the advantages of cultivation. There are some cattle and sheep here; it is a safe harbor for craft. A harbor light is required to be placed on the point of the beach, which would give security to life and property; a slip is also required, where crafts could be hauled up. Those little improvements ought to be given to an industrious, persevering and sober people. I left Bellorem at two o'clock, and arrived at Lally Cove at six o'clock, distance nine miles, and remained here for the night.

*Nov. 2nd.*—I inspected a road leading from

#### HARBOR MAY

to James Keeping's house. Sixteen perches have been opened up and made; twenty perches still remain unfinished. This year's grant is still intact, which will be sufficient to complete the work. This road will require to be continued round the harbor, eighty perches, and a bridge built over Duck Cove, forty feet wide, in order to connect the people on both sides of this deep and dangerous ravine. In winter time there is very little communication between the families living on both sides of this cove; a grant of one hundred and twenty dollars will do this work. Sixteen families reside here, who have done well at the cod and salmon fishery; the cultivation of the land is fairly prosecuted, but principally at McGrath's Cove. If a branch road leading from the harbor to this cove was opened, it would be of the greatest service to the people, and enable them to bring manure to their land; this they do at present by water. The opening of this road would induce them to extend cultivation. Agricultural and timber land good here; a grant of one hundred dollars will be quite sufficient for this purpose. I have seen a few sheep here; there is a school house, but no teacher. I left Lally Cove at twelve o'clock, and arrived at Rencontre East at four o'clock, distance eight miles. I inspected the road leading through the harbor, and found forty-four perches of it repaired, twenty-eight perches still to be done; side and cross-drains to be constructed to carry off the water from the bed

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of the road, which will cost twenty dollars; a bridge is required to be built over the Barrisway, sixty feet long, on four square blocks, in the shape of sunken wharfs; no difficulty in building it, as at low water it is quite dry; no brook or ice to contend with; when the tide rises there are four feet of water in the Barrisway. I pointed out to Mr. George Keeping, the superintendent of the roads in this harbor, the great benefit that would be conferred on the people of Rencontre and Little Harbor, and particularly to the youth going to

### LITTLE HARBOR,

where a school is temporarily established, presided over by a female, until the new school house is finished, which is in course of erection. Before leaving the harbor Mr. Keeping agreed with parties to build it, and this year's grant will be found sufficient for the work. A road will have to be opened from Barrisway to Little Harbor, distance one hundred and ten perches, which will cost about one hundred and twenty dollars. The line level, no difficulty in the way, and good material can be procured.

### RENCONTRE EAST

is a safe harbor, well protected by islands to the South; the people comfortable, cod and salmon fishery being very good this summer. The people of those two harbors are taking great interest in the cultivation of the land, and grow a sufficiency of potatoes, turnips and other vegetables, for their own use. Agricultural and timber land very good; the people industrious, sober and persevering, kind and hospitable to strangers.

### LITTLE HARBOR

is a safe place for shipping; during the winter months a great rendezvous for craft and for herring; boarded stages are erected here for freezing herring, which are sold for the American market. There are a good deal of cattle and sheep in both harbors; the fishermen build their own fishing craft. I would respectfully call the attention of the Government to one essential improvement which is required here, and will be, if carried out, of the most invaluable service to the fishermen visiting this place during the herring fishing season. There is a sand bank dividing Little Bay and Rencontre East at low water,

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which is very much exposed; from Rencontre Island to the main land, it is two hundred and sixty-four feet long, sixty feet wide, and four feet high over the level of the water. Should a channel be cut through this bank, fifteen feet wide, sixty feet long, and eight feet deep, so as to allow a large sized craft to pass through it, much time would be saved, and life and property would not be exposed to danger. When the fishermen haul herring in Little Bay they have to pass around Rencontre Island, distance about five miles, to anchor in Rencontre Harbor, but if this channel was cut a few minutes would take them into safe anchorage; this improvement would cost one hundred and twenty dollars. Raining, snowing and blowing for three days: could not leave this harbor.

*November 6th.*—I left Rencontre at five o'clock in the morning, and arrived at Crow's Cove at eight o'clock, distance eight miles. Three families live here; no roads; no cultivation. Cod and salmon fishery very bad. I left Crow's Cove, and arrived at

### LONG HARBOR.

distance one mile. There is not much improvement here in the way of road making; fourteen perches of a road were opened up and made last year; two small bridges built. This year's grant is still intact, which is intended to be expended in the continuation of this road. A grant of forty dollars will be required for the ensuing year to complete it. Nine families live here, who have done fair at the cod fishery; salmon fishery bad. Very little cultivation; the land quite barren, excepting about two miles from the harbor, where it is fair for agriculture, and there are several gardens under cultivation. If a road was opened up to those gardens it would enable the people to bring manure to them, and would be an inducement to extend the cultivation of the soil. There are sheep, but no cattle here. A school is established, and presided over by a female teacher. This is a safe harbor, with an indraft of half a mile, deep water, good anchorage and a bold shore. I left Long Harbor and arrived at Harbor Mille, distance four miles. Inspected and surveyed a portion of a new main line leading from Harbor Mille to Little Harbor; one hundred and fifty perches has been opened up and partially made; six hundred and forty perches still has to be opened, which will cost one dollar a perch; this will make a valuable road, as it will connect two very important settlements, passing through good timber land; the line level and will be of great service to the Harbor Mille people in pro-

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curing firewood, flake, stage, house and boat building material. I inspected a road leading through the harbor, thirty-six perches long, which is in good order. Marbor Mille is a safe harbor, the people are comfortable; the cod fishery very good; salmon fishery bad. A school house here but no teacher; a good deal of cultivated land, some cattle and sheep. I left.

#### HARBOR MILLE

and arrived at Little Bay East, distance five miles; no roads in this harbor; a good deal of cultivation; some cattle and sheep; people comfortable, the result of a good cod fishery; agriculture and timber land very good. This is a nice safe harbor and well protected, where craft will find good anchorage in bad weather. No school here. I left Little Bay East and arrived at Bay-de-John, distance three miles; a new line of road is about being opened up from Little Bay East to the Barrisway, distance one mile, which, when completed, will be of great service to the people of Little Bay and the children attending school; line level; land good for agriculture. This year's grant will open it up. I inspected and surveyed a new line of road leading from the school house to Bark Cove; thirty-two perches has been opened up and well made; two hundred and ninety perches have to be opened up, to cost one hundred and sixty dollars; when finished it will make a nice level road, passing through good agricultural and timber land; a road is required from the beach to the church, twenty-four perches, which will cost one hundred dollars. Bay-de-John is a good harbor and well protected; the cultivation of the land is extensively carried on; the people are comfortable and have done well at the cod fishery. A school is established here, presided over by a male teacher. I left Bay-de-John and arrived at

#### JACK FONTAINE.

distance six miles. No roads here; very little cultivation, although the land looks fair for agriculture; no school here; the people are comfortable, the result of a good cod fishery; they have some cattle and sheep. I left Jack Fontaine at ten o'clock, and travelled to Fox Cove, distance one mile; this road is in excellent order. On entering Fox Cove I noticed that about twenty perches of this road and a small bridge required repairing; this year's grant will be sufficient to do so. The people of this harbor are anxious to have a breakwater built at Western Point, about two hundred feet long; if done it would

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afford great protection to craft entering the harbor. The land about Fox Cove very good for agriculture, and a considerable quantity now under crop, with good timber. They grow potatoes, turnips and other vegetables, sufficient for their own use; cod fishery very good; no salmon, but they are comfortable. A good deal of cattle and sheep here; no school, and the people complain very much about it, considering themselves neglected.

*Nov. 9th.*—I left

### FOX COVE

this morning and arrived at Grand John, distance six miles. One family lives here; their principal occupation is the cultivation of the land; timber land very good, with plenty of cattle and sheep; very little done at the cod or salmon fishery; no roads here. I left Grand John at ten o'clock, and arrived at

### POINT ROSEY

at six o'clock at night, distance fifteen miles.

*Nov. 10th.*—I inspected the breakwater in this harbor, seventy-eight feet long, twelve feet wide; it will require an addition of thirty feet to make it useful to the people, and will then afford great protection to craft entering the harbor, and serve as a public wharf also. This year's grant will do a good deal towards forwarding the work, and a grant of one hundred dollars more will complete it. This harbor is open to the winds from East to West, with an indraft of one-eighth of a mile; in bad weather there is no protection for craft, but when this breakwater is completed, no danger need be apprehended. A road is required to lead through the harbor to the burial ground, forty perches long, which will cost fifty dollars; the cod and salmon fishery very good the past summer; very little cultivation. To open a road to the gardens, about one mile, would be of great service, and I think induce the people to extend the cultivation of the land. Two families live here; no road of any description; no school.

*Nov. 10th.*—I left Point Rosey at nine o'clock, and arrived at

### GARNISH

at six o'clock at night, distance fifteen miles, passing over some fine

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agricultural land; four large brooks will have to be bridged, from thirty to sixty feet wide, to cost from twenty to sixty dollars; the last of those brooks, called Devil's Brook, is very fine, salt water flows into it. When the caplin, squids and herring fail, the fishermen visit this brook for the purpose of procuring clams for bait, which are found here in great abundance.

*November 11th.*—I inspected the Garnish breakwater, one hundred and ninety-six feet long; it is a splendid piece of workmanship; it will require one hundred feet still to be added to it; when that is done and well piled it will be invaluable, not alone to the people of Garnish, but to all craft entering the harbor, and it will suit as a public wharf, either for landing or shipping. The roads through the harbor are in fair repair; the people comfortable; the cod fishery very good; the cultivation of the land in this neighborhood fairly attended to, and they have cattle and sheep. A good school in this harbor, presided over by a male teacher. I left Garnish at eleven o'clock and travelled to Frenchman's Cove, distance four miles. This road is in good order and the land along its extent of the best quality for agriculture. This is the terminus of Fortune Bay District.

### BURIN DISTRICT.

I crossed over a very fine wooden bridge from Garnish side to Frenchman's Cove, which commences the Burin District. In Frenchman's Cove there are good roads, and well made. Cod fishery good this summer; a good deal of cultivated land in this harbor, and a great many cattle and sheep; agricultural and timber land very good. I left Frenchman's Cove and arrived at

### GRAND BEACH,

distance six miles. A new line of road has been opened up from Frenchman's Cove to Grand Beach, it is still in the rough; when finished it will make a level line; it passes through good agricultural and timber land. If it was opened passing the South East of Grand Beach Pond, it would be much safer for travellers, who at present have to travel over a beach two miles and a half long, and then to wait for a passage across the gut. The salary that will be paid the ferryman for the next six years would complete the work. I would respectfully call the attention of the Government to this matter. I



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understand that the ferryman's salary is taken from the road grant for the district. There ought to be a special grant for this ferry. Six families live here; their cod fishery good this season, but no salmon. Cultivation carried on here to a considerable extent; a large number of cattle and sheep, and the people comfortable.

*November 12th.*—I left Grand Beach and arrived at

#### GRAND BANK,

distance twelve miles. Passed over some splendid agricultural and timber land; they have a large number of cattle and sheep. There is no difficulty in making a road between Grand Beach and Grand Bank; line level, with good material. Two bridges will have to be built, twenty feet wide, to cost twenty dollars each; plenty of timber can be procured for bridge building on the line. I inspected several local roads in this harbor, which are well repaired. Grand Bank is a dangerous harbor for craft, there being no shelter. At present there are about one thousand tons of registered vessels belonging to this place. The breakwater, when completed, will be of great advantage. I would respectfully suggest to the Government to have the construction of the breakwater placed under the supervision of a competent person, its advantage is incalculable. The cultivation of the soil here has been moderately attended to. Boat building and repairing of fishing craft going on when I was there. Grand Bank is a very important settlement, the people are comfortable, having done well at the cod fishery. The usual grant will be required to maintain the roads in this settlement.

*November 13th.*—Left Grand Bank and travelled to Fortune, distance five miles; this road is in fair order; it will require a little repairing at the Grand Bank side. I inspected the roads in Fortune proper, where a good deal of work has been done the past summer, but the usual grant will be required for ordinary repairs. I inspected a breakwater at the Western point of the harbor, two hundred feet long, on each side of the gut; it will require an addition of forty feet on the Western and one hundred feet on the Eastern side; should that be done it would make a safe harbor. Should the Government give a grant for this service, the people will give their labor free, equal to the amount that may be granted to them, in order to have the work completed.

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**FORTUNE**

is a thriving settlement, the people are comfortable, and have done well at the cod fishery, better than for the last twenty years. There is a good deal of cultivation here, and the land looks fair for agricultural purposes, but I regret to say that the cultivation of the land is not prosecuted with energy, consequently, they have to depend on P. E. Island to supply them with vegetables. A school is established here, presided over by a male teacher.

*Nov. 14th.*—I left Fortune at seven o'clock, and arrived at

**LAMALINE**

at three o'clock, distance sixteen miles; three miles of this road is opened up and fairly made at Fortune side; thirteen miles still remain to be opened; when that is done it will be of the greatest service to the people of both settlements. There is no difficulty in the way of making a road here; line level, good road material convenient; no brooks to be bridged; poor agricultural land, and no timber along the line. I inspected the local roads at Lamaline; very little has been done to them this year. There is a new draw bridge built at the Barrisway, which is of the greatest service to the people on both sides. Some little improvement has been made on Allen's Island. The road leading round to Muddy Hole has been fairly repaired, side drains cleared out, and the bridges and cross-drains repaired; the usual grant will be required to keep them in good order. The breakwater is still unfinished; it will require an addition of fifty feet to make it useful; a grant of two hundred dollars will be required to complete it. When this breakwater is finished it will be of great protection to craft entering the harbor, and it can be also used for a public landing place. Lamaline is a very important settlement, the people are comfortable, and have done well in the cod and salmon fishery. There is a good deal of cultivation in this harbor, and a great many cattle and sheep; the land looks fair for agriculture; a school is established here, presided over by a male teacher. I left Lamaline at eight o'clock and arrived at

**LORD'S COVE,**

distance eight miles. Three miles of this road at Lamaline side have

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been opened and fairly made; four small bridges have to be built on this end of the line, to cost sixty dollars; a bridge is required at Salmon Cove; this brook is sixty feet wide and will cost two hundred dollars. Passed over Taylor's Bay Bridge, forty feet wide, which is in very bad order and will require to be repaired at a cost of forty dollars. Five miles of this line still to be opened up through soft and marshy land; very little land fit for cultivation, except at Lord's Cove; several families live here who are comfortable; the cod fishery good this summer but no salmon. There are a great many cattle and sheep in this harbor and a school established, presided over by a female teacher; no roads. I left Lord's Cove at one o'clock and arrived at

### LAWN

at four o'clock, distance eight miles; no roads between those two settlements; passed through Round-about Harbor and Nancy Bark's Cove; a few families live here who have done well at the cod fishery, but no salmon; very little cultivation, although the land looks well for agriculture; some good timber land. If this line, from Lord's Cove to Lawn, was opened up, it would be of great advantage to travellers; it is level and good material for road making along the line.

*November 16th.*—I inspected the road leading to Susy Cove, which is in very bad repair; side drains will have to be cleared out and cross drains opened up to carry off the water from the bed of the road; a bridge twenty feet wide will have to be built with good stone abutments; repairing the road and building the bridge will cost forty dollars; cod fishery very good this summer; no salmon taken here; little cultivation in this harbor; people are comfortable, with some cattle and sheep. A school is established, presided over by a female teacher. I left Lawn at eleven o'clock and arrived at

### ST. LAWRENCE

at two o'clock, distance eight miles. This road is opened up and partially made between those two harbors; it is a level road, with splendid agricultural land along the line; passed over Three Stick Brook, thirty-five feet wide, which will have to be bridged, at a cost of forty dollars. I passed over Little Lawn Brook, ninety feet wide; a good substantial bridge is required here, which will cost two hundred dollars. In wet weather these brooks cannot be passed over, and in winter ice rafts high. In Little Lawn Brook a wharf will have to be

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**Reports.**

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built in the centre, well ballasted, with a stem to cut the ice. Little Lawn has an indraft of one mile; splendid agricultural land on both sides; no one live here; a fine harbor to prosecute the fishery. I inspected the roads in St. Lawrence proper, which are well repaired; bridges in good order, with the exception of one at Riverhead, which will have to be rebuilt in the spring; it is twenty feet long and twelve feet wide, and will cost forty dollars. A good deal of cultivation in this harbor, but it is not carried on as extensively as it should be; the land looks well for agricultural purposes; the people are comfortable; the cod fishery the past summer very good, but little salmon. Men actively engaged in building new fishing craft and repairing old ones. There are a great many cattle and sheep in this harbor. A splendid school is established, presided over by four ladies of the Order of Mercy. I visited the school; the attendance was sixty males and fifty females. Males are admitted until a school is established for them. The amount of good which those ladies do for the youth of this harbor will be invaluable in education, morality and religion. The usual grant will be required to maintain the road service here.

*November 17th.*—I left St. Lawrence at nine o'clock, crossed Little St. Lawrence River, about one-fourth of a mile wide, in the ferry boat; water deep; craft entering this harbor will find good anchorage. If a road was opened up and made round the head of the harbor, it would be of great service to traders there. A bridge has to be built over the North West Brook, sixty-five feet, which will cost two hundred dollars, and another over Fall Brook, twenty feet wide, which will cost forty dollars. The people are anxious to have this road opened up, as in winter the harbor is frozen over, the ferry boat is then rendered useless, the brooks are impassable, and travellers cannot pass from either side. This at one time was a very important harbor, particularly when Newman & Co. did business. Several families live here, who have done well with the cod and salmon fishery this past summer. There is a good deal of cultivation, and the land looks well for agriculture, and they have some cattle and sheep; distance from St. Lawrence one mile, with a good road between the two settlements; no school here, children consequently go to St. Lawrence. I left Little St. Lawrence at ten o'clock, and arrived at

**CORBIN**

at one o'clock, distance eight miles; no livers on the way. This is a very nice road, level, well laid out, and partially made; bridges in

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### Reports.

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good order, passing through good timber land and by large ponds; the scenery very grand. This line will require a grant of one hundred and sixty dollars to put it in good order; several families live here, they are comfortable, and have done well at the cod fishery; very little salmon taken here; some cultivation; the land looks fair for agriculture. A ferry is maintained here, which cannot be overrated, as a road cannot be constructed round the harbor in consequence of high and upright cliffs hanging over the water where the road should run. I left Corbin at two o'clock, and arrived at

### BURIN

at five o'clock, distance eight miles; one mile and a half on the Corbin side is partially repaired, and two miles and a half on the Burin side, is in very good order, but the middle of this line is in a horrible state, and with some difficulty it can be travelled; it will require a grant of six hundred dollars to put it in good order. A bridge is required to be built over Juniper Brook, twenty feet wide, to cost sixty dollars, and a bridge over Nancyowes Brook, thirty feet wide, to cost seventy dollars. Those are two very important brooks, and in wet weather, when they are swollen, there is a great risk in passing them over. The middle portion of this road can be very much improved by abandoning the old line and keeping more to the Eastward, a straighter, drier, and a shorter road can be made; good material for road making can be procured along this line.

*November 18th.*—I inspected the road leading from Burin to Beau Bois and Little Bay, distance fourteen miles, which has been well repaired, side drains cleared out, cross drains opened up and covered, six stone bridges built, and six wooden bridges repaired and built. The roads in Fox Cove, Mortier, and Port-aux-Bras are in good repair. Beau Bois Road ought to be considered a main line from its length, and passing through several important settlements where the fishery is extensively carried on; a branch road has been opened up and made from the Beau Bois road to Tite's Cove, distance one mile and a half, which is well repaired; six new bridges built, side drains opened and cross drains formed and covered, the road well gravelled; the land about these settlements looks well for agriculture; timber land good; the people are comfortable, sober and industrious, and have done well at the cod and salmon fishery; there is a good deal of cultivation carried on there. The road leading from Little

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## Reports.

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Bay to Big Head has been well repaired this summer, distance one mile and a half, and the road leading to the Light House is in good repair, and does not require this year's grant to be expended on it. A small bridge on this road has to be repaired, which will cost four dollars; the grant for Step-a-Side is not required to be expended; no road to be opened up or made; the repairs about John Adams's house have been partially done; the roads in Spoon Cove and Mud Cove were repaired this fall, and are in good order; no repairs have been done to Scully's or Collins's Cove; the railing around Burin harbor, from the Church of England to the Convent, is in a very dangerous state; it has been partially repaired; persons travelling this road at night have no protection, and particularly in winter, when the road is covered with ice and snow. I recommend the unexpended grants to be appropriated for this work. I inspected the main line from

### BURIN TO GARNISH,

distance twenty miles. From Burin to Salmonier Bridge the roads and bridges were thoroughly repaired this fall, and are in good order; from Salmonier Bridge to Salt Bridge is in a very bad state; a few perches of this road was partly repaired this fall. Salt Bridge requires immediate attention, it is fast falling into decay; it is a very important bridge, and should it break down the communication will be stopped. From Salt Bridge to Tite's Bridge is in a bad state, partly overgrown with alders; from Tite's Bridge to Garnish is good; this road, from Burin to Garnish, will require its usual grant; the chief part of the grant will have to be spent from Salmonier River Bridge to Tite's Bridge, in repairing the road and bridges; splendid agricultural and timber land along this line, with a large number of cattle and sheep. The land is very good for agriculture; cultivation is extensively carried on along this line, and as it is used as a postal road, it ought to be well maintained and the bridges kept in good order. Tite's Bridge is the terminus of the Burin District. Before concluding this Report, I would again respectfully urge on the Government the necessity of opening up a road from Cod Roy to Channel, and build bridges over Little and Big Rivers, and I have no doubt that under a careful survey a road could be made much shorter than that which I have laid down in this Report. Six thousand dollars would go far to do the work. As to building the bridges, timber for that purpose can be procured on the spot, and also to establish a person as Magistrate, either at George's Bay or

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**Reports.**

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Codroy, who would act impartially and mete out justice to all. From Channel to Rose Blanche a good line can be constructed, to cost about two hundred dollars a mile, independent of bridge building. The Government would be doing good work by connecting those two very important settlements by land. In other parts, say from Fortune to Burin, one hundred dollars a mile would do the work, not including bridges, which should be built first; parties can travel over bad roads, but they cannot cross deep brooks without danger. Nothing will establish civilization more than main lines of road, which will bring people in communication with each other. It may be said that it is quite impossible to construct roads between the different localities named in this report, but this is an error. Main lines of road are the great arteries of any country, from which will flow improvements of great magnitude. Should the Government decide on opening up any of those roads, I would respectfully recommend that a competent person be sent from St. John's, who understands exploring the country and laying out roads, with a good staff of laborers under him. I have no doubt but the advantage would be commensurate to the outlay. I am aware that the provisions of the Road Act in many points have been frustrated by great abuse, and very often the good intentions of Government are defeated, by placing power in the hands of inefficient persons. Were local roads abandoned for one or two years and the amounts added to the main line grants, it would go far to do the work. Education is another and a very important matter, which I would most respectfully call the attention of Government to, with a view to have schools established in every suitable locality, and that the intentions of the Education Act should be carried out. I beg to return the people of the Western Shore my most sincere thanks for the kindness and hospitality which I have received from them.

Respectfully submitted.

JOHN KAVANAGH.

31st December, 1871.

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**Reports.**

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**SYNOPSIS OF REQUIREMENTS FOR MAIN LINES OF  
ROAD IN THE FOLLOWING DISTRICTS, FOR  
THE YEAR 1872.**

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***BURGEO AND LAPOILE DISTRICT.***

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**FROM CHANNEL TO ROSE BLANCHE,**

distance forty miles; no road opened up between those two settlements; estimated cost of making a road, not including bridges, two hundred dollars a mile. Thirteen bridges will have to be built on this section, estimated cost six hundred dollars, besides a bridge over Rose Blanche Brook, which ought to be a chain bridge, to cost not less than two hundred and forty dollars.

**FROM ROSE BLANCHE TO HARBOR LE COU.**

Length of road two miles and a half, part of which is made; to complete this road it will require a grant of one hundred dollars.

**PETITES AND SEAL ISLAND.**

Between Harbor Le Cou, Petites, and Seal Island, a main road should be made, distance nine miles; estimated cost, eighty dollars a mile; three bridges required to be built, to cost two hundred and fifty dollars.

**FROM HARBOR LE COU TO HEAD OF GARIA BAY,**

distance twelve miles; no road made; estimated cost, two hundred dollars per mile; three bridges to be built, to cost two hundred dollars. A chain bridge is required over Garia Bay Brook, to cost two hundred dollars.



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**Reports.**

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**FROM HEAD OF GARIA BAY TO GARIA HARBOR,**

distance five miles; no road; estimated cost to make this road, one hundred and sixty dollars per mile.

**FROM GARIA HARBOR TO SHOAL POINT,**

distance across the harbor about half a mile; to maintain a ferry here would cost thirty dollars annually.

**FROM SHOAL POINT TO WESTERN COVE,**

distance four miles; estimated cost to make a road, one hundred dollars a mile; one bridge to be built, to cost sixty dollars.

**FROM WESTERN COVE TO COD'S HEAD COVE,**

distance four miles; no road; estimated cost of making road, one hundred dollars per mile.

**FROM COD'S HEAD COVE TO LITTLE LAPOILE RIVER,**

distance one mile; no road made; estimated cost of making, one hundred dollars; a bridge is required here two hundred feet wide, to cost three hundred dollars.

**FROM LITTLE LAPOILE RIVER TO WESTERN POINT,**

distance four miles; no road; estimated cost, one hundred dollars per mile.

**FROM WESTERN POINT TO INDIAN ARM,**

distance one mile; no road; estimated cost, one hundred dollars.

**FROM INDIAN ARM TO WESTERN BAY,**

distance one mile; this road has been partially opened up; to complete it a grant of one hundred dollars will be required.

**FROM WESTERN BAY TO LAPLATA,**

distance one fourth of a mile over the river.

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**Reports.**

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**FROM LAPLATA TO LAPOILE,**

distance two miles; a fair road has been opened up here; a grant of one hundred dollars will be required to complete it.

**FROM LAPOILE TO LITTLE PORT,**

distance by ferry one fourth of a mile; a ferry is required here, to cost thirty dollars annually.

**FROM LITTLE PORT TO LITTLE BAY,**

distance two miles; road in progress, and will require a grant of one hundred dollars to complete it.

**FROM LITTLE BAY TO ROUND HARBOR,**

distance across LaPoile Bay about four miles. If Round Harbor, Beven's Cove, Brown's Harbor and Western Point, were connected with Frenchman's Cove, distance about four miles, it would be of great service to the people in those settlements; cost to make a road sixty dollars a mile.

**FROM FRENCHMAN'S COVE TO GRAND BRITT,**

distance five miles; no road here; estimated cost to make a road, one hundred and sixty dollars per mile; two bridges require to be built, to cost two hundred and fifty dollars.

**FROM GRAND BRITT TO SING SERF,**

distance four miles; estimated cost, one hundred and twenty dollars per mile; no bridges to be built on this road.

**FROM SING SERF TO OTTER'S POINT,**

distance 10 miles; no road here; estimated cost to make a road, one hundred and sixty dollars per mile; two bridges require to be built, to cost one hundred and eighty dollars.

**FROM OTTER'S POINT TO UPPER BURGEO,**

distance by water, twenty-four miles.

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**Reports.**


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**FROM UPPER BURGEO TO LOWER BURGEO,**

distance three miles; no road, with the exception of half a mile on Lower Burgeo Side; to complete this road a grant of six hundred dollars will be required. This road can be much improved during the progress of the work, if under careful inspection.

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**FORTUNE BAY DISTRICT.**
**FROM GAULTOIS TO HARBOR BRITON.**

A road is opened up from Hermitage Cove to the landing cove, distance two miles; it is rough and hilly, and will have to be abandoned and a new line opened up, which will be level and easily made; estimated cost of doing the work and building two small bridges, three hundred dollars.

**FROM CONNAGRE BAY TO HARBOR BRITON,**

distance five miles; to put this road in good repair a grant of six hundred dollars will be required.

**FROM HARBOR BRITON TO BELLOREM.**

Length of road about twenty-one miles. Six miles and a half of the Coomb's Cove road have been opened up, and three bridges substantially built; the road fairly done; two miles and a half still remain to be opened and made; three bridges require to be built; estimated cost of building bridges, two hundred and forty dollars; estimated cost of completing this road, from Coomb's Cove to Bellorem, and finish the opening up of a new line from Bellorem to St. Jacques, a grant of one thousand dollars will be required.

**FROM GARNISH TO GRAND BANK,**

distance twenty-two miles; from Garnish to Frenchman's Cove, distance four miles, terminus of Fortune Bay District on this side. Road in good order; fifty dollars will be sufficient to make the necessary repairs that this road may require.

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**Reports.**

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**BURIN DISTRICT.****FROM FRENCHMAN'S COVE TO GRAND BANK,**

distance eighteen miles; no road made; a new line has been cut through the woods this fall, which is of great service to travellers, and it should be continued to the Eastward of Grand Beach Pond; estimated cost of making this road one hundred dollars per mile.

**FROM GRAND BANK TO FORTUNE,**

distance five miles; this road in good order; fifty dollars will be required to do little repairs to it.

**FROM FORTUNE TO LAMALINE,**

distance sixteen miles; three miles of this road has been opened up and made at Fortune side; estimated cost of one hundred dollars per mile will be required to make it.

**FROM LAMALINE TO LAWN,**

distance sixteen miles; three miles of this road on the Lamaline side has been opened up and made, five new bridges require to be built and one to be repaired, to cost three hundred dollars; estimated cost of making the road one hundred dollars per mile.

**FROM LAWN TO ST. LAWRENCE,**

distance eight miles; estimated cost of building two bridges, two hundred and fifty dollars; to complete this road a grant of four hundred dollars will be required. This road has been partially opened up this fall, and the work fairly done.

**FROM ST. LAWRENCE TO CORBIN,**

distance nine miles; bridges in good order; road partially made; a grant of one hundred and sixty dollars will be required to complete this road.

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**Reports.**

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**FROM CORBIN TO BURIN,**

distance eight miles; both ends of this road fairly repaired, the middle portion in a very bad state; estimated cost to put this road in good order will require a grant of six hundred dollars; two bridges will have to be built, to cost one hundred and thirty dollars.

**FROM BURIN TO GARNISH,**

distance twenty miles; from Burin to Salmonier, distance three miles; road and bridges were thoroughly repaired this fall, and are in good order; from Salmonier to Tite's Bridge, the terminus of Burin District, distance seven miles and a half, road and bridges in very bad order; a grant of four hundred dollars will be required to put them in good repair.

**FROM TITE'S BRIDGE TO GARNISH,**

distance nine miles and a half; road in very good repair, and will require a grant of one hundred dollars to maintain it.

For further particulars, I beg leave respectfully to refer you to my general Report.

Respectfully submitted.

**JOHN KAVANAGH.**

To the Honorable  
Major RENOUF,  
*Chairman Board of Works.*

December 31, 1871.

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**Reports.**

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**REPORT OF THE POSTMASTER GENERAL UPON  
CHARGE MADE UPON PAPERS COMING  
FROM CANADA.**

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(COPY.)

GENERAL POST OFFICE,  
St. John's, February 20, 1872.

SIR,—

I have the honor to acquaint you, for the information of the Executive, that on the introduction of the *Canadian Illustrated News* into this Colony, I informed the agent of that paper that they would be taxed as foreign papers, viz: two cents each; he said he was under the impression they would have a free circulation, and had made arrangements with his subscribers to that effect for a year; at the same time he mentioned to me that the paper in question was one of great enterprize and merit, and required a considerable outlay to get it up, and ought to be encouraged in every way possible. Under these circumstances, and having previously arranged with his subscribers to have them delivered free, I took upon myself the liberty of telling him I would permit them free until the end of the year, with the sanction of the Executive, which was granted, when I trusted he would then make arrangements for their transmission in conformity with the Postal Regulations. Up to this time no arrangement has been made.

In the last two mails from Halifax several large packages of these papers have been received at this Office, without any evidence whatsoever of their having been passed through a Post Office, nor have they been entered on the Letter Bills, therefore, they have been treated as unpaid Foreign Newspapers and taxed two cents each, which is the practice with reference to unpaid mailed matter, not in conformity with the Postage Regulations.

I beg to give you a section of the Canadian Postal Act, with reference to Newspapers, which is as follows:—

109. "Transient Newspapers include all Newspapers posted in Canada, other than Canada Newspapers sent from the office of pub-

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**Reports.**


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lication, and British Newspapers posted by News Agents for regular subscribers, and when addressed to any place within the Dominion, to the United Kingdom, to Prince Edward Island, to Newfoundland, or to the United States, a rate of two cents must be prepaid by postage stamp on each transient newspaper."

The foregoing Section of the Canadian Postal Act is the same as has always been acted upon in this Colony; no newspapers addressed to the places named therein can be forwarded unless prepaid; but it is not unusual for us to send newspapers unpaid, all of which are treated as unpaid mail matter.

I trust from the foregoing statement you will see that no improper charge has been made with reference to newspapers from the Dominion.

I have, &c.,

(Signed,)

JOHN DELANEY.

The Hon.

JAMES L. NOONAN,

*Colonial Secretary.*

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**Reports.**

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**POST OFFICE NOTICE.**

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Mails will be despatched from the General Post Office during the winter months, as follows:—

For Topsail, Holyrood, Harbor Main, Brigus, Bay Roberts, Harbor Grace and Carbonear, every Monday and Thursday, at 9.30 a. m., commencing on Monday, January 1st. On the Thursdays the Halifax Steamer is due, Mails will be despatched four hours after her arrival.

For Trinity, Catalina, Bonavista, South Shore of Trinity Bay, viz:—Hearts Content, New and Old Perlican, Hants Harbor, Grates Cove; and also, for North Side of Conception Bay, viz:—Black Head, Western and Northern Bays, Lower Island Cove and Bay de Verds, every Monday, at 9.30 a. m.

Via Holyrood and Salmonier, for St. Mary's, Great and Little Placentia, Red Island, Harbor Buffett, Sound Island, Burgeo, Merasheen, Isle Valen, St. Kyran's, Paradise, Oderin and Burin; also, via Garnish, for Harbor Breton, Burgeo, LaPoile, Rose Blanche and Channel. Grand Bank, Fortune, St. Laurence and Lamaline, Monthly, on the Friday after arrival of Halifax Steamer, at 9.30, a. m.

For Fogo, Twillingate, Exploits, Nipper's Harbor and Tilt Cove, Monthly, on the Saturday after the arrival of Halifax Steamer. First Mail despatched on Saturday, 6th January, at 9.30, a. m.

For Greenspond, via Harbor Grace, Spaniard's Bay, New Harbor, LaManche, Random, Bloody Bay, Salvage and Freshwater, Monthly, on the Monday after arrival of Halifax Mail, at 9.30, a. m.

For Bay Bulls and Ferryland, every alternate Friday, at 9.30, a.m.

For Trepassey, Monthly, on the Friday after arrival of Halifax Steamer, at 9.30, a. m.

The Mails will be closed punctually at the hour named.



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**Reports.**

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**NEWSPAPERS.**

Those printed out of the Colony will be subject to a Postage of one cent each. They must be put up separately to prevent the necessity of opening to ascertain the number; Parcels, therefore, will not be forwarded.

When posted and not pre-paid, Foreign papers will be taxed two cents each for places in this Colony. For other countries they will not be forwarded unless prepaid.

Papers from Publishers in the Colony will be sent free to any Post or Way Office in it. Those which have once passed through the Post Office will, when again posted, be subject to a tax of one cent each.

Letters for the United States, any of the Provinces, or West Indies, will not be forwarded after 1st January, unless fully prepaid.

No Money Order will be issued or Letter Registered one hour previous to closing the Mails for Halifax.

Unless Papers are posted in conformity with the above regulations, they will not be forwarded.

**JOHN DELANEY.**

*Post Master General.*

General Post Office, }  
St. John's, 5th December, 1871. }

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**Reports.**

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**REPORT OF J. T. NEVILL, ESQ., INSPECTOR OF PUBLIC WORKS, FOR 1871.**

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BOARD OF WORKS OFFICE,  
Department of Light Houses and Public Buildings,  
3rd January, 1872.

*To the Chairman of the Board of Works,—*

SIR—

During the past year I have visited the whole of the Light Houses on the coast, and with one or two exceptions, the light-rooms, apparatus, and machinery, were in admirable order. In those cases which were not satisfactory I pointed out the defects of management to the Keepers, and received their assurances that everything should be in good order when again inspected.

Several of the wood buildings belonging to the Light Houses have reached that age when extensive repairs become essential. Such was the case at Cape Spear previous to the repairs of last year, and the buildings, both wood and iron, at Cape Pine, are in a still worse condition than those were. The landing places, stores, and outhouses, are generally out of repair.

Many Light House Keepers complain of not receiving the stores shipped to them, and this has been the case for many years past. That arises from the hurry and confusion of landing at difficult and dangerous places, the natural desire of the master of the contract vessel to get clear of such as quickly as possible, and from no person other than the master being present to see the work performed accurately. I should recommend that in future a reliable supercargo be sent in the oil vessel to see the stores properly landed at their respective destinations.

**In** accordance with instructions from time to time received, the

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### Reports.

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sites of the following proposed Light Houses have been visited and reported upon, viz:

Fort Point, Trinity.

Puffin Island, Greenspond.

Bellorem, Fortune Bay.

Boar Island, Burgeo.

Rose Blanche and Cann Island.

At Trinity contracts were entered into for providing the timber necessary for erecting the Light House at Fort Point, and at Puffin Island a granite quarry was opened; a considerable quantity of granite plinths and ashlar quarried; a store erected and a well sunk.

A chart of Newfoundland, showing the position and character of existing and proposed Light Houses, enlarged charts of each new locality chosen, together with a report of the height, desired character, arc of the horizon, to be illuminated, and proposed range of each light, have been forwarded to Messrs. Stevensons, of Edinburgh, Light House Engineers, for their opinion, advise, and estimates. Whenever their communication is received the working plans and specifications can be prepared and tenders taken for the proposed erections.

During May and June last workmen were engaged erecting the lantern and apparatus at Ferryland Head, and on the 1st of October (according to a notice duly published,) it was illuminated satisfactorily. Navigators are unanimous in their opinion of the great utility and excellence of this, the last light constructed from the designs of your late Inspector, Mr. Oke.

I have prepared estimates in a tabular form of the current Light House expenditure for this year, of the cost of extraordinary repairs required to existing roads, landing places and buildings, and also of the proposed new Light Houses hereinbefore mentioned.

Early last season the various buildings formerly owned by the Imperial Government were surveyed and valuations as to rentals made.

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## Reports.

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The Commissariat, Ordnance Store Keepers, and part of the Engineer houses were repaired, painted, papered, &c., for tenants, and some new fences erected.

At Fort Townshend the barrack-rooms have been divided to make suitable dwellings for Police Constables, and other work done necessary for its conversion into a Police Station.

The Military Hospital has been fitted for the reception of male civilian patients.

Repairs have from time to time been effected as the necessity for them arise at the various Public Buildings. Extensive repairs and rebuilding of the external and area walls at Government House had to be undertaken, and considerable improvements have been effected at the Colonial Building by planting trees, painting the surrounding fences and putting a new entrance gate, while the Assembly Chamber has been altered, refitted, papered, painted, grained and varnished.

Designs and specifications were prepared for the erection of a Cus-House at Harbor Grace, and submitted for Public Tenders. The amount of these being greater than the grant, the work remains in abeyance.

Designs and specifications were also prepared for the much wanted retired wing for Noisy Female Patients at the Lunatic Asylum; the work was commenced with the intention of completing the building by the 31st December, but owing to the late arrival of some necessary material which had to be imported, and the early commencement of frost, the works were stopped, but I hope to see them resumed with such vigor in the spring, as to complete the building in two working months. When finished, this wing will relieve a long felt want, but the pressure of numbers on the male side is so great that at an early period arrangements will have to be made for considerably extended accommodation.

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**Reports.**

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Appended hereto I have the honor to submit my report of the repairs necessary to the various Public Buildings for the ensuing season.

I have the honor to be,

Sir,

Your obedient servant,

J. T. NEVILL,  
Inspector of Light Houses and Public Buildings.

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**Reports.**

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**REPORT OF REPAIRS REQUIRED TO THE PUBLIC BUILDINGS, FOR THE YEAR 1872.**

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**LUNATIC ASYLUM.**

Board fences to part of North and the West side of the land.

To complete internal finishing of males' retired wing.

To provide slate floors to Bath Rooms.

To provide smoke consuming apparatus to Steam Boiler Furnace, and also appliances for economising fuel.

Also, incidental repairs.

**ST. JOHN'S HOSPITAL.**

Incidental repairs.

**POOR ASYLUM.**

To complete varnishing the outside.

To improve the sanitary arrangements of the privies.

To remove a portion of the gravel bank at the rear of the building.

**COURT HOUSE, ST. JOHN'S.**

Ventilation and warming of Supreme Court Room, and ventilation of the Market House and intermediate stories of the building. New Porch to South door of Post Office. Relaying flag pavement to East entrance drain, East side of steps. Incidental repairs to roofs, dome lights, &c.

**PENITENTIARY.**

New wash-house and work-room, (materials only,) and incidental repairs.

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**Reports.**

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**COLONIAL BUILDING.**

Pointing granite steps. Painting outside wood work and sashes.  
Cast iron railing and gates to entrance, with granite posts.

Repairs to porches.

Incidental repairs.

**CUSTOM HOUSE.**

Painting Western Offices and incidentals.

**BLOCK HOUSE.**

Repairs to deck and coating same.

Painting. Incidental repairs.

**GOVERNMENT HOUSE.**

Fixing railings to area walls.

New East porch and steps.

New fences from West gates to Gardeners house, Bannerman Road.

Finishing pointing of external walls.

Rebuilding Conservatory and making a port cochere to main entrance.

Incidental repairs.

**GUARD ROOM, LODGE AND GARDENER'S HOUSE.**

Re-building foundations and celler.

Repairs to chimnies and steps.

Incidental repairs.

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**Reports.**

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**FACTORY.**

To re-shingle the roof.

**DRILL SHED.**

To coat roof with tar and slate dust.

**HARBOR GRACE COURT HOUSE, JAIL AND LOCK-UP.**

This Court House requires extensive repairs; some portions of the floor should be renewed, the whole of the interior cleaned, painted and whitened. The outside walls require painting; a drain from the rear is much wanted, the outbuildings are dilapidated, a new gallery and steps to main entrance are essential.

The interior arrangements of the Jail are as bad as it is possible to conceive them, as they are deficient in light, in means of classifications of the prisoners, and in ventilation. The whole of the partitions should be removed and the Jail arranged on some plan to remedy the defects mentioned.

The Lock-up requires a new floor, and general repairs to the wood work and roof; the whole cleaned, whitened and painted.

J. T. NEVILL,  
Inspector.



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**Reports.**


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**REPORT OF THE CASHIER OF THE NEWFOUNDLAND  
SAVINGS' BANK, FOR THE YEAR ENDING  
31st DECEMBER, 1871.**

Amount of Deposits on the 1st January .....	\$685,646.09
Do do on the 31st December .....	780,107.27
Increase .....	94,761.18
Amount deposited during the year .....	\$175,072.23
Ditto withdrawn during the year .....	80,311 05
Amount received for interest on investments of all kinds	\$31,908.21
Which account was thus closed,—	
Interest added to depositors' accounts .....	\$21,389.31
Salaries and Expenses .....	2,348.35
Harbor Grace do .....	206.12
Balance added to reserve account .....	7,964.43
	\$31,908.21

**THE RESERVE ACCOUNT.**

**CR.**

By balance from 1870 .....	\$3,606.87
" added this year as above .....	7,964.43
<b>DR.</b> To paid law charges for 1870 .....	\$11,571.30
	48.48
Balance to next year .....	\$11,522.82



### Reports.

#### GENERAL STATEMENT OF THE AFFAIRS OF THE UNION BANK OF NEWFOUNDLAND, FOR THE YEAR ENDING 31st MAY, 1871.

##### LIABILITIES.

Capital Stock paid up.....	£50,000	0	0
Bank Notes in circulation .....	130,430	0	0
Due by the Bank, including deposits on interest, payable in January and July, on receiving 15 days' notice.....	319,460	14	10
Dividend of 6 per cent. for the half year 30th Nov., 1870 .....	£3000		
Dividend of 6 per cent. for the half year 31st May, 1871 .....	3000		
Bonus of 4 per cent. for the half year 31st May, 1871 .....	2000		
	£8000		
Less Dividend, Nov. last, paid .....	3000		
	5,000	0	0
	<u>£504,890</u>	<u>14</u>	<u>10</u>

##### ASSETS.

Specie in the vault of the Bank .....	£54,427	13	0
Balances due by Agents and funds immediately available .....	304,886	0	9
Bills discounted, Loans, &c.....	181,029	13	1
Notes of other Banks.....	2,694	0	0
Leasehold, Water Street .....	4,426	15	0
Bank Premises, Iron Safes, and Office furniture, cost over £8,000.....	4,000	0	0
	<u>£551,464</u>	<u>1</u>	<u>10</u>
Surplus Assets over Liabilities .....	£46,573	7	0
Viz., Reserve Fund, £45,000. Profit and Loss, £1,573 7 0.			

### Reports.

*Average Amount of Notes in Circulation and Specie on hand, for the  
Year ending 31st May, 1871.*

1870.	SPECIE.	CIRCULATION.
June.....	£40,372	£110,864
July.....	32,415	105,436
August.....	37,723	109,087
September.....	47,784	114,728
October.....	53,921	124,497
November.....	45,526	141,925
December.....	53,236	134,876
1871.		
January.....	59,725	124,873
February.....	61,861	116,731
March.....	66,942	111,153
April.....	64,822	124,286
May.....	57,491	131,829
Average for the year.....	51,810	120,857

We, the undersigned Directors of the Union Bank of Newfoundland, hereby certify to the best of our knowledge and belief, that the within is a true and correct statement of the affairs of the Bank.

ROBERT GRIEVE,  
Chairman.

ROBERT ALEXANDER,  
A. W. HARVEY,  
ROBERT THORBURN.

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**Reports.**


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**NEWFOUNDLAND,** }  
**ST. JOHN'S,** }  
**To wit.** }

**JOHN W. SMITH,** of St. John's, Manager of the Union Bank of Newfoundland, maketh oath and saith, that the within statement is just and true to the best of his knowledge and belief.

**JOHN W. SMITH,**  
*Manager.*

Sworn before me, at St. John's aforesaid, }  
 this 3rd day of June, A. D., 1871. }

**H. T. WOOD,**  
 Commissioner of Affidavits, Supreme Court.



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**Reports.**


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DR.

**THE COMMERCIAL BANK OF**

To Proprietors, for paid up Capital .....	£50,000	0	0
“ Notes of this Bank in circulation .....	61,446	0	0
	<hr/>		
	111,446	0	0
“ Due to Sundries on Current Accounts, Deposit Receipts, &c., &c., &c. ....	84,323	8	2
“ Unclaimed Dividends.....	87	10	0
“ Dividend at 10 per cent..... £5,000			
Of which one half was paid 31st Dec., 1870 2,500			
	<hr/>		
	2,500	0	0
“ Reserve Fund.....	10,000	0	0
“ Profit and Loss, unappropriated .....	1,000	0	0
	<hr/>		
	<b>£209,356</b>	<b>18</b>	<b>2</b>
	<hr/>		

Reports.

NEWFOUNDLAND, 30TH JUNE, 1871.

CR.

By specie in the vault, in gold and Silver coins . . . .	£35,152	1	4
“ Notes of other Banks . . . . .	176	2	9
		<hr/>	<hr/>
	35,328	4	1
“ Bills of Exchange on hand . . . . . £2,200			
Premium on do., 19½ per cent . . . . . 429			
		<hr/>	<hr/>
	2,629	0	0
“ Local Bills discounted, amounts due from other Banks, &c., &c. . . . .	146,857	0	6
“ Debenture Bonds and Water Stock, including interest due thereon . . . . .	21,792	13	7
“ Bank Premises and Fixtures . . . . .	2,750	0	0
		<hr/>	<hr/>
	<u>£209,356</u>	<u>18</u>	<u>2</u>

THE BANK OF NEWFOUNDLAND  
 ST. JOHN'S, Nfld.  
 30th June 1871  
 JOHN W. WATSON  
 Cashier



### Reports.

*Average Amount of Notes in Circulation and Specie on hand, in each Month of the Year ending 30th June, 1871.*

1870.	NOTES.	SPECIE.
July.....	41,141	£38,089
August.....	48,750	33,858
September.....	50,139	24,414
October.....	62,754	20,988
November.....	67,615	24,783
December.....	64,840	21,954
1871.		
January.....	58,895	22,182
February.....	55,327	21,073
March.....	53,378	16,923
April.....	57,085	26,291
May.....	62,895	34,107
June.....	63,369	35,246
Average for the year.....	57,432	26,659

We certify, to the best of our knowledge and belief, that the within account is a true and correct statement of the affairs of the Commercial Bank of Newfoundland, as made up from the books of said Bank, to 30th June, 1871.

**JOHN WINTER,  
S. RENDELL,  
FRED. J. WYATT,  
EDWIN DUDER.**

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**Reports.**

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**NEWFOUNDLAND,** }  
St. JOHN'S, }  
To wit. }

ROBERT BROWN, Manager of the Commercial Bank of Newfoundland, maketh oath and saith, that the within statement is just and true, to the best of his knowledge and belief.

R. BROWN,  
*Manager.*

Sworn before me, at St. John's aforesaid, }  
this 7th day of July, A. D., 1871. }

H. T. WOOD,  
Commissioner of Affidavits, Supreme Court.

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**Reports.**


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**REPORT OF THOMAS BRIEN, INSPECTOR OF WEIGHTS  
AND MEASURES, FOR THE YEAR ENDING  
31st DECEMBER, 1871.**

SAINT JOHN'S, Jan. 1st, 1872.

SIR,—

I have the honor to forward, for the information of the Government, the following return of Weights and Measures inspected and adjusted by me for the past year:

484 Beams and Scales.  
1790 Weights of 2 lb. and upwards.  
1151 do. 1 lb. and under.  
970 Liquid and Dry Measures.

The amount of fees received for same amounting to \$381.75.

According to instructions, I supplied Inspectors appointed to the Districts of Harbor Main, St. Mary's, Fogo and Trinity, with a set each of the different articles necessary for the carrying out of their respective appointments.

I have also imported the rods mentioned in my last report, for which the trade feel well pleased, as all grievances heretofore with regard to differences of contents of packages are now disposed of to the satisfaction of all parties.

My attention was also given during the year to sale of coals, the different articles of produce, butter, &c., being careful in every case that the Act was complied with, and in no instance did I hear of any complaints made by purchasers.

I have the honor to be,

Sir,

Your most obedient servant,

**THOMAS BRIEN,**  
Inspector of Weights and Measures.

Hon. J. L. NOONAN,  
Colonial Secretary.

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**Reports.**

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**GENERAL WATER COMPANY OFFICE,  
March 12, 1872.**

**SIR,—**

I have the honor to enclose statement of the affairs of the General Water Company, for the year 1871, which should have been furnished to the Government at an earlier date, but for the illness of the respected Secretary, Ewen Stabb, Esq.

I have the honor to be,

Sir,

Your most obedient servant

**J. SHANNON CLIFT,**

*President.*

**Hon. JAMES L. NOONAN,  
Colonial Secretary.**

### Reports.

DR. *Statement of the affairs of the General*

To paid Commercial Bank, balance due as per statement to 31st Dec., 1870		£50	0	4
“ “ Cathedral and Phoenix Fire Brigades, annual allowance . . . . .	£300	0	0	
“ “ B. Cowan, for hose for ditto..	78	0	0	
		378	0	0
“ “ Labor, wages, cartage, &c., watering vessels . . . . .		397	18	6
“ “ Linseed and Neatsfoot oil, plank, cement, invoice of tin and rubber hose, &c. . . . .		69	9	1
“ “ Contingent expenses, including stationery, printing, rent of offices and store, smith work, law charges, and sundry small accounts . . . . .		215	2	11
“ “ Salaries, including Engineer and all officers . . . . .		650	0	0
“ “ Interest on capital stock . . . . .	£4,575	0	0	
“ “ Do new loan . . . . .	212	17	6	
“ “ Do on current account at Commercial Bank . . . . .		44	18	9
		4832	16	3
“ “ Cash on hand . . . . .	£41	6	2	
“ “ Balance due by Commercial Bank	72	17	8	
		114	3	10
		£6,707	10	11

Examined and found correct,  
**RICHARD HOWLEY,**

*Auditor of Public Accounts.*

St. John's, Newfoundland,  
December 30, 1871.

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**Reports.**


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*Water Company, for the Year 1871.*

CR.

By amount received from Receiver General for duty on coals and water rates on shipping, for the year 1871 .....	£2,795	2	11
“ Water rates and assessments for the year .....	3,806	15	6
“ Received for supplying water to vessels second time .....	63	16	6
“ Amount received from Receiver General, Legisla- tive grant for saving of Insurance on Public Buildings ... ..	41	16	0
	<hr/>		
	<hr/>		
	<hr/>		

£6,707 10 11

**E. & O. E.**

**J. SHANNON CLIFT,**

*President.*



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**Reports.**

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**ANNUAL REPORT OF THE HARBOR GRACE WATER COMPANY.**

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The Directors of the Harbor Grace Water Company beg leave to transmit herewith, for the information of the Government, a statement of their affairs for the past year, shewing a balance in the hands of the Treasurer of £455 7s. 4d., after the payment of interest for the half year ending 30th June.

They have much pleasure in stating that the works of the Company continue in full and satisfactory operation.

They have found it necessary to order a quantity of Iron Pipes and other requisite materials for an extension of their works in Harvey Street, and also to keep up their stock to meet contingencies.

They find that it will be imperative, at no distant day, to lay down new and much larger pipes on the main line from the lake to the town, so as to insure a fully adequate supply at all times, to meet the increased and increasing demand for consumption and other purposes, in view of which they have taken the utmost care in limiting the expenditure as much as possible.

I have the honor to be,

Sir,

Your most obedient servant,

**T. HARRISON RIDLEY,**  
President.

To the Hon. J. L. NOONAN,  
Acting Colonial Secretary.  
&c., &c., &c.,  
St. John's.

Harbor Grace,  
18th July, 1871.



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**Reports.**


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DR. *Hon'ble. William J. S. Donnelly, Treasurer, in*

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1870.

July 4.—To balance due from last account		£335	7	9
Dec. 31.—“ Cash for work and materials..	£4	1	0	
“ Cash for Assessment on houses, &c.....	154	13	10	
“ Cash for Water Rate on Ves- sels .....	22	8	3	481 3 1
				<u>£816 10 10</u>

1871.

Jan. 20.—“ Treasurer of sewerage account for iron pipes .....	13	4	5	
“ 1 Spirit Level, wrong charged	0	5	0	
June 20.—“ Cash for assessments on hou- ses, &c.....	423	15	4	
“ Cash for work and materials sold, .....	31	1	5	468 6 2
				<u>£1,284 17 0</u>

1871.

July 3.—“ Balance due next account....		£455	7	4
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Carried forward.....£1,284 17 0

### Reports.

*Account with Harbor Grace Water Company.*

Gr.

1870.								
Nov. 16—	By	paid John Lynch, account of rent . . . . .	£3	0	0			
	17—	“ paid James Davis, for stone for fountain, Victoria Street . . . .	3	2	6			
		“ paid for labor, for do . . . .	5	8	0			
Dec. 14—		“ paid Joseph Godden, for tools and nails . . . . .	0	9	9			
		“ paid Simon H. Parsons, for turned plugs . . . . .	0	2	6			
	16—	“ paid William Grubert, for repairing hose . . . . .	0	5	6			
		“ paid Jas. Hutchings, for work at screens . . . . .	1	10	0			
		“ paid H. W. Trapnell, for lumber, &c . . . . .	0	18	3			
		“ paid H. T. Moore, for attendance . . . . .	1	1	0			
	31—	“ paid Jiliard Brothers, sundries	0	15	5			
		“ paid John Strathie, for smith work . . . . .	11	9	0			
		“ paid Volunteer Fire Company, half amount of vote . . . . .	12	10	0			
		“ paid Robert Squarey, advertising annual meeting . . . . .	0	4	3			
		“ paid H. W. Trapnell, for two years' use of hall for meetings	5	0	0			
		“ paid John Spence, freight from St. John's, sundries, expenses	0	5	0			
		“ paid labor . . . . .	40	15	9			
		“ paid lead . . . . .	0	6	3			
						87	3	2
		“ paid John Lynch, 6 months' service . . . . .				50	0	0
		“ paid C. Watts, Secretary, &c., services . . . . .				50	0	0
		“ paid sundries, for six months' interest . . . . .				227	10	0
		Carried forward . . . . .				£414	13	2

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**Reports.**


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**DR.** *Hon'ble. William J. S. Donnelley, Treasurer, in*

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1871.                    Brought forward .. . . .                    £1,284 17 0

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Carried forward .....                    £1,284 17 0

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**Reports.**


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*Account with Harbor Grace Water Company.*

CR.

1871.

	Brought forward .....	£414	13	2	
Jan. 25—	By paid Literary Institute, for use of room .....	£1	0	0	
	“ Half ton English coal for drying hose .....	0	17	6	
Feb. 11—	“ paid for 2 cwt hay, for hydrants .....	0	12	0	
18—	“ paid W. O. Wood, for fees and expenses, <i>vs.</i> Pitts's estate ....	2	2	0	
Mar. 16—	“ paid J. C. Withers, for advertising twice .....	0	10	0	
Ap. 17—	“ paid Rachael Green, balance of interest .....	1	13	11	
May 4—	“ paid rent, account of Lynch, as agreed .....	3	0	0	
	“ paid Volunteer Fire Company, fitting room .....	32	0	0	
June 12—	“ paid Jillard Brothers, for sundries .....	5	16	3	
16—	“ paid Robt. Squarey, for printing .....	8	2	6	
	“ paid Wm. Grubert, 10s. 6d., C. W. Ross & Co., 1s. ....	0	11	6	
	“ paid H. T. Moore, for attendance .....	0	10	6	
	“ 2½ gallon kerosene oil, 9s. 6d., 1 gimblet, 9d. ....	0	10	3	
	“ paid W. H. Mare, sundries had last year .....	2	11	6	
	“ paid labor .....	14	18	7	
June 30—	“ paid Volunteer Fire Company ...	12	10	0	
			87	6	6
	“ paid John Lynch, for 6 months' services .....	50	0	0	
	“ paid C. Watts, for 6 months' services .....	50	0	0	
	“ paid sundries, for 6 months' interest .....	227	10	0	
	Carried forward .....	£829	9	8	

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**Reports.**


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DR. *Hon'ble. William J. S. Donnelly, Treasurer, in*

---

1871.

Brought forward .. . . . .	£1,284 17 0
	<u>£1,284 17 0</u>
Total amount of Assessment for the year .. . . . .	£878 9 2
“ “ Fittings, &c., and work for the year .. . . . .	48 11 10
“ “ Rate on Vessels .. . . . .	22 8 3
	<u>£949 9 3</u>

Examined and found correct,

GEO. BROWN, }  
 J. FITZGERALD, } Auditors.

Harbor Grace, 3rd July, 1871.

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**Reports.**

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*Account with Harbor Grace Water Company.*

CR.

1871.

Brought forward.....	£829	9	8
Balance due .....	455	7	4
	<hr/>		
	£1,284	17	0
	<hr/>		

E. &amp; O. E.

C. WATTS,

Secretary.

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**Reports.**


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DR.

*General Abstract of the Affairs of the Union*


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To capital stock paid up .....	£2,302	10	0
“ Premiums on unexpired risks .....	669	1	7
“ Claims unpaid and in dispute.....	930	0	0
“ Balance, being net profit.....	4,029	14	7

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£7,931 6 2

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**Reports.**


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*Marine Insurance Company, 30th Dec., 1871.*

CR.

By Government Debentures .....	£350	0	0
" St. John's Water Company Stock ..	2,750	0	0
" Harbor Grace do do .....	825	0	0
" Union Bank deposit receipt .....	2,000	0	0
" Interest on above investments .....	111	13	4
" Cash in Union Bank .....	1,261	12	3
" Bills receivable .....	510	6	0
" Balances of accounts .....	122	14	7
	<hr/>		
	<b>£7,931</b>	<b>6</b>	<b>2</b>
	<hr/>		

ALAN GOODRIDGE,

President.

E. L. JARVIS,

Secretary.



### Reports.

DR. *The Newfoundland Agricultural Society in Account with*

1871.

Jan. 15—	To	12 months' rent of room for meetings	£5	0	0
March 1—	“	Jas. Seaton, for printing Report for members	0	7	6
May 16—	“	Robt. Cowan, 6 months' keep of bull “ Prince”	5	0	0
20—	“	J. J. Dearin, seed account for Outports	41	10	8
23—	“	Secretary, 3 months salary to 31st March	11	5	0
June 1—	“	J. H. Warren, 1 sow pig for Trinity	3	10	0
9—	“	Thos. McMurdo, seed account for Outports	54	7	8
10—	“	Wm. Pitts, 2 sheep for Bonavista Bay	2	0	0
Aug. 17—	“	J. J. Rogerson, for a bull and sheep for Bay- de-Verds	16	0	0
Sept. 11—	“	J. & W. Pitts, 2 sheep for Exploits	1	15	6
18—	“	Martin Breen, 2 sheep for Bonavista Bay	2	15	0
	“	Clift, Wood & Co., 3 sheep for Placentia Bay and Bonavista Bay	1	17	6
20—	“	John Hayes, 1 bull for P. Berresford, Bona- vista Bay	4	10	0
Oct. 3—	“	1 sheep for Pinchard's Island	0	18	0
12—	“	J. & W. Pitts, 6 sheep for Trinity Bay	9	8	0
19—	“	Prizes at Annual Show	55	19	0
	“	Expenses of ditto	18	4	1
24—	“	J. & W. Pitts, 2 sheep for Burnt Island	1	15	6
Nov. 15—	“	Geo. Dearin, seed account for Placentia and St. Mary's District	11	15	6
23—	“	Robt. Cowan, 6 months' keep of bull “ Prince”	5	0	0
	“	Robt. Cowan, 2 bull calves for Random and Fortune Bay	10	0	0
	“	Robt. Cowan, keep of same and milk	1	4	6
29—	“	Secretary, 6 months' salary	22	10	0
	“	Cost of 2 pigs from Prince Edward's Island	3	6	9
Dec. 6—	“	Keep and cartage of bull calf for Aquaforte	0	18	6
	“	Michael Connors, 3 sheep for Trinity and For- tune Bays	5	10	0
9—	“	F. McDougall, 1 bull calf for Aquaforte	5	0	0
27—	“	Thomas McConnan, stationery	1	3	4

Carried forward.....£302 12 0

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**Reports.**


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*the Treasurer, for the Year ending 31st December, 1871.*

CR.

1871.

Jan. 1—	By balance from last year.....	£14	8	7
	“ Balance of sheep grant .....	39	0	0
May 18	“ Legislative grant.....	288	9	2
	“ Subscriptions.....	6	10	0
	“ Sales of board used at Show .....	3	12	6
	“ On account of vote for Nova Scotia hares.	20	0	0

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Carried forward..... £372 0 3

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**Reports.**


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**DR.**      *The Newfoundland Agricultural Society in Account with*

---

1871.

	Brought forward.....	£302	12	0
Dec. 30—	To James Murray, young pigs sent to Trinity, Placentia and St. Mary's Bays....	7	0	0
	“ Jas. Murray, keep of pigs from P. E. Island..	1	5	0
31—	“ David Baird, 1 bull calf placed with Peter Neville, River Head.....	5	0	0
	“ Secretary, 3 months' salary.....	11	5	0
	“ Purchase and cost of sending Nova Scotia hares to the several districts.....	21	12	3
	“ balance with Treasurer .....	23	6	0
		<hr/>		
		£372	0	3
		<hr/>		

St. John's, Newfoundland,  
10th January, 1872.

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**Reports.**


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*the Treasurer, for the Year ending 31st December, 1871.*

CR.

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1871.

Brought forward..... £372 0 3

£372 0 3

**JOSEPH CROWDY, *Treasurer.***

**W. F. RENNIE, *Secretary.***

## Reports.

REPORT OF THE NOTRE DAME MINING COMPANY, TO  
30TH DECEMBER, 1871.

The following is the list of persons who have within six years been Shareholders in this Company, together with the number of their Shares, and the amounts paid and due by them respectively. The said Company having been formed with a capital of £15,000, for the purpose of raising copper and other ores in Newfoundland, all the Shareholders having been general partners, and there being no special partners in the Company.

Shareholders' Names.	Shares.	Paid. Due.		Shareholders' Names.	Shares.	Paid. Due.	
		£	£			£	£
Bowring, Charles	500	4500		Forward . . . .	754	6558	228
Bowring, Wm. B.	20	180		Koozin, J. H. . .	120	1080	
Boyd, Thomas . .	12	84	24	McDougall, Alex.	2	16	2
Cleary, Philip				McDougall, John	8	64	8
Trustee . . . . .	30	210	60	Parnell, W. J. R.	5	45	
Evans, Edward	20	160	20	Pinsent, C. S. . .	26	234	
Gill, William . . .	20	180		Pinsent, Thos. W.	2	18	
Gill, Henry G. H.	20	180		Rennie, David S.	40	360	
Gleeson, James	2	18		Rennie, Fred W.	5	45	
Greene, Randal	2	18		Rouse, Wm. O.	2	18	
Harvey, Richard	20	180		Shortall, Richard	3	27	
Hayward, A. O.	5	45		Smith, Edward . .	10	90	
Hutchins, Philip	12	84	24	Walters, T.H. t'e.	12	108	
Jackman, Wm.	5	45		Warren, John H.	416	3388	356
Jarvis, Edward L.	5	45		Warren, J.H. t'e.	5	45	
Knight, James R.	5	45		Warren, W.M.H.	73	657	
Knight, Robt. G.	50	350	100	White, Laurence	3	27	
Knight, Thomas	26	234		Withers, John W.	14	126	
Forward . . . . .	754	6558	228		1506	12906	594

**Reports.**

The Company's Solicitors have taken legal proceedings against the defaulters for non-payment of the calls upon them.

The amount of debts due by the Company is very small, less than fifty pounds, and is for labor in pumping water out of the shafts of the Mine at Burton's Pond, and in preserving the property otherwise, while the Shareholders are deliberating as to whether they will abandon the present works, or will, with additional capital, and a more competent Manager than they have hitherto had, make further efforts to test the value of the indications of mineral wealth which are presented in many places on the surface of their ground.

The following is an abstract of the affairs of the Notre Dame Mining Company, made on the 30th December, 1871.

DR.	CR.
To capital stock, £15,000, of which amount there has been paid . . . . . £12,906 0 0	By purchase money of B. P. Mine . . . . . £6000 0 0 " Amount expended in erecting build- ings . . . . . 850 0 0 " Estimated value of ore on hand . . . . 750 0 0 " Estimated value of various supplies.. 300 0 0 " Cash . . . . . 47 12 0 " Balance of expen- diture in wages of Officers, Miners. Tools and inci- dentals . . . . . 4958 8 0
£12,906 0 0	£12,906 0 0

CHAS. BOWRING. }  
 C. S. PINSENT, } Directors.  
 THOMAS KNIGHT, }  
 RICHD. HARVEY. }

E. L. JARVIS,  
 Secretary and Treasurer.

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**Reports.**

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ST. JOHN'S, NEWFOUNDLAND, }  
7th February, 1872. }

I, EDWARD L. JARVIS, Secretary of the said Company, do swear that the above report and statements are true, to best of my knowledge and belief.

EDWARD L. JARVIS.

Sworn before me, at St. John's, this }  
19th day of Feb., A. D., 1872. }

D. W. PROWSE, *J. P.*

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**Reports.**

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**REPORT OF DR. STABB, PHYSICIAN AND SUPERINTENDENT LUNATIC ASYLUM, 1871.**

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LUNATIC ASYLUM,

December 31st, 1871.

The present Report of recent patients treated in the Asylum, during the past year, presents the usual favorable aspect, in the large proportion cured or improved out of the whole number; 55 insane persons having been admitted, and 30 dismissed, (exclusive of 7 removed to the Poor house,) of these, 31 males and 26 females were admitted into the Institution, and 22 males and 17 females were discharged, the latter being a very large relative per centage on the admissions in an Asylum for the insane; and I have much gratification in thus presenting it to the Government and Legislature, as a proof of public benefits conferred, commensurate with the expenses of maintaining this large charity.

Such results, however, have not been easily attained, and year after year are more difficult of attainment, in consequence of the great pressure of numbers beyond the accommodations provided for patients in the building. In the female department, the crying want of a distinct and separate ward for excited patients has been most trying and painful, rendering the lives of all concerned anxious and miserable, retarding cures, promoting noise and disorder, and extending its baneful influences even to the apartments of the Medical Superintendent and his household. All this, however, I am happy to say, is at the commencement of the end, an appropriate wing for the reception of excited female patients having been begun, and D. V. will be completed and ready to receive occupants early next summer; indeed, as is well known, but for unfortunate circumstances, the strenuous energy of the Government would have caused the completion of this building by last Christmas, the contractors having engaged to complete their work by that time, but eventually they expressed their inability to do so.

In the male department there has been for several years past a very small wing for the reception of excited patients, which has in some measure obviated the worst of the crying evils I have just mentioned



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### Reports.

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in relation to the female insane. The pressure of numbers, however, on the male side has always been disproportionately great, notwithstanding the frequent ill-advised removals to the insane wards of the Poor house (which also have become full,) and not only are the day-wards crowded with patients, who can scarce move about without jostling one another, but the air, breathed by so many more than cubical air space is provided for, has frequently in consequence, become foul and unhealthy, and has caused sickness amongst the attendants in charge—an admission I make with regret; but, as a matter of fact, I use it to prove the absolute necessity for enlarging the building of the male department, in connection with, or continuance of, the already initiated wing for the excited. I have to add, that for want of sleeping room, as provided usually, I am obliged to place some of the patients at night in the open day-wards, unguarded from each other, and adding to the foul night air in all directions.

A further important reason exists, showing the necessity for additional accommodations, viz:—the periodical recurrence of demands for admission beyond our means, and the imperative orders to admit such applicants at no matter what inconvenience, and I must add, risk—orders which I would disobey if I had the power to do so—the alternative often suggested or ordered of removing so called quiet patients to make room, being in my eyes unjust and even cruel; and I rejoice that now such removals have become impossible, from the fact of the Poor-house Wards being full.

I therefore venture upon the assumption, that such a physical as well as moral dead-lock, leaves no option but to provide increased accommodations for male as well as female patients at the Lunatic Asylum proper—out of which no insane person ought, in my opinion, to be placed.

The facts regarding the amount of air-space required for each patient in a Lunatic Asylum, in day-rooms and sleeping apartments, are accurately known to the Inspector of Public Buildings, in his professional capacity of Architect; and the overcrowded condition of our wards at present, the extremely limited air-space, and the difficulty we have conjointly encountered in providing anything like good ventilation, are but too familiar to him. I have therefore represented to Mr. Neville, that in the event of the Government referring to him for any plan of additions to the male department, it should be for the reception of at least 30 patients; which can be done by finish-



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**Reports.**

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The Asylum has this year been favoured by the visits of four Bishops, viz.—those of Newfoundland, of St. John's, of Fredericton, and the Coadjutor Bishop—besides many Clergymen, including, notably, the Rector of the R. C. Cathedral Church of Chicago. Religious Services have been held periodically, as heretofore.

Of presents to the patients, and interest in their welfare, I have the pleasure of mentioning, that we have to thank His Excellency the Governor and Mrs. Hill for illustrated papers and cakes; Mrs. Hayward, for her annual gifts of the *London Times*; and His Excellency and the Government, for a Billiard Table which has wiled away in pleasurable occupation and exercise many a weary hour.

Respectfully submitted,

HENRY H. STABB,

Physician Superintendent.

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**Reports.**


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**NUMBER OF PATIENTS FOR 1871.**


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	Males.	Females.	Totals.
Remaining January 1st.....	57	36	93
Admitted during the year.....	31	24	55
Dismissed .....	22	17	46
Removed to Poor house....	7		
Died .....	4	3	7
Remaining December 31st.....	55	40	95
Under treatment in 1871 ...	88	60	148
Average No. resident.....			94—75

### Reports.

#### DISEASES OF PATIENTS ADMITTED IN 1871.

	Males.	Females.	Totals.
Mania. ....	15	15	30
Melancholia .....	3	1	4
Chronic Mania .....	5	4	9
Hysterical Mania .....		1	1
Epileptical Mania .....	1	0	1
Oinomania .....	1	0	1
Dementia ...	4	3	7
Amentia.....	1	.....	1
Under observation.....	1	.....	1
	31	24	55

#### CAUSES OF DEATH IN 7 CASES.

Pthisis and Chronic Mania.....	1	1	2
Extreme exhaustion and Melancholia .....	1	.....	1
Old age.....	1	1	2
Gradual decay and Chronic Mania	1	.....	1
Apoplexy and Mania.....	.....	1	1
	4	3	7

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**Reports.**

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**REPORT OF PHYSICIANS OF ST. JOHN'S HOSPITAL,  
FOR THE YEAR 1871.**

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ST. JOHN'S HOSPITAL,  
March 1872.

SIR,—

The Hospital is at present in such a state of transition that it is hardly possible or necessary for us to do more than forward a list of the number of patients treated during the year, and to record the fact that in May last we took possession, for temporary occupation, of the building formerly used as a Military Hospital. It is, however, utterly unfit in its present condition for anything else than temporary purposes, inasmuch as, both from want of room and mode of construction, it is impossible to accommodate patients of both sexes in it, and the defects in the way of drainage and water supply are such as to make its occupation by any large number of patients positively dangerous.

The questions in reference to the site and plans for increased Hospital accommodation have been so fully discussed elsewhere as to render it unnecessary for us to enter on the subject here.

As the Military Hospital is in its present state able to receive only male patients, such female cases as have absolutely demanded admittance, have been accommodated in some of the wards of the Poor house, an arrangement which was the best that could be made under the circumstances, but productive, doubtless, of considerable inconvenience, and to none more so than to the Medical attendants of the institution.

The number of patients under treatment during the year has been 156 males and 15 females, in addition to which there were 9 cases of fever, who were admitted into the old St. John's Hospital.

The unsettled condition of the Hospital, the absence of epidemic disease, and the improved social condition of the people during the past year, have all contributed to keep the number of admissions very

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**Reports.**

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much below the average, but it would be quite unsafe to regard the past year as affording any fair criterion of the requirements in the way of Hospital accommodation.

The difficulties and expense attendant on the accommodation of the few fever cases admitted into the old Hospital point strongly to the necessity of the provision of some place for the reception of such cases, in connection immediately with the General Hospital, as otherwise it will be necessary to keep up continually a separate staff of attendants for this purpose.

We remain,

Sir,

Your obedient Servants,

**CHARLES CROWDY,**

*Surgeon & Superintendent.*

**C. H. RENOUF,**

*Surgeon.*

**The Hon'ble**

**Chairman of Board of Works,**

**&c.,                      &c.**

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**Reports.**

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**STATEMENT OF AFFAIRS OF TELEGRAPH COM-  
PANY, 23RD SEPTEMBER, 1871.**

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**NEW YORK, NEWFOUNDLAND AND LONDON TELEGRAPH COMPANY.**

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**SUPERINTENDENT'S OFFICE,  
St. John's, Newfoundland, Sept. 21, 1871.****Hon. J. L. NOONAN,  
Colonial Secretary.****SIR,—**

I have the honor herewith to enclose to you, for the information of the Government, a statement of the affairs of our Company agreeable to the Act of Incorporation, and also a list of Shareholders up to July 1st, in the present year.

I am, Sir,

Your obedient servant,

**A. M. MACKAY,  
Local Manager.**



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**Reports.**


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NEW YORK, Nfld. AND LONDON TELEGRAPH Co.,  
 NEW YORK, 25th August, 1871.

**STATEMENT OF THE CONDITION OF THE NEW YORK.  
 NEWFOUNDLAND AND LONDON TELEGRAPH COM-  
 PANY, FOR THE YEAR ENDING 1st JULY, 1871, MADE  
 PURSUANT TO CHARTER.**

Capital Stock issued to 1st July, 1871, 38,382 shares at \$100.....	\$3,838,200.00
Sterling Bonds outstanding 1st July, 1871, 17 five per cent Bonds, £1,000 each.....	85,000.00
Gross Earnings for the year, 1st July 1870, to 1st July 1871 .....	621,046.00
Dividends paid during the year, 1st July, 1870, to 1st July 1871, 8 per cent.....	307,056.00
Cash in hands of Treasurer on 1st July, 1871 .. . . .	129,947.59

E. E.,

EDWIN F. HATFIELD, Jr.,  
*Secretary.*

New York, 25th August, 1871.

### Reports.

LIST OF STOCKHOLDERS, NEW YORK, NEWFOUND-  
LAND, AND LONDON TELEGRAPH COMPANY,  
1st JULY, 1871.

	Shares.		Shares.
Ashman, George . . . . .	83	Baldwin, J. C. . . . .	50
Adams, Henry . . . . .	25	Benedict, Jesse W. . . . .	27
Alstyne, John . . . . .	150	Cooper, Peter . . . . .	6184
Archibald, E. M. . . . .	51	Cartwright, Benjamin . . . . .	200
Andrews, Jas. B. . . . .	80	Carrington, F. M. S. . . . .	66
Allan, Hugh . . . . .	300	Curtiss Chas. . . . .	67
Baker, Geo. F. . . . .	53	Cochran, Thos., Jr. . . . .	35
Burgess, Caleb A. . . . .	452	Craighead, J. G. . . . .	83
Boyd, Robt. C. . . . .	34	Connell, Margaret E. . . . .	10
Burkhalter, Stephen . . . . .	134	Connell, Jas. S. . . . .	23
Bowdoin, Laroeques & B. . . . .	13	Cheney, James . . . . .	100
Blake, Stanton . . . . .	50	Dorr, Francis F. . . . .	66
Bros., Christian . . . . .	100	Desmazes, J. F. . . . .	4
Bronson, F. . . . .	25	Dabney, Chas. H. . . . .	18
Baker, Fisher A. . . . .	20	Field, Cyrus W. . . . .	4035
Butler, Chas. E. . . . .	100	Field, David Dudley . . . . .	700
Burnham, J. W. . . . .	55	Field, Dudley . . . . .	234

### Reports.

#### LIST OF STOCKHOLDERS.—(Continued.)

	Shares.		Shares.
Field, Mary S. ....	1000	Goldsmith, Anne .....	7
Field, Mary Grace .....	200	Garner, J. G. ....	317
Field, Alice D. ....	200	Gookin, W. D. ....	223
Field, Jeanie L. ....	120	Goodwin, Jas. J. ....	9
Field, C. W. (Trustee) ...	430	Hunt, Wilson G. ....	400
Fish, Mary E. ....	20	Holland, Alexander .....	80
Fish, James D. ....	100	Hartley, Marcelles .....	17
Fish, James D. (President)	235	Heidelback, Luis .....	100
Gardner, John R. ....	128	Hampton, Wm. H. ....	33
Gardner, John R. (Trustee)	100	Heidelback, Philip .....	100
Gunther, C. Godfrey .....	20	Herzfield, Joseph .....	200
Gunther, W. H. ....	20	Haley, Caleb .....	67
Gunther, John C. ....	20	Hedden, Lucy A. ....	7
Gunther, F. Frederick .....	20	Hatfield, E. F., Jr. ....	16
Graydon, Samuel .....	31	Hawley, Sarah .....	22
Graydon, William .....	13	Hitchcock, Thomas .....	52
Graydon, Mary Eliza .....	7	Hitchcock, Sarah M. ....	50
Graydon, Glendens .....	6	Hitchcock, Adeline L. ...	50

### Reports.

#### LIST OF SHAREHOLDERS.—(Continued.)

	Shares.		Shares.
Hubbard, J. W. & Co . . . . .	20	Landon, Charles G. . . . .	25
Hogg, Robert . . . . .	50	Morse, Samuel F. B. . . . .	700
Humbert, A. . . . .	85	Morse, Sydney E. . . . .	50
Jones, David . . . . .	340	Morse, Sydney E., Jr. . . . .	50
Judson, Isabella Field . . . . .	200	Munn, John . . . . .	12
Joseph, Jacob H. . . . .	67	Murray, Robert . . . . .	50
Johnson, Richd. & Nephew . . . . .	33	Mulford, John . . . . .	5
Jerrett, Sarah . . . . .	10	Morton, Elizabeth H. . . . .	7
Kemble, Wm. . . . .	30	Miller, Samuel B. . . . .	27
Kemble, G., Jr. . . . .	13	Morgan, Edwin B. . . . .	183
Ketcham, E. . . . .	50	Morgan, Henry . . . . .	50
Kavanagh, Edward . . . . .	8	Morgan, Geo. H. . . . .	5
Kenyon, G. P. . . . .	50	Morgan, J. Spencer . . . . .	50
Lefferts, Marshall . . . . .	50	Morgan, J. Pierrepont . . . . .	18
Livingston, Cambridge . . . . .	133	Moreton, Bliss & Co. . . . .	140
Livingston, Johnston . . . . .	667	Nicholson, Saml. G. . . . .	20
Low, A. A. & Brothers . . . . .	334	Onativia, J. V. & Co. . . . .	223
Lazarus, Moses . . . . .	200	Plant, H. B. . . . .	133

### Reports.

#### LIST OF STOCKHOLDERS.—(Continued.)

	Shares.		Shares.
Perkins, John .....	66	Smith, James M.....	35
Pyne, Albertina S.....	133	Simpkins, John .....	167
Pyne, Percy R. ....	50	Sterling, John W.....	23
Pickersgill, W. C.....	300	Smith & Dunning .....	500
Parish, Henry .....	51	Stone, Charles S.....	8
Park, Rufus ... ..	9	Smith, James R. ....	67
Palmer, F. A., (Trustee)	47	Smith, Frank M.....	67
Perry, F. D., (Trustee) ....	22	Stern, James .....	650
Quirk, John N. ....	13	Stone, Nichols & Co.....	150
Roberts, M. O. ....	5633	Schell, Augustus.....	75
Rubens, Charles & Co.....	100	Scrymser, Mrs. Anna ....	125
Stone, Estate Mary F.....	320	Taylor, Moses .....	5085
Swift, Henry A.....	33	Townsend, Dwight .....	154
Spedding, Robert ... ..	33	Turnure, Lawrence .....	40
Syms, W. J.....	67	Thompson, J. P. C. ....	100
Syms, Samuel R .....	33	Thompson, S. C. ....	100
Strang, Peter O.....	14	Tinker, E. G.....	25
Schuyler, Jacob R. ....	17	Vasantwood, Alfred .....	20

## Reports.

## LIST OF STOCKHOLDERS.—(Continued.)

	Shares.		Shares.
Varley, C. F.....	32	Wilde, Joseph....	86
Van Vliet, Wm.....	5	Weed, Thurlow.....	13
White, Anna M. ....	521	Western Union Tel. Co. ..	266
White, R. Cornell... ..	25	Worth, F. W. ....	50
White, Alexander M. ....	134	Wenah, Mrs. John R. ....	33
Witthans, G. H. ....	80	Wakeman, Wm. W.....	22
Williams & Guion.....	134	Wakeman, Mary C. ....	68
Wright, Cornelia E. ....	60	Wakeman, Eliza H. ....	22
Winchester, Lot W.....	100	Wakeman, Susan A.....	22
Winthrop, Kate W. ....	133	Wakeman, Cornelia C.....	22
Wynkoop, Richd .....	25	Wakeman, Jesup .....	22

## NEWFOUNDLAND STOCKHOLDERS.

Browning, Gilbert. ....	1	Dickson, C. W.....	2
Brennan, Peter .....	2	Dalton, Charles.....	1
Bemister, W. W. ....	1	Donnelly, Wm .....	6
Bennett, C. F. ....	4	Dalton, J... ..	1
Cormack, James .....	2	Elson, George .....	2

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**Reports.**


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**LIST OF STOCKHOLDERS.—(Concluded.)**

	Shares.		Shares.
<b>NEWFOUNDLAND STOCKHOLDERS.</b>			
Falle, J. G. ....	1	Pack, Robert .....	1
Grieve, W. ....	2	Pike, Edward .....	1
Hoyles, Hugh W. ....	3	Ridley & Sons .....	5
Hayward, James L. ....	1	Rorke, John .....	2
Job, Thomas B. ....	2	Rendell, John Morris .....	2
Kent, John .....	3	Shea, Ambrose .....	1
Kitchin, William .....	4	Stevenson, John .....	1
Little, P. F. ....	1	Stabb, Nicholas S. ....	7
McLea, Robert P. ....	2	Thompson, J. ....	2
MacKay, Alex. M. ....	3	Thomey, Arthur ... ..	1
O'Brien, Laurence .....	2	Whiteway, W. V. ....	66
O'Dwyer, R. ....	2		
Total .....		38,382 shares.	

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**Reports.**

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**DIRECTORS.**

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**MOSES TAYLOR.**  
**MARSHALL O. ROBERTS.**  
**PETER COOPER.**  
**CYRUS W. FIELD.**  
**WILSON G. HUNT.**

**E. E.**

**EDWIN F. HATFIELD, Jr.**  
*Secretary.*

**New York, 1st July, 1871.**



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**Reports.**


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DR.

VAIL'S JOINT STOCK COMPANY,

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To Capital Stock paid up .....	£18,000	0	0
“ Amount due on Bills Payable .....	3,566	10	2
“ Do. Sundries on Current Accounts .. .	532	9	7
“ Reserved Fund .....	2,000	0	0
“ Dividend .....	720	0	0
“ Profit and Loss Balance .....	40	1	8
		<hr/>	
	<b>£24,859</b>	<b>1</b>	<b>5</b>

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We certify, to the best of our knowledge and belief, that the within account is a true and correct statement of the affairs of Vail's Joint Stock Company, as made up from the Books of said Company, to 30th June, 1871.

EDWIN DUDER,  
 CHAS BOWRING, } Directors.  
 A. W. HARVEY,

**Reports.**

**JUNE 30TH, 1871.**

By Dwelling Houses, Premises, Machinery, and Utensils .....	£10,200	0	0
“ Stock on hand, per Inventory . . . . .	7,003	7	4
“ Cash on hand and in Banks.....	277	17	0
“ Amount due on Bills Receivable.....	4,056	10	6
“ Do. by Sundries on Current Accounts . . .	2,721	6	7
	<u>£24,859</u>	<u>1</u>	<u>5</u>

**NEWFOUNDLAND,** }  
 St. JOHN'S, }  
 To wit. }

WILLIAM WHEATLEY, Manager of Vail's Joint Stock Company, maketh oath and saith, that the within Statement is just and true to the best of his knowledge and belief.

WILLIAM WHEATLEY.

Sworn before me at St. John's aforesaid, }  
 this 13th day of January, A. D., 1872. }

H. T. WOOD,  
 Commissioner of Affidavits, Supreme Court.

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**Reports.**


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**REPORT OF R. J. PINSENT, ESQUIRE, JUDGE OF THE  
COURT OF LABRADOR, 1871.**


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*To His Excellency Colonel STEPHEN J. HILL, C. B.,  
Governor of Newfoundland, &c., &c.*

ST. JOHN'S,  
December 30th, 1871. }

SIR,—

I have the honor to make my Report to Your Excellency of my proceedings and observations at Labrador, during my Circuit this year.

I sailed from St. John's on the 6th of June, in the hired Revenue and Circuit Vessel *William Stairs*, accompanied by Mr. Knight and Mr. Canning, Collectors of Customs at Labrador.

We proceeded South about, through the Gulf of St. Lawrence and the Straits of Belle Isle, and arrived off Blanc Sablon, on the coast of Labrador, on the 15th of June, but owing to obstruction from field ice, we could not enter that harbor, and therefore bore away for L'Anse a Loup, where we came to anchor.

We were detained there by ice until the 21st, when we succeeded in getting to Blanc Sablon, which is the Southern boundary of our Labrador territory.

From thence we proceeded North as far as Hamilton Inlet, touching at the principal settlements on our way.

On the 26th of August we returned South, and on the 6th October sailed from Red Bay for St. John's, where we arrived on the 15th of the same month.

During the period we were at Labrador we were continually cruising about, visiting the various harbors and settlements on the coast, and attending to such business of Law and Revenue as came within the scope of our several departments and duties.

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**Reports.**

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I learned from the inhabitants that the past winter at Labrador had been severe, and that an unusual quantity of snow had fallen, indeed, a good deal was still remaining on the hills in the middle of the month of June.

The catch of seals on the coast had been less than usual, and game of all kinds very scarce.

The resident people during the winter had generally been tolerably well supplied with provisions laid in by them the previous fall from the proceeds of the fishing voyage. But I was told that in some cases and localities there had been a scarcity of food.

The legal cases brought before me during the Circuit were:—

4 of Debt.

3 of Malicious Injury.

1 of Sureties of the Peace.

1 of Killing of Goats by Dogs.

1 of Title to Land.

1 of Intestate Estate.

2 of Trespass on Goods.

1 of Larceny.

1 of Bastardy.

1 of Affidavit of Debt.

12 of Examinations taken of Witnesses in causes pending in the Supreme and Northern Circuit Courts.

I am, while at Labrador, frequently applied to for information and advice in matters of a legal character, but which it is not necessary to treat formally.

The conduct of the people, resident and transient, at Labrador, is generally peaceable and honest; very few serious crimes are commit-

### Reports.

ted. However, I believe that the presence of the Court annually has a salutary effect in preventing offences.

The fisheries at Labrador, last summer, were on the whole good.

The cod fishery, which is by far the most important, was more successful than it had been for years, and the herring fishery, which is next in consideration, was unusually favorable. The catch of salmon on the sea board was about an average; but in the great Bays, such as Sandwich and Hamilton Inlet, where that fishery is almost the only one carried on, the catch was not more than half the usual quantity.

EDUCATION.—Four Public Schools were in operation this year at Labrador, viz:—

PLACES.	TEACHER.	WHEN IN OPERATION.	Number.	Salary.
Matthew's Cove, (Battle Harbor)	Mary Marshall...	Summer only.....	59	\$24
Cape Charles ....	Catherine Young..	Ditto	30	24
Red Bay .....	John Bailey... ..	Winter only.....	22	24
Pinware .....	Catherine O'Dell..	Summer & Winter	46	48
				\$120

The above are the numbers of scholars on the lists, but their attendance is variable. I supplied these schools with books, and paid the salaries of the the teachers.

I distributed educational books to the resident inhabitants of the coast, by whom they are highly valued, and used well for the purpose of instruction in their families.

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### Reports.

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The medicines placed by the Government at my disposal, I dispensed to all who required them; I am sure they were of great service to the people, and by them gratefully appreciated.

The Mail Service for Labrador, introduced by the Government last summer, was doubtless of great utility and convenience generally to the merchants and fishermen engaged in the trade and fisheries of that coast. But I know that the mercantile houses at Blanc Sablon, the Southern extremity of our territory, and the Hudson's Bay Company at Rigoulette, Hamilton Inlet, in the north, are dissatisfied that the Postal Steamer does not call at those places, as they are thus practically excluded from the advantages enjoyed by the rest of the mercantile community.

I would respectfully call the attention of the Government to this subject, as I think that these establishments are entitled to great consideration, for one half of the whole revenue collected at Labrador is paid by them. I believe from my local knowledge of Labrador, that it is quite practicable to arrange the Mail Steamer's service so as to call at those places in the course of her rounds.

I was requested to bring this matter under the notice of the Government.

The general condition of the trade and fisheries of Labrador, last season, was an improvement on that of some previous years; and the collection of Revenue greater in amount than had ever before been realised.

I have, &c.,

(Signed,)

ROBERT JOHN PINSENT,  
*Judge of the Court of Labrador.*

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**Despatches.**

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**CORRESPONDENCE RESPECTING THE ERECTION OF A  
STEAM FOG WHISTLE AT CAPE RACE, CONTINUED  
FROM THAT WHICH WAS LAID ON THE TABLE OF  
THE HOUSE OF ASSEMBLY DURING LAST SESSION.**

*Lord Lisgar to Governor Hill.*

(COPY.)

GOVERNMENT HOUSE, OTTAWA,  
March 16th, 1871.

SIR,—

I have the honor to forward herewith a copy of a Despatch which I have received from the Secretary of State for the Colonies, with an Enclosure from the Board of Trade, with reference to the erection of a Fog Whistle at Cape Race, Newfoundland.

2. This Despatch has been duly considered by the Canadian Privy Council, whose report thereon I beg also to enclose.

3. You will perceive that Lord Kimberley requests me to communicate with "the Governor of Newfoundland," and states that "the Board of Trade wish to be furnished as soon as possible with plans and estimates of the work." I now, therefore, forward to you, together with the report of the Council, the plans and estimates for this Whistle, and if they meet with approval, I shall feel obliged if you will send them as soon as possible to the Colonial Office direct, for transmission to the Board of Trade.

I have, &c., &c., &c.,

(Signed)

LISGAR.

The Governor of  
Newfoundland,  
&c., &c., &c.

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**Despatches.**

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*The Secretary of State for the Colonies to the Governor General.*

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(COPY.)

Canada.

No. 308.

DOWNING STREET,  
12th December, 1870.

MY LORD,—

With reference to your Lordship's Despatch, No. 261, of the 9th November, and to previous correspondence respecting the proposed erection of a Fog Whistle at Cape Race, in Newfoundland, I have the honor to transmit to you the enclosed copy of a letter from the Board of Trade.

In accordance with the suggestions contained in this letter, I request that you will communicate with the Governor of Newfoundland, and will report to me on the course which may be agreed upon with regard to the erection of the Whistle.

You will observe that the Board of Trade wish to be furnished, as soon as possible, with plans and estimates of the work.

I have addressed a similar Despatch to the Governor of Newfoundland, but in order to avoid the inconvenience of cross correspondence it will be desirable that you should address him the first communication on the subject. I have informed him that I have requested you to do so.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor General,  
The Right Honble.  
Lord LISGAR.



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**Despatches.**

---

*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 23.

GOVERNMENT HOUSE, NFLD.,  
11th April, 1871.

MY LORD,—

I have the honor to inform your Lordship that I have received from the Governor General of Canada, a Despatch of date the 16th March last, transmitting to me plans and estimates for the proposed Fog Whistle to be erected at Cape Race, Newfoundland, and requesting me to forward the same, should they meet with approval, to the Colonial Office direct, for transmission to the Board of Trade.

2. I have referred the plans and estimates in question to the Inspector of Public Buildings, who, after a careful examination of them, has forwarded to me a Report, a copy of which, with Enclosures, I now transmit, in which much useful information is afforded as regards the cost of erection of the necessary buildings in connection with the proposed Fog Whistle.

3. The Government of Newfoundland are prepared to undertake the superintendence of the Fog Whistle at Cape Race.

4. In accordance with the request of the Governor General of the Dominion, I now forward to your your Lordship, for transmission to the Board of Trade, the plans before referred to.

I have, &c., &c., &c.,

(Signed)

STEPHEN J. HILL.

The Right Honble.,  
The Earl of KIMBERLEY.  
&c., &c., &c.

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**Despatches.**

---

*Mr. Nevill to Governor Hill.*

---

(COPY,)

ST. JOHN'S, NEWFOUNDLAND,  
10th April, 1871.

SIR,—

I have the honor to report, that in accordance with your instructions, I have examined the plans, estimates and specifications, for the Fog Alarm proposed to be erected at Cape Race.

I would suggest that a boiler should be built upon the spot, the plates being fitted and punched, the tube plates bored and counter-sunk, and tubes prepared for fitting; also, that the smoke stack be sent in short lengths. The landing place at Cape Race will not permit of such an article as the boiler being brought near enough for any shears or boom to reach it. There are several trained boiler makers here quite capable of erecting the one in question, and we have the means of testing it to any pressure that may be deemed necessary, up to 300 lbs. per square inch.

Public Tenders can be obtained from competent men for the erection of the building at, I believe, a very much lower rate than any stranger could bring his plant and men to do the work.

I have not prepared any plans and specifications of the building required, as without examining the site, their relative positions cannot be properly determined.

A house for the Keeper can be erected at Cape Race for about \$1200, containing cellar and four rooms, and a suitable boiler and engine house, 20 feet by 12 feet, for \$480.

The brick tank mentioned in Mr. W. M. Smith's letter of 31st January last, would be difficult and expensive of construction amid the rocks of Cape Race, and I would suggest that an iron one be substituted. As the size is not specified, I cannot estimate cost, but I think the iron one would be the cheaper. It could be constructed here.

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**Despatches.**

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Besides the buildings named in the same letter, a coal shed will be required capable of containing a year's supply. The consumption is not specified, but a shed 25 feet by 20 feet, will store enough for a daily use of half a ton per day, for one fourth of the year; such a shed will cost about \$800.

With regard to the Engine, Boiler and Whistle, I should recommend that they should be sent to St. John's, Newfoundland, addressed to the Board of Works, to be sent thence by steam tug to Cape Race, at a cost of \$80. The whole to be carefully and strongly packed, the parts being previously properly numbered or lettered.

I presume it will not be advisable to include the erection of the Alarm in any contract that may be advertised for, but to employ suitable men at daily wages for the time they may be employed.

Cape Race Light House is situated 180 feet above the level of the sea, and there is a small permanent spring in the immediate vicinity, capable of furnishing a sufficient supply of water for the boiler and tank.

I have prepared an estimate of what I consider will be the total cost, including all expenses of erecting the Fog Alarm, which I beg to enclose.

Some of the accounts are necessarily assumed, but I believe they will be ample to cover the outlay.

I have, &c., &c., &c.,

(Signed,)

J. T. NEVILL,

*Architect, Inspector of Light Houses and  
Public Buildings, Newfoundland.*

To His Excellency  
The Governor,  
&c., &c., &c.

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**Despatches.**


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**FOG ALARM, CAPE RACE, NEWFOUNDLAND—ESTIMATE OF COST OF BUILDING MACHINERY, &c., &c., &c.**


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The Alarm delivered in St. John's, N. B., as per W. M. Smith's letter of 31st January, 1871 .....	\$3,600
Freight of same, via Halifax, thence per steamer to St. John's, Newfoundland, say .....	200
Hire of Tug to Cape Race to land the same; also, to remove men and implements, 2 trips.....	160
Probable cost of fitting engine, boilers, &c., &c., at Cape Race.....	800
Probable cost of tank .....	200
Estimate cost of dwelling house.....	1,200
“ “ Engine and boiler house.....	480
“ “ Coal shed.....	800
Superintendence contingencies.....	400
Total .....	\$7,840

(Signed,)

J. T. NEVILL,

*Inspector of Light Houses.*

St. John's, 10th April, 1871.

## Despatches.

*Governor Hill to Lord Lisgar.*

(COPY.)

No. 33.

GOVERNMENT HOUSE, NFLD.,  
11th April, 1871.

MY LORD.—

I have the honor to acknowledge the receipt of your Despatch of the 16th March last, with reference to the erection of a Fog Whistle at Cape Race, Newfoundland, and transmitting to me, with other documents, plans and estimates of the proposed work, and requesting to forward, if approved of, the above specified documents to the Colonial Office for transmission to the Board of Trade.

2. The Government of Newfoundland approve of the plans above referred to, and are prepared to undertake the superintendence of the proposed Fog Whistle to be erected at Cape Race.

3. In accordance with your Lordship's request, I transmit by the present Mail to the Secretary of State for the Colonies, the plans and estimates received from your Excellency for transmission to the Board of Trade, together with a report and estimated cost of erection of the buildings in connection with the Fog Whistle, from the Inspector of Light Houses, Newfoundland, duplicate copies of which I now enclose for your Lordship's information.

I have, &c., &c., &c.,

(Signed)

STEPHEN J. HILL.

The Right Honble.,

Lord LISGAR, G. C. B., G. C. M. G.

&c., &c., &c.

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**Despatches.**

---

*Lord Lisgar to Governor Hill.*

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(COPY.)

CANADA,  
Government House, Ottawa,  
April 25th, 1871.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 11th instant, and enclosures, with reference to the erection of a Fog Whistle at Cape Race.

I have forwarded these documents to the Privy Council of the Dominion for consideration.

I have &c., &c., &c.,

(Signed,)

LISGAR.

His Excellency  
The Governor  
of Newfoundland,  
&c., &c., &c.

**Despatches.**

*The Earl of Kimberley to Governor Hill.*

(COPY.)

NEWFOUNDLAND.

No. 21.

DOWNING STREET,  
1st June, 1871.

SIR,—

With reference to your Despatch, No. 23, of the 11th April, respecting the Fog Whistle which it is proposed to erect at Cape Race, Newfoundland, I have the honor to transmit to you a copy of a letter from the Board of Trade relating to this subject.

The Board call attention to the considerable increase to the expenditure sanctioned by the Treasury, which will be incurred by the adoption of the plans and estimates now submitted, and point out that these recommendations, if adhered to, will involve a further increase in the tolls, and that it will be necessary to reopen the question with the Lords Commissioners of the Treasury.

It is desirable, therefore, that I should receive a further report from your Government and that of Canada on these points, before any further steps are taken in the matter.

The previous letter from the Board of Trade, of the 22nd July last, was communicated to you in my Despatch, No. 28, of the 4th of the following month.

I have addressed a similar communication to the Governor General of Canada.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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*Mr. Trevor to the Under Secretary of State, Colonial Office.*

(COPY.)

No. 2288.

BOARD OF TRADE,  
Harbor Department, Whitehall Gardens, S. W.  
19th May, 1871.

SIR,—

I am directed by the Board of Trade to acknowledge your letter of the 5th instant, transmitting for their consideration a Despatch from the Governor of Newfoundland, with plans and estimate, respecting the proposed New Fog Whistle at Cape Race.

I am to request that you will call the attention of the Earl of Kimberley to my letter of the 22nd July last, No. 3302, in which was transmitted a communication from Treasury, sanctioning the expenditure of four thousand dollars for the service in question. The estimate enclosed in Governor Hill's Despatch amounts to nearly double this sum, namely, to seven thousand eight hundred and forty dollars.

The Whistle erected in 1860, at Partridge Island, St. John's, New Brunswick, appears to have cost one thousand eight hundred and sixty dollars, and though it was of smaller dimensions than the Whistle now proposed for Cape Race, being in diameter 8 inches, and in height 12 inches, as against 12 inches diameter and 17 inches in height, the difference of cost is very remarkable, and I am to suggest, for the consideration of the Secretary of State, whether it would not have been desirable if the Government of Newfoundland, before obtaining plans for so large and expensive a Whistle, had consulted this Board, with a view to ascertaining whether such an increased expenditure could be sanctioned.

I am, therefore, to request that you will move the Earl of Kimberley to point out to the two Colonial Governments, that the adoption



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**Despatches.**

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of such an expensive apparatus as now proposed will involve a further increase of the tolls, and that if the Governments of the Dominion of Canada and of Newfoundland adhere to their recommendation of the present estimate and plans, it will be necessary to reopen the question with the Lords Commissioners of Her Majesty's Treasury.

I am to add, that the observations of the Elder Brethern of the Trinity House upon Governor Hills Despatch and its Enclosures, have in the meantime been invited, and that the substance of the reply of the Corporation, when received, will be communicated to you.

I have, &c., &c., &c.,

(Signed,)

C. CECIL TREVOR.

The Under-Secretary of State,  
Colonial Office,  
&c., &c., &c.

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**Despatches.**

---

*Governor Hill to the Earl of Kimberley.*

---

(COPY.)

No. 59.

GOVERNMENT HOUSE, NFLD.,  
19th July, 1871.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 21, of the 1st June, 1871, respecting the Fog Whistle which it is proposed to erect at Cape Race, Newfoundland, and transmitting copy of a letter from the Board of Trade relating to this subject.

2. With respect to the considerable increase to the expenditure sanctioned by the Treasury, which will be incurred by the adoption of the plans and estimates submitted in my Despatch, No. 23, of the 11th April last, to which the Board call attention, I have the honor to inform your Lordship that the Inspector of Light Houses of this Colony based his estimates of the proposed Fog Whistle upon the plans transmitted to me by the Governor General of Canada, and is of opinion that the Whistle, Buildings, &c., cannot be erected at Cape Race for a less sum than \$7,840.

3. As regards the necessity of reopening the question of the contemplated Fog Whistle with the Lords Commissioners of the Treasury, and of the further increase of tolls which the adoption of the plans and estimates now proposed will involve, my ministers consider it desirable to reopen the question with the Treasury, and are willing to agree to any reasonable increase of tolls which may be necessary to accomplish so useful a work as that at present under consideration.

I have, &c., &c., &c.,

(Signed)

STEPHEN J. HILL.

The Right Hon'ble.

The Earl of KIMBERLEY,

&c., &c., &c.

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**Despatches.**

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*Governor Hill to Lord Lisgar.*

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(COPY.)

No. 77.

GOVERNMENT HOUSE, N FLD.  
21st July, 1871.

MY LORD,—

I have the honor to transmit to your Lordship a copy of a letter which I have addressed to the Earl of Kimberley in reply to a Despatch from the Secretary of State for the Colonies, enclosing a communication from the Board of Trade respecting the erection of a Fog Whistle at Cape Race, Newfoundland.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Honble.,

Lord LISGAR, G. C. B., G. C. M. G.

&c., &c., &c.

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**Despatches.**

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*Lord Lisgar to Governor Hill.*

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(COPY,)

CANADA,  
Cacanna, 19th August, 1871.

SIR,—

With reference to your letter of the 21st July, on the subject of the proposed erection of a Fog Whistle at Cape Race, Newfoundland, a copy of which was duly forwarded to the Privy Council of the Dominion, I have the honor to enclose a copy of a Minute of Council, by which you will perceive that this Government sees no objection to an increase in the rate of toll sufficient to cover the increased estimate of the cost of the erection of the Alarm, and recommends that the construction of it be placed in the hands of the Government of Newfoundland.

I have communicated a copy of this Minute to the Secretary of State for the Colonies.

I have, &c., &c., &c.,

(Signed,)

LISGAR.

His Excellency  
The Governor  
of Newfoundland,  
&c., &c., &c.

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**Despatches.**

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*Copy of a Report of a Committee of the Honourable the Privy Council, dated 11th August, 1871.*

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On a Report, dated 11th August, 1871, from the Honorable the Minister of Marine and Fisheries, stating that he has had under his consideration a copy of a Despatch, dated 1st June last, from the Secretary of State for the Colonies with Enclosures, relative to the erection of Steam Fog Whistle at Cape Race; also, a copy of a Despatch from the Governor of Newfoundland, No. 77, to the Governor General, dated 21st July last, on the same subject, and that it appears by these documents that the estimates, as now submitted by the Government of Newfoundland, considerably exceed the sum of \$4,000, at which he estimated the cost.

The Minister reports that when he stated that the sum of \$4,000 would, in his opinion, be sufficient to construct the Steam Fog Whistle at Cape Race, he contemplated the erection of an ordinary Fog Whistle, similar in size and power to those recently constructed in the Dominion, and which can be furnished at St. John's, N. B., by the manufacturer, who has made those now in existence in Canada at a cost of \$1,900. That when detailed plans and estimates were called for by the Board of Trade, the Engineer who has hitherto prepared the plans and specifications for the Fog Alarms hitherto erected by the Canadian Government, thought it desirable, considering the prominent position of Cape Race, that a Fog Alarm of a more powerful character than any that the Department had yet built should be erected at that point, and prepared the plans accordingly; that in this view the Department concurred, and which will account in some measure for the increased estimate of cost.

The Minister states that he sees no objection to the imposition of a slightly increased rate of toll sufficient to cover the increased estimate of cost, and recommends that the simplest and most speedy way of completing the work, that its construction be placed in the hands of the Government of Newfoundland, as its speedy construc-

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**Despatches.**

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tionis of the greatest importance to the commerce of the North Atlantic.

The Committee submit the above recommendation for your Excellency's approval.

Certified.

(Signed,

WM. M. LEE,

*Clerk, Privy Council, Canada.*

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**Despatches.**

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*Earl of Kimberley to Governor Hill.*

(COPY.)

NEWFOUNDLAND,

No. 48.

DOWNING STREET,

2nd November, 1871.

SIR,—

With reference to your Despatch, No. 59, of 19th July, and to previous Correspondence respecting the proposed erection of a Steam Fog Whistle at Cape Race, I have the honour to transmit to you a copy of a letter from the Board of Trade, with Enclosures, on this subject.

You will observe that the Lords Commissioners of the Treasury consent to the application of the sum of seven thousand eight hundred and forty dollars from the amount of dues in hand on account of Cape Race Light, for the erection of a Steam Fog Whistle at that place, on the condition that the tolls for Cape Race Light be raised to one-twelfth of a penny per ton at as early a date as may be practicable.

It remains, therefore, for you to take such steps as may be necessary to have the Whistle constructed and erected without delay, and you will give timely notice to the Board of Trade of its approaching completion, so that an Order in Council may be obtained for the increased toll to be levied simultaneously with the Fog Whistle coming into operation.

I would invite your particular attention to that part of the Board of Trade letter which relates to the position to be occupied by the apparatus.

The plans which accompanied your Despatch, No. 23, of the 11th of April, are herewith returned.

Despatches.

I have communicated to the Governor General of Canada a copy of the letter from the Board of Treasury, of the 6th October.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.



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**Despatches.**

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*Mr. Trevor to the Under Secretary of State, Colonial Office.*

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(COPY.)

BOARD OF TRADE,  
Harbor Department, Whitehall Gardens, S. W.,  
25th Oct., 1871.

SIR,—

With reference to your letters of the 14th August and the 9th of September last, relative to the proposed erection of a Steam Fog Whistle at Cape Race, Newfoundland, I am directed by the Board of Trade to transmit to you, for the information of the Earl of Kimberley, a copy of a letter which has been received from the Treasury, from which it will be seen that the Lords Commissioners consent to the application of the sum of seven thousand eight hundred and forty dollars from the amount in hand on account of Cape Race Light, for the erection of a Steam Fog Whistle at that place, on condition that the tolls for Cape Race Light be raised to one-twelfth of a penny per ton at as early a date as may be practicable; and I am to suggest, for the consideration of the Secretary of State, that this letter should be communicated to the Governor General of the Dominion of Canada and to the Governor of Newfoundland.

I am further to suggest, for the consideration of the Earl of Kimberley, that the Governor of Newfoundland should be requested to have the Whistle constructed and erected without delay, and particularly that timely notice should be given to this Department of its approaching completion, so that an Order in Council may be obtained for the increased toll to be levied simultaneously with the Fog Signal coming into operation.

I am to take this opportunity of sending, for transmission to the Governor of Newfoundland, copy of a letter from the Corporation of Trinity House, and to suggest that the attention of the Governor may be particularly directed to that portion of the letter which refers to the desirability of placing the apparatus as low down as practicable, care being taken to secure a free range for the sound of the Whistle in all seaward directions.

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**Despatches.**

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A paper recently read before the Institution of Civil Engineers by Mr. Beazely, C. E., may probably be of use in the further consideration of this subject, and I am accordingly to transmit herewith two copies of the paper.

The drawings transmitted in your letter of the 5th May last, are herewith returned.

I am, &c., &c., &c.,

(Signed,)

C. CECIL TREVOR.

The Under-Secretary of State,  
Colonial Office.  
&c., &c., &c.

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**Despatches.**

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*Mr. Lingen to the Secretary to the Board of Trade.*

(COPY,)

TREASURY CHAMBERS,  
6th October, 1871.

SIR,—

The Lords Commissioners of Her Majesty's Treasury have had before them Mr. Malcolm's letter of the 20th ultimo, further with reference to the cost of erecting a Steam Fog Whistle at Cape Race at an increased expense of \$7,840.

Their Lordships desire me to state, for the information of the Lords of the Committee of the Privy Council for Trade, that they regret that a more careful estimate of the cost of this Fog Whistle was not made in 1870, when they sanctioned the advance of the cost of its erection from the balance of Light Dues.

Their Lordships will not, however, withhold their consent to the advance of a total sum of \$7,840 for this service, as recommended in Mr. Malcolm's letter, on condition of the Cape Race Light Tolls being raised to one-twelfth of a penny per ton, from as early a date as may be practicable.

My Lords presume that the annual cost of maintaining the Whistle, namely, £200, remains unaltered.

I am to add, that if the debt due to the Imperial Government could be at once paid off, or its early repayment secured by a first mortgage of the tolls, my Lords would prefer at once to hand over the Light House to the Colonial Government of Newfoundland or Canada, and to leave to such Colonial Government the construction and maintenance of the Fog Whistle.

I have, &c., &c., &c.,

(Signed,)

R. R. W. LINGEN.

The Secretary to the  
Board of Trade,  
&c., &c., &c.

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**Despatches.**

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*Mr. Allen to the Assistant Secretary, Board of Trade.*

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(COPY.)

TRINITY HOUSE, E. C.,  
London, E. C., 5th July, 1871.

SIR,—

In replying to your letter of the 19th May last, No. 2288, upon the subject of a Fog Whistle for Cape Race, Newfoundland, I am directed to express the regret of the Elder Brethren, that owing to pressure of business they have been unable to take up the question earlier.

As regards the question of expense, the Elder Brethren observe that the Board of Trade refer to the Whistle at Partridge Island, and comment upon the apparent disproportionate increase of cost of that now proposed when the relative sizes of the two instruments are considered, but it occurs to the Elder Brethren as possible, that the cost of the buildings at Partridge Island may not have been included in the figures cited, which the Colonial Office can no doubt determine. They observe, also, that in the specification forwarded, there is no provision made for duplicate machinery in case of accidents, as has been done in the case of the trumpets now in use by this Board, by which arrangement the power is given of duplicating the sound should the wind be on shore. The cost of the last Trumpet of Daboll, erected in this country, at St. Catherine's Point, Isle of Wight, combining these advantages, but little exceeded £1250, exclusive of buildings, and Mr. Holmes is now manufacturing a similar apparatus, but of greater power, the cost of which will also not exceed that amount. As respects the question of construction in this country, the Elder Brethren are advised by Mr. Douglas that there will not be any great economy in having it made here, considering that the patterns are probably already prepared in America.

With regard to the efficiency of the Steam Whistle as a Fog Signal, I am to state that the Elder Brethren have no information on the subject further than that derivable from Admiralty Reports, and from a trial made by them at Dungeness, in 1865, with regard to

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**Despatches.**

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which I am to forward extracts from Reports of a Committee before whom the trial was made, wherein it will be seen that the Fog Whistle did *not* commend itself to them. In their own practice they prefer, when a constant succession of sound must be maintained, to use air trumpets, but they believe that when quarter hour intervals are sufficient, nothing can compete with guns.

With regard to the proposed plan for Cape Race, I am to call the attention of the Board to what the Elder Brethren believe to be a fatal defect, viz., the great elevation at which the Whistle will be placed. There is no doubt that every effort should be made to facilitate the transit of the waves of sound laterally on the surface of the sea, and therefore to place the signal at such a height at Cape Race, (180 feet), would, to a great extent, take away its usefulness. Some spot should be chosen just above the reach of the highest waves, and particular attention paid to obtaining such a back ground of Rock as would serve as a natural reflector. At the recently erected Light House at Santer Point such an arrangement has been carried out, the engines and dwellings being on the Light House premises, while the Signal House is near to the edge of a low cliff, an iron pipe being laid underground to convey the compressed air to the Trumpet. Again, although the Light House dwellings at St. Catherine's are not more than 120 feet above the high water, the Fog Horn House has been erected at a lower elevation.

The Enclosures forwarded with your letter are herewith returned.

I am, &c., &c., &c.,

(Signed,)

ROBIN ALLEN.

The Assistant Secretary,  
Harbor Department,  
Board of Trade,  
&c., &c., &c.

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**Despatches.**

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(COPY.)

*Extracts from Committee Reports. Steam Whistle at Dungeness.*

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13th May, 1865.—As arranged previously we had an exhibition of the Whistle, Trumpet and Bell. The day was calm, and we walked to different positions on the beach at quarter of a mile distant. The Whistle, with 40 lbs. steam, in sound resembles the lowing of a cow. I was much disappointed to find the noise so weak. The Bell was quite equal to it in strength of sound; the horn excellent, with a good shrill note, the echo continuing for 15 seconds after the blow, with 15 lbs. pressure.

18th May, 1865.—Moved out to the Southward abreast of the Light House, and heard the signals at different distances, from three quarters of a mile to five miles. The Bell, Whistle, Gun and Horn, were all good, and heard distinctly 5 miles off, but the Committee were unanimously of opinion that Dabolls Horn was the loudest, most distinctive in its character, and the most efficient. We thought it quite possible that the sound of the Horn might have been heard seven miles off, or two miles further.

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**Despatches.**

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*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 89.

GOVERNMENT HOUSE,  
Newfoundland,  
6th Dec., 1871.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 48, of the 2nd November, transmitting copy of a letter from the Board of Trade, enclosing copy of a communication from the Treasury, (6th October,) by which it appears that the Lords Commissioners consent to the application of (\$7,840) seven thousand eight hundred and forty dollars from the amount of dues in hand on account of Cape Race Light, for the erection of a Steam Fog Whistle at that place, on condition that the tolls for Cape Race Light be raised to one-twelfth of a penny per ton at as early a date as may be practicable.

2. The Government of Newfoundland have given instructions to the Inspector of Light Houses to take such steps as may be necessary to have the Whistle constructed and erected without delay, and I will give timely notice to the Board of Trade of its approaching completion, so that an Order in Council may be obtained for the increased toll to be levied simultaneously with the Fog Signal coming into operation. It will not, however, be possible to land the requisite machinery at Cape Race before June or July next, owing to the severe weather experienced there during the winter and spring months, and owing to the impossibility of conveying the apparatus to that place from St. John's by any other route than by sea. The attention of the Inspector has been directed to that part of the Board of Trade letter which relates to the position to be occupied by the Fog Signal.

3. I beg respectfully to invite your Lordship's attention to that portion of the Board of Trade Letter, (25th October, 1871), which refers to the paper recently read before the Institution of Civil En-

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**Despatches.**

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gineers by Mr. Beazely, C. E., and to suggest that a few copies thereof be forwarded to me for the information of the Colonial Inspector of Light Houses, a copy of whose letter with reference to the contemplated Fog Whistle, I have the honor to transmit herewith to your Lordship, and to state that his suggestions with reference to the necessity of ordering immediately the machinery for the proposed Fog Signal will be carried out.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Honble.

The Earl of KIMBERLEY,

&c., &c., &c.



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**Despatches.**


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*Mr. Nevill to the Colonial Secretary.*

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(COPY.)

BOARD OF WORKS OFFICE,  
St. John's, Newfoundland,  
5th December, 1871.

SIR,—

I have the honor to acknowledge the receipt of a communication and enclosures relative to the erection of a Fog Whistle and Houses at Cape Race.

Orders should be forwarded immediately to the makers in St. John, New Brunswick, to have the machinery prepared ready for shipment early in the coming spring

Probably no work can be done at Cape Race earlier than May next, but the plans and specifications of the Whistle, House, Coal Shed, and Keeper's Dwelling, must be prepared and every arrangement made, so as to use the earliest opportunity the season affords for commencing the work.

I notice the instructions relative to selecting a locality for the Whistle with a reverberating back of rock, and will be guided accordingly.

It would be very desirable to have a copy of the pamphlet of Mr. Beazely, C. E., to which reference is made in the correspondence.

I have, &c., &c., &c.,

(Signed,)

J. T. NEVILL,

*Inspector of Light Houses and  
Public Buildings.*

The Honble.  
The COLONIAL SECRETARY,  
&c., &c., &c.

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**Despatches.**

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*Governor Hill to Lord Lisgar.*

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(COPY.)

No. 102.

GOVERNMENT HOUSE,  
Newfoundland,  
6th Dec., 1870.

MY LORD—

With reference to your Lordship's Despatch of the 19th August last, on the subject of the proposed erection of a Steam Fog Whistle at Cape Race, I have the honor to transmit to your Lordship a copy of a Despatch which I have received from the Secretary of State for the Colonies, respecting the contemplated Fog Signal, and enclosing copy of a letter from the Treasury, by which it appears that the Lords Commissioners consent to the application of the sum of (\$7,840) seven thousand eight hundred and forty dollars from the amount of dues in hand on account of Cape Race Light, for the erection of a Steam Fog Whistle at that place, on condition that the tolls for Cape Race Light be raised, as suggested by the Governments of the Dominion and of Newfoundland, to one-twelfth of a penny per ton at as early a date as may be practicable.

Instructions have been given to the Inspector of Light Houses of this colony to take such steps as may be necessary to have the Whistle constructed and erected without delay. It will not, however, be possible to land the requisite machinery at Cape Race before June or July next, owing to the severe weather experienced there during the months of winter and spring, and owing to the impossibility of conveying the apparatus to that place from St. John's by any other route than by sea. The attention of the Inspector has been directed to the Board of Trade letter which relates to the position to be occupied by the Fog Whistle.

I transmit herewith copy of the correspondence referred to in the Secretary of State's Despatch, except the letter from the Board of

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**Despatches.**

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Treasury, 6th October, which communication appears by the Earl of Kimberley's Despatch, 2nd November, to have been already forwarded to your Lordship. Copy of Inspector Nevill's report respecting the proposed Fog Whistle is also enclosed.

I have, &c., &c., &c.

(Signed,)

STEPHEN J. HILL.

The Right Honorable  
Lord LISGAR, G. C. B., G. C. M. G.,  
&c., &c., &c.

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**Despatches.**

---

*Lord Lisgar to Governor Hill.*

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(COPY.)

CANADA, GOVERNMENT HOUSE,  
Ottawa, 22nd Dec., 1871.

SIR,—

I have the honor to acknowledge the receipt of your Despatch, No. 102, of 6th December, 1871, forwarding copies of certain correspondence with reference to the erection of the Steam Fog Whistle at Cape Race.

2. I have duly forwarded the papers to the Privy Council of the Dominion for consideration.

I am, &c., &c., &c.,

(Signed,)

LISGAR.

His Excellency  
Governor HILL, C.B.,  
&c., &c., &c.

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**Despatches.**

---

*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 12.

GOVERNMENT HOUSE,  
Newfoundland, 3rd February, 1872.

MY LORD,—

With reference to your Lordship's Despatch, No. 48, of the 2nd November last, to my reply thereto, No. 89, of the 6th December, and to previous correspondence respecting the Steam Fog Whistle which it is proposed to erect at Cape Race, Newfoundland, I have the honor to transmit to your Lordship a copy of a letter from the Colonial Inspector of Light Houses, and a copy of a letter addressed to him by Mr. Smith, of St. John, N. B., in which it is stated, in connection with the machinery for the Fog Whistle, that recent experiments have proved that a ten inch whistle gives the most powerful blast and can be heard at the greatest distance with the pressure of steam intended to be used. I have therefore respectfully to request that your Lordship will be pleased to ascertain if the Board of Trade have any objection to the change, as proposed by Mr. Smith, being made in the original plans of the contemplated Fog Whistle.

I am, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Honble.

The Earl of KIMBERLEY,

&c., &c., &c.

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**Despatches.**

---

*Mr. Nevill to the Colonial Secretary.*

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BOARD OF WORKS OFFICE,  
22nd January, 1872.

SIR,—

I beg to enclose herewith a communication I have received from Mr. W. M. Smith, of St. John, N. B., in reply to my letter to him ordering the Steam Fog Whistle and machinery for Cape Race.

You will observe that Mr. Smith proposes a change in the size of the Whistle from 12 to 10 inches diameter, on the ground of greater efficiency. I suppose this change cannot be made without submitting the matter to the Colonial Office, Board of Trade, and Trinity Board.

If you wish me to communicate with Mr. Smith as to contracts, securities and payments, I shall be glad to receive your instructions.

I have, &c., &c., &c..

(Signed,)

J. T. NEVILL.

The Honble.

The COLONIAL SECRETARY,  
&c., &c., &c.

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**Despatches.**

---

*Mr. Smith to Mr. Nevill.*

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(COPY.)

STEAM BOAT INSPECTOR'S OFFICE,  
St. John, N. B., 3rd Jan, 1872.

SIR,—

I have to acknowledge the receipt of your letter of the 23rd December last, with copies of letters from the Honorable the Colonial Secretary and Secretary of the Colonies to Governor Hill, directing me to proceed with the construction of the Steam Fog Alarm for Cape Race, Newfoundland, as per estimate in my communication of 31st January last, addressed to William Smith, Esq., Deputy of the Minister of Marine and Fisheries, Ottawa, amounting to \$3,600, and according to drawings and specifications forwarded by us.

I beg to inform you that I require arrangements made that I can draw, (as is customary here,) for two thirds of the cost of Alarm during construction and the balance on delivery; security will be furnished for the performance of the work according to specifications and drawings already mentioned, the only alteration being in the size of the Whistle, which I propose to alter to ten instead of twelve inches diameter, as since I made the specifications for the Cape Race Alarm it has been proved by experiment that a ten inch Whistle gives the most powerful blast, and can be heard at the greatest distance with the pressure of steam intended to be used.

A test and trial with steam is customary before delivery, that all may be satisfactory, and it is necessary that the person to be entrusted with the superintendence of the Alarm when in operation at Cape Race, be present at the test and trial here, that he may become acquainted with the construction, manner of adjusting and operating, and take delivery when completed.

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**Despatches.**

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A supply of 1,200 gallons of fresh water is required to feed the boiler for 24 hours when the Alarm is in operation. I usually build a large tank under the house that contains the Alarm, and collect water from a well or small spring; any information required I can furnish, as I have the experience of superintending the construction, placing and putting in operation of eight Steam Fog Alarms, now in use in the Dominion of Canada.

I am, &c., &c., &c.,

(Signed,)

W. M. SMITH.

P. S.—The Alarm can be completed and ready for delivery at St. John, N.B., on or before the 1st June, 1872.

(Signed,)

W. M. SMITH.

To J. T. NEVILL, Esq.,  
*Inspector of Light Houses,*  
St. John's, Newfoundland.



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**Despatches.**

---

*Governor Hill to Lord Lisgar.*

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(COPY.)

No. 18.

GOVERNMENT HOUSE,  
Newfoundland,  
3rd Feb., 1872.

MY LORD—

With reference to your Lordship's Despatch of the 22nd December last, in reply to my Letter No. 102, of the 6th December, and to previous correspondence respecting the proposed erection of a Steam Fog Whistle at Cape Race, I have the honor to transmit to Your Lordship, herewith, copy of a Despatch which I have addressed to the Secretary of State for the Colonies, and of its Enclosures, with reference to a change in the diameter of the Whistle in question, from twelve to ten inches. This alteration in the original plans has been suggested by Mr. Smith, on the ground of greater efficiency in the apparatus.

2. I shall be glad to receive from your Lordship information as to the views of the Government of the Dominion on this point.

I have, &c., &c., &c.

(Signed,)

STEPHEN J. HILL.

The Right Honorable

Lord LISGAR, G. C. B., G. C. M. G.,

&c., &c., &c.

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**Despatches.**


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**DESPATCHES AND CORRESPONDENCE RELATIVE TO  
THE WASHINGTON TREATY.**


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*The Earl of Kimberley to Governor Hill.*

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[COPY.]

NEWFOUNDLAND.

No. 28.

DOWNING STREET, }  
17th June, 1871. }

SIR,—

I have the honor to enclose, herewith, copies of the Treaty signed at Washington on May 8th by the Joint High Commissioners, which has been ratified by Her Majesty and by the President of the United States, of the Instructions to Her Majesty's High Commissioners and Protocols of the Conferences held by the Commission, of two notes which have passed between Sir E. Thornton and Mr. Fish, and of a Despatch of same date, herewith, which I have addressed to the Governor General of Canada, stating the views of Her Majesty's Government on these important documents.

With reference to that part of my Despatch to Lord Lisgar, which bears upon the proposed arrangement for the immediate provisional admission of the United States fishermen to the Colonial Fisheries, I have to observe, that Her Majesty's Government are aware that under this Treaty, as under the convention of 1854, Newfoundland is placed in a somewhat different position to that of the other Colonies interested, but they would strongly urge upon the Government of Newfoundland that it is most desirable for the general interest of the Empire, that the same course should be pursued as in 1854, and that the application made by the United States Government should be acceded to by Newfoundland, so that American fishermen may be at once allowed, during the present season, the provisional use of the privileges granted to them by the Treaty.

I have, &c., &c., &c.,

(Signed)

**KIMBERLEY.**

Governor HILL, C.B.,  
&c., &c., &c.

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**Despatches.**


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*Mr. Hammond to the Under Secretary of State, Colonial Office.*

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(COPY.)

No. 155.

FOREIGN OFFICE, }  
26th May, 1871. }

SIR,—

I am directed by Earl Granville to transmit to you, for the information of the Earl of Kimberley, a copy of a Despatch from Sir E. Thornton, enclosing copies of his correspondence with Mr. Fish, relative to the immediate application of the stipulations of Fishery Treaty pending its ratification.

I am, &c., &c., &c.,

(Signed,)

E. HAMMOND.

The Under Secretary of State,  
Colonial Office,  
&c., &c., &c.

## Despatches.

*Sir E. Thornton to Earl Granville.*

{Copy.}

No. 155.

WASHINGTON,  
May 12th. 1871. }

MY LORD—

With reference to my Despatches, Nos. 146 and 147, of the 8th instant, I have the honor to enclose copy of a note addressed to me by Mr. Fish, expressing the hope entertained by the Government of the United States, that Her Majesty's Government will urge the Government of the Dominion of Canada, of Prince Edward's Island and Newfoundland, to consent that American fishermen should be allowed to fish in the waters of the above Colonies during the coming season.

Your Lordship will observe, that at the beginning of the 2nd paragraph of the draft of the note which I forwarded in my Despatch, No. 146, the following words have been added:—"The Government of the United States would be prepared, at the same time, to admit British subjects to the right of fishing in the waters of the United States, specified in the Treaty:" "but, \* \* \* \* \*

I also enclose a copy of my answer to Mr. Fish, and hope your Lordship will find that this note, with the addition above mentioned, and my answer, are in accordance with the terms of your Lordship's telegram of 9th instant, transmitted through Earl de Grey.

His Lordship has seen both the enclosed notes and approves of their contents.

I have, &c., &c., &c.,

(Signed,) EDWARD THORNTON.

The Earl GRANVILLE, K.G.,

&c., &c., &c.

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**Despatches.**

*Mr. Fish to Sir E. Thornton.*

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[COPY.]

DEPARTMENT OF STATE,  
Washington,  
May 8th, 1871. }

SIR,—

As several Articles of the Treaty, which has been signed this day, relating to the admission of citizens of the United States to fish within the Territorial waters of Her Britannic Majesty, on the coasts of Canada, Prince Edward's Island and Newfoundland, cannot come into full operation until the legislation contemplated in that instrument shall have taken place, and as it seems to be in accordance with the interests of both Governments in furtherance of the objects and spirit of the Treaty, that the citizens of the United States should have the enjoyment of that liberty during the present season. I am directed by the President to express to you his hope that Her Majesty's Government will be prepared, in the event of the ratification of the Treaty, to make on their own behalf, and to urge the Governments of the Dominion of Canada, of Prince Edward's Island, and of Newfoundland, to make for the season referred to within their respective jurisdictions, such relaxations and regulations as it may respectfully be in their power to adopt, with a view to the admission of American fishermen to the liberty which it is proposed to secure to them by the Treaty. The Government of the United States would be prepared, at the same time, to admit British subjects to the right of fishing in the waters of the United States, specified in the Treaty; but as the admission in the United States free of duty, of any articles which are by law subject to duty cannot be allowed without the sanction of Congress, the President will, in case the above suggestion meets with the views of the British Government, recommend and urge upon Congress, at their next Session, that any duties which may have been collected on and after the First day of July next, on fish oil, and fish (except fish of the Inland lakes, and of the rivers falling into the same, and except fish pressed in oil) the produce of the fisheries of

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**Despatches.**

the Dominion of Canada and of Prince Edward's Island, shall be returned and refunded to the parties paying the same, if a similar arrangement is made with respect to the admission into the British Possessions of fish oil, and fish (with the like exception), being the produce of the Fisheries of the United States.

I have, &c., &c., &c.

(Signed,)

HAMILTON FISH.

Sir E. THORNTON, K.C.B.,

&c., &c., &c.

### Despatches.

*Sir E. Thornton to Mr. Fish.*

[COPY.]

WASHINGTON,  
9th May, 1871. }

SIR,—

I have the honor to acknowledge the receipt of your note of yesterday's date, and to inform you in reply, that I have been authorized by Earl Granville, to state, that in the event of the ratification of the Treaty signed yesterday, Her Majesty's Government will be prepared to recommend to the Governments of the Dominion of Canada, of Prince Edward's Island and of Newfoundland, that the provisional arrangement proposed in your note above-mentioned, with regard to the right of fishing by United States citizens, on the coasts of those British possessions, and by British subjects in the waters of the United States, described in Article XIX of the Treaty, shall take effect during the coming season, on the understanding that the ultimate decision of this question must rest with the above-mentioned Colonial Governments, who would be asked to grant the immediate and certain right of fishing within the territorial waters of those Colonies, whilst the return of the Import duties on fish from the 1st of July next, promised by the United States, is prospective and contingent on the action of Congress.

I have, &c., &c., &c.,

(Signed,) EDWARD THORNTON.

The Hon'ble HAMILTON FISH.

&c., &c., &c.

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**Despatches.**

---

*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND.

No. 30.

DOWNING STREET,  
28th June., 1871.

SIR,—

With reference to my Despatch of the 17th June, No. 28, forwarding to you a copy of the Treaty recently concluded at Washington with the Government of the United States, I have the honor to transmit for your information and for that of your Government, copies of the correspondence noted in the margin, between the Admiralty and this Department, respecting the suspension of Instructions to British Naval Officers employed in the protection of the North American fisheries.

I have, &c., &c., &c.,

(Signed)

KIMBERLEY.

Governor HILL, C. B.,

&c., &c., &c.



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**Despatches.**


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*Mr. Walley to the Under Secretary of State, Colonial Office.*

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(COPY.)

M.

ADMIRALTY,  
12th May, 1871. }

SIR,—

I am commanded by my Lords Commissioners of the Admiralty to transmit, herewith, copy of a letter from Vice-Admiral Fanshawe, the Commander-in-Chief on the North American station, dated the 21st April, No. 165, reporting the names and disposition of the Vessels proposed to be employed for the protection of the Canadian Fisheries during the approaching Fishing Season, and the Instructions he proposes to issue for the guidance of Officers employed on this service.

2.—In laying the same before the Earl of Kimberley, my Lords desire me to request you will move his Lordship to inform them what orders should be given for the guidance of Officers employed in protecting these Fisheries.

3.—My Lords presume that the Instructions must be suspended until the action of the United States Government as regards the signature of the Treaty is known.

I have, &c., &c., &c.,

(Signed,) THOS. WALLEY.

To the Under Secretary of State  
for the Colonies.

P. S.—A similar letter has been addressed to the Foreign Office.

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**Despatches.**


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*Admiral Fanshawe to the Secretary to the Admiralty.*

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[COPY.]

PROTECTION OF THE CANADIAN FISHERIES.

No. 165.

*Royal Alfred, Bermuda, }  
21st April, 1871. }*

SIR,—

As the Fishing season on the coast of Canada is now approaching, I have to report, for the information of the Lords Commissioners of the Admiralty, that I am about to adopt similar measures to those taken by my predecessor last year for the protection of the Fisheries, and enclose List shewing the Vessels that will probably be employed and their respective stations.

2.—The only addition to the Instructions to the Officers in command proceeding on this service, will be with reference to their Lordships letter, No. 20, M., of the 15th October, 1870, which will run as follows,—“The transhipment of Fish and obtaining supplies by American fishery Vessels cannot be regarded as a substantial invasion of British rights, and these Vessels are therefore not to be prevented from entering British Bays for such purposes.”

3.—Referring to your letter, No. 302, L.M.M., of the 2nd July, 1870, I request their Lordships instructions whether I am to issue authority to the Colonial cruisers employed under the Government of the Dominion of Canada, to wear a blue Ensign and Pendant during the present season.

I have, &c., &c., &c.,

(Signed,)

E. G. FANSHAWE,

*Vice-Admiral.*

The Secretary of the Admiralty.

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**Despatches.**


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(COPY.)

*Proposed Disposition of the Squadron on the Fisheries.*

Stations I and II.	Station III.	Stations IV and V.	Station VI.
Bay of Fundy.	E. coast of C. Breton.	W. coast of Cape Breton to N. coast of P. E. Island.	N. coast of New Brunswick.
"Fly."	"Philomel."	"Niobe."  "Minstrel."	"Racoon."  "Cherub."

On the French Fisheries of Newfoundland the two following ships will probably be employed, "Danæ" and "Lapwing."

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**Despatches.**

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*The Under Secretary of State to the Secretary to the Admiralty.*

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[COPY.]

DOWNING STREET,  
26th May, 1871.

SIR,—

I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 12th instant, respecting the instructions to be issued to the Imperial Officers employed in the protection of the North American Fisheries during the approaching Fishery season.

Lord Kimberley desires me to state, that after communicating with the Secretary of State for Foreign Affairs on the subject, he concurs with the Lords Commissioners of the Admiralty in thinking that these instructions should be suspended until the action of the United States Government as regards the Treaty which has been recently signed at Washington is known.

(Signed,)

The Secretary to the Admiralty.

\* \* \* This Despatch has been copied as received from Colonial Office.

Government House, Newfoundland,  
19th February, 1872.

HENRY SHEA,  
Captain R. A., A. D. C. and P. S.

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**Despatches.**

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*Mr. Walley to the Under Secretary of State, Colonial Office.*

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(COPY.)

**M.**

ADMIRALTY, }  
1st June, 1871. }

SIR,—

I am commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 27th ultimo, enclosing copies of a correspondence in regard to the Instructions for the approaching season, proposed to be issued to the Officers of ships of the Dominion of Canada engaged in the protection of the Canadian Fisheries; and to request you will inform the Secretary of State for the Colonies, that in accordance with the views of the Secretary of State for Foreign Affairs, in which the Earl of Kimberley concurs, as stated in your letter of the 24th ultimo, their Lordships will not at present issue any instructions to the Naval Commander-in-Chief on the North American station on this subject.

I am, &c., &c., &c.,

(Signed,) THOS. WALLEY.

The Under Secretary of State  
for the Colonies.

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**Despatches.**

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*Mr. Lushington to the Under Secretary of State.*

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(COPY.)

ADMIRALTY,  
6th June, 1871.

SIR,—

With reference to my letter of the 12th ultimo, and your reply of the 24th ultimo, in regard to the suspension of the Instructions relative to the protection of Canadian Fisheries until the Treaty of Washington is ratified, I am commanded by my Lords Commissioners of the Admiralty to transmit, herewith, for the information of the Secretary of State for the Colonies, copy of a letter from Vice-Admiral Fanshawe, and its enclosures, dated the 18th ultimo, No. 213, reporting that he has enjoined special caution to the Officers engaged in protecting Canadian Fisheries not to interfere with American Vessels unless found in flagrant violations of the Fishery Laws.

2.—My Lords also desire me to request you will state to the Earl of Kimberley that a telegram has been received from Vice-Admiral Fanshawe, requesting to be informed whether the Instructions, as amended, shall be withdrawn.

3.—My Lords will be glad to be informed whether Lord Kimberley is of opinion that no captures of offending Vessels should be effected under any circumstances, and what course generally should be adopted in order that Instructions may be conveyed to the Vice-Admiral accordingly.

4.—I am to add that a similar communication has been addressed to the Foreign Office.

I am, &c., &c., &c.,

(Signed,)

VERNON LUSHINGTON.

The Under Secretary of State  
for the Colonies.

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**Despatches.**


---

*Admiral Fanshawe to the Secretary to the Admiralty.*

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(COPY.)

**PROTECTION OF THE CANADIAN FISHERIES.**

*Royal Alfred, Bermuda, }  
18th May, 1871. }*

SIR,—

Referring to my letter of the 21st ultimo, No. 165, relative to the protection to be afforded by Her Majesty's Ships to the Canadian Fisheries during the present season, a copy of which was forwarded to Her Majesty's Minister at Washington, I beg to report, for the information of the Lords Commissioners of the Admiralty, that I have just received a letter from Sir Edward Thornton, in which he informs me that a Treaty was signed at Washington on the 8th May, containing certain stipulations respecting the Fisheries, altho' that Treaty requires ratification, His Excellency recommends that in the meantime American Fishing Vessels should not be captured unless found in flagrant and open violation of the Fishery Laws and Regulations. I have in consequence added a rider to that effect (copies enclosed) to the orders of all Ships about to proceed to the Fisheries frequented by Americans, and have informed the Minister and the Governor General of Canada accordingly.

I have, &c., &c., &c.,

(Signed,)

E. G. FANSHAWE,

*Vice-Admiral.*

The Secretary to the Admiralty.

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**Despatches.**

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(COPY.)

**RIDER INSERTED IN THE INSTRUCTIONS FOR THE  
PROTECTION OF THE FISHERIES, 1871.**

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As the adjustment of all questions relating to the Fisheries is now under consideration by the Governments of England and the United States, you are to be very careful in the meantime not to capture fishing vessels under American colors, unless found in flagrant and open violation of the Fishery Laws and Regulations.

(Signed,)

E. G. FANSHAWE,

*Vice-Admiral.*

*Royal Alfred, Bermuda,  
18th May, 1871.*



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**Despatches.**

---

*The Earl of Kimberley to Governor Hill.*

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[COPY.]

NEWFOUNDLAND.

No. 32.

DOWNING STREET,  
6th July, 1871.

SIR,—

With reference to my Despatch, No. 30, of the 28th June, enclosing copies of a correspondence with the Board of Admiralty respecting the instructions to the officers in command of Her Majesty's Ships engaged in the protection of the North American Fisheries, I have the honor to transmit to you, for your information, a copy of a Despatch received through the Admiralty from Vice-Admiral Fanshawe, respecting the orders given by him on that subject.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

---

*Vice Admiral Fanshawe to the Secretary to the Admiralty.*

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(COPY.)

**PROTECTION OF CANADIAN FISHERIES.**

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No. 256.

*Royal Alfred, Halifax,  
13th June, 1871.*

SIR,—

I have the honor to acknowledge the receipt of two telegrams from the Lords Commissioners of the Admiralty, received at Halifax on the 10th and 12th instant respectively, on the subject of the Canadian Fisheries.

2.—The following directions have in consequence been given to the Commanding Officers of H. M. Ships employed on Canadian Fishery Service, and the Governor General of Canada, and the Minister at Washington, have been notified accordingly:—

I.—The Instructions for the protection of the Fisheries, 1871, are suspended, except that the limits of the cruising stations will remain the same as those prescribed in Appendix B of the Fishery Instructions, and that Articles 4, 5, and 8, and the first and third paragraphs of Article 9, will still be acted upon.

II.—Her Majesty's Ships will in future abstain from certain measures for enforcing the Fishery Laws, but they are instructed to assist the local authorities to preserve order amongst the Fishermen, and to protect the Colonial Revenue Vessels from interference from any armed force.

III.—Commanding Officers are enjoined to be careful in rendering assistance to the local authorities above alluded to, to act under requisitions from a Magistrate, or other properly constituted civil authority, in order that any steps they may take may be in strict conformity with the Colonial Laws.

### Despatches.

IV.—In the protection of the Colonial Revenue Vessels from interference by any armed force, Commanding Officers are ordered to take such immediate steps as the occasion may, in their judgment, require.

V.—Finally, they are directed to consult with the principal civil authorities on their respective stations, with a view to regulating their movements as the command may deem most conducive to the effectual carrying out of these instructions.

3.—The following ships are now upon the respective stations, charged with the conduct of these duties, as modified by the present instructions:—

Nos. I and II.—Bay of Fundy, *Fly*.

No. III.—East coast of Cape Breton, *Philomel*.

No. IV.—West do. do. do.

No. V.—North coast of P. E. Island, *Niobe*.

No. VI.—Do. do. New Brunswick, *Raccoon*.

*Minstrel* to follow; and the coast of Newfoundland, *Danæ*, *Lapwing* to follow.

I have, &c., &c., &c.,

(Signed,)

E. G. FANSHAWE,

*Vice-Admiral.*

The SECRETARY to the Admiralty.

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**Despatches.**

---

*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 55.

GOVERNMENT HOUSE,  
Newfoundland,  
14th July, 1871.

MY LORD—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 28, of the 17th June, enclosing copies of the Treaty signed at Washington on the 8th May, by the Joint High Commissioners, which has been ratified by Her Majesty and by the President of the United States, of the instructions to Her Majesty's Commissioners and protocols of the conference held by the Commissioners, of two notes which have passed between Sir E. Thornton and Mr. Fish, and of a Despatch of 17th June, which your Lordship has addressed to the Governor General of Canada, stating the views of Her Majesty's Government on these important documents.

2.—I observe in the copy now before me of the Despatch from Mr. Secretary Fish, 8th May, 1871, to Sir E. Thornton, an omission which bears materially upon the peculiar interests of this Colony respecting the immediate acquiescence of the Government of Newfoundland in the opinions of Her Majesty's Government as regards the prompt admission of American fishermen to the provisional use—as far as this Island is concerned—of the privileges granted to them by the Treaty.

3.—Respecting the immediate admission of American fishermen into British waters, Mr. Fish writes,—“As several articles of the Treaty, which has been signed this day, relating to the admission of citizens of the United States to fish within the territorial waters of Her Britannic Majesty on the coasts of Canada, Prince Edward's Island and Newfoundland, cannot come into full operation until the legislation contemplated in that instrument shall have taken place.”

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### Despatches.

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“ \* \* \* And again, in writing of the restoration to British subjects of certain duties by Congress, Mr. Fish observes, that any duties which may have been collected on and after the first July next on fish, oil and fish (except fish of the Inland Lakes and of the Rivers falling into the same, and except fish preserved in oil,) the produce of the fisheries of the Dominion of Canada and Prince Edward’s Island, shall be returned and refunded to the parties paying the same, if a similar arrangement is made with respect to the admission into British possessions of fish, oil and fish (with the like exceptions,) being the produce of the fisheries of the United States.” The word Newfoundland, indicated in the first extract from Mr. Fish’s despatch, is excluded from the latter, and if intentional, the omission in question may act detrimentally towards the future acceptance of the terms of the Treaty by the Colonial Legislature.

4.—My Ministers, however, to whom I have communicated the whole of the important documents respecting the Washington Treaty, are willing to consider this omission as unintentional, and although anxious to obtain information on this point, have resolved to comply with the wishes of Her Majesty’s Government as regards the admission, during the present season, of citizens of the United States to the provisional use of the privileges granted to them by the Treaty, so far as lies within the jurisdiction of the Government of Newfoundland to bestow.

5.—There is another point in reference to the correspondence relative to the Treaty, to which my advisers invite your Lordship’s attention. The copy of Sir E. Thornton’s reply (9th May, 1871,) to Mr. Fish contains, in connection with the re-payment of certain duties by Congress, the following words,—“The above mentioned Colonial Governments, who would be asked to grant the immediate and certain right of fishing within the territorial waters of those Colonies, whilst the return of the import duties on fish from the 1st July next, promised by the United States, is prospective and contingent on the action of Congress.” The words—“on fish oil,” following the words “that any duties which may have been collected on and after the 1st day of July next,” in Mr. Fish’s note to Sir E. Thornton, are in the reply thereto (from which the extract is taken,) omitted. The Executive Council beg to be advised on this head.

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**Despatches.**

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6.—I beg to transmit to your Lordship copy of a Minute of Council signifying assent on the part of the Government of Newfoundland, to the request contained in your Lordship's Despatch, No. 28, of 17th June, respecting the Treaty of Washington.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble  
The Earl of KIMBERLEY,  
&c., &c., &c.

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**Despatches.**


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*Governor Hill to the Earl of Kimberley.*

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[COPY.]

No. 51.

GOVERNMENT HOUSE,  
Newfoundland,  
4th July, 1871

MY LORD,—

I have the honor to inform your Lordship that on the 1st instant I sent a telegram to your Lordship, as follows, viz.:-

“In reference to terms of Washington Treaty, it is understood that fish oil includes seal oil. Explanation will oblige this Government.”

And on the 3rd instant received the following reply, viz.:-

“I am of opinion that fish oil does not include seal oil.”

“EARL KIMBERLEY.”

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble  
The Earl of KIMBERLEY,  
&c., &c., &c.

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**Despatches.**

---

*Governor Hill to the Earl of Kimberley.*

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(COPY.)

GOVERNMENT HOUSE,  
Newfoundland,  
17th July, 1871.

MY LORD—

1.—As the Legislation contemplated in the Treaty of Washington does not, in your Lordship's opinion, (received by telegram on the 3rd instant) embrace the consideration of seal oil under the head of fish oil, as an article to be admitted free of duty from the ports of the British North American Possessions by the American Government into the ports of the United States, I have the honor to forward to your Lordship herewith, copy of a Minute of Council, which invites the attention of Her Majesty's Government to the seal fishery in relation to Newfoundland, alludes to the possible consequences which might ensue from the prosecution of this fishery hereafter as a right by citizens of the United States, and respectfully suggests the expediency of conceding to America the right of taking seals in the territorial waters of Newfoundland and of making outfit in the ports thereof, on condition that the United States Government admits the produce of the seals of this Colony into their ports duty free.

—Should your Lordship consider the present moment a favourable opportunity to bring the points raised in this Despatch under the notice of the American authorities, the favourable consideration of the subjects in question by the Government of the United States would greatly facilitate the acceptance of the Treaty of Washington by the Colonial Legislature, when that important instrument is referred by my advisers to the Assembly in February next.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble  
The Earl of KIMBERLEY,  
&c., &c., &c.



## Despatches.

*The Earl of Kimberley to Governor Hill.*

(COPY.)

NEWFOUNDLAND.

No. 38.

DOWNING STREET,  
3rd Sept., 1871.

SIR,—

I have the honor to acknowledge the receipt of your Despatch, No. 55, of the 14th July, communicating to me the consent of your Government to the provisional admission of United States fishermen, during the present season, to the privileges granted by the Treaty of Washington, so far as concerns the Colony under your Government.

Her Majesty's Government have learned with much satisfaction that the Newfoundland Government have so willingly acceded to their wishes in this respect.

I have drawn Lord Granville's attention to the two questions raised in your Despatch on the correspondence which passed on this subject between Sir Edward Thornton and Mr. Fish.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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[COPY.]

NEWFOUNLAND,  
No. 39.

DOWNING STREET,  
5th September, 1871.

SIR,—

With reference to my Despatch, No. 38, of the 3rd instant, in answer to yours of the 14th July, relating to the Treaty of Washington and to the fisheries, I have the honor to transmit to you, for your information and guidance, a copy of a letter from the Foreign Office on the subject of your Despatch, and relating also to a question raised in a Despatch received from the Lieutenant Governor of Prince Edward's Island.

I have, &c., &c., &c.,

(Signed,)

**KIMBERLEY.**

Governor HILL, C. B.,  
&c., &c., &c.

## Despatches.

*Mr. Russell to the Under Secretary of State, Colonial Office.*

(COPY.)

FOREIGN OFFICE,  
31st August, 1871.

SIR,—

I have laid before Earl Granville your letter of the 21st instant, enclosing copies of correspondence with the Governor of Newfoundland and the Lieutenant Governor of Prince Edward's Island respecting the provisional admission of American fishermen to the inshore fisheries of those Islands, and I have in reply to request that you will state to the Earl of Kimberley that Lord Granville has no doubt that the Government of Newfoundland is right in assuming that the omission of the mention of Newfoundland in the passage in Mr. Fish's note to Sir E. Thornton, referred to was unintentional.

Her Majesty's Charge d'Affairs at Washington will, however, be instructed to call Mr. Fish's attention to the omission as being understood to be by inadvertence. His Lordship wishes the Government of Newfoundland to be informed that the intention of the two notes was, that pending reciprocal legislation in return for the immediate provisional admission of American fishermen to the inshore fisheries, drawbacks should be granted on the import duties taken to the United States on the fish oil, and fish which are to be hereafter admitted free for a term of years under the 21st article of the Treaty.

I have to add, that as regards the desire expressed by the Government of Prince Edward's Island, that some person should be appointed to attend the Commission at Halifax, it appears to Lord Granville that it would not only be permissible, but highly desirable, that Prince Edward's Island and the other Provinces should furnish the fullest information before the Commission as to the value of the inshore fisheries on their coasts. The 24th article of the Treaty provides that the Commissioners shall be bound to receive such oral or written testimony as either Government may present, and it will consequently be competent for the Government of Prince Edward's Island to send to Halifax any person who may be selected as best capable of giving evidence on its behalf.

I have, &c., &c., &c..

(Signed,)

ODO RUSSELL.

The Under Secretary of State,  
Colonial Office.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND,

No. 46.

DOWNING STREET,  
24th October, 1871.

SIR,—

I referred to the Secretary of State for Foreign Affairs a copy of your Despatch, No. 57, of the 17th July, enclosing a Minute of Council, suggesting that the right of taking Seals in Newfoundland waters, and of making outfits in the ports of that Island, should be conceded to the United States, on condition that the United States Government should admit the produce of the Seals of Newfoundland into their ports duty free.

I have been informed, in reply, that the matter has been brought to the notice of the United States Government, and will receive their consideration, but that the proposal is one which needs Congressional approval before it can be definitely accepted by the Department of State.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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[COPY.]  
NEWFOUNDLAND,  
No. 47.

DOWNING STREET,  
1st November, 1871.

SIR,—

With reference to your Despatch, No. 55, of the 14th July, and to my reply, No. 38, of the 3rd September, respecting the fishery stipulations of the Treaty of Washington, I have the honor to transmit to you, for your information, a copy of a Despatch received through the Foreign Office from Her Majesty's Charge d'Affaires at Washington respecting the omission of the word "Newfoundland" in Mr. Fish's note of May 8th last, on this subject.

I have, &c., &c., &c.,

(Signed)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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*Mr. Packenham to Earl Granville.*

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(COPY.)

No. 69.

WASHINGTON,  
10th October, 1871.

MY LORD—

With reference to your Lordship's Despatch, No. 32, of the 31st of August, on the subject of the omission of the word "Newfoundland" in Mr. Fish's note of May 8th last, on the subject of the Fishery stipulations in the Treaty of that date, I have the honor to state, that on calling Mr. Bancroft Davis's attention to the circumstances, he at once acknowledged the omission, and attributed it to a clerical error, which has now been set right by the note, copy of which is herewith enclosed, but which reached me too late for transmission by the Mail of the 3rd instant.

I have, &c., &c., &c.,

(Signed,)

F. PACKENHAM.

Earl GRANVILLE, K. G.,  
&c., &c., &c.

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**Despatches.**

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*Mr. Davis to Mr. Packenham.*

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(COPY.)

DEPARTMENT OF STATE,  
Washington,  
30th September, 1871.

SIR,—

With reference to your note of the 19th instant, relating to the omission of "Newfoundland" from the contemplated contingent proposal for remission of duties which may have been collected on and after the first July, 1871, on fish oil and the produce of certain British fisheries named in Mr. Fish's note of the 8th May last, I have the honor to inform you that the omission was inadvertant.

In stating this fact, now that the fishing season has passed, I must add that no engagement *in presente* can be assumed.

I have, &c., &c., &c.,

(Signed,)

E. B. DAVIS,  
*Acting Secretary.*

The Hon'ble F. PACKENHAM,  
&c., &c., &c.

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**Despatches.**

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**DESPATCH FROM HER MAJESTY'S HIGH COMMISSIONERS, WITH COPY ANNEXED OF THE TREATY SIGNED AT WASHINGTON, MAY 8, 1871.**

*Her Majesty's High Commissioners to Earl Granville.—(Received May 21.)*

WASHINGTON, May 8, 1871.

MY LORD—

We have the honor to report that we have this day signed the Treaty with the United States' High Commissioners at the State Department.

Copies of the Treaty are inclosed. The original will be conveyed to London by Lord Tenterden.

As the duties of Her Majesty's High Commission have now been completed, we desire to bring to your Lordship's notice in a very special manner the valuable assistance which we have received from Lord Tenterden throughout our negotiations. We cannot speak too highly of the remarkable knowledge and ability which he has displayed, or of the zeal with which he has devoted himself to his duties, and we feel ourselves under the greatest obligations to him.

We further wish to place upon record our strong appreciation of the services which have been rendered to us by Mr. Henry Howard, and our sense of the great advantage which we have derived from them.

Our thanks are also due to Mr. H. S. Northcote, of whose special aptitude for business we have formed a high opinion, as well as to Viscount Goderich, who has rendered us most willing assistance.

We have, &c.,

(Signed) DE GREY AND RIPON.  
STAFFORD H. NORTHCOTE.  
EDWD. THORNTON.  
JOHN A. MACDONALD.  
MOUNTAGUE BERNARD.



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**Despatches.**


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**INCLOSURE.**

*Treaty between Her Majesty and the United States of America.  
Signed at Washington, May 8, 1871.*

Her Britannic Majesty and the United States of America, being desirous to provide for an amicable settlement of all causes of difference between the two countries, have for that purpose appointed their respective Plenipotentiaries, that is to say:—

Her Britannic Majesty on her part has appointed as Her High Commissioners and Plenipotentiaries, the Right Honorable George Frederick Samuel, Earl de Grey and Earl of Ripon, Viscount Goderich, Baron Grantham, a Baronet, a Peer of the United Kingdom, Lord President of Her Majesty's Most Honourable Privy Council, Knight of the Most Noble Order of the Garter, &c., &c.; the Right Honorable Sir Stafford Henry Northcote, Baronet, one of Her Majesty's Most Honourable Privy Councillors, a Member of Parliament, a Companion of the Most Honorable Order of the Bath, &c., &c.; Sir Edward Thornton, Knight Commander of the Most Honorable Order of the Bath, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States of America; Sir John Alexander McDonald, Knight Commander of the Most Honorable Order of the Bath, a Member of Her Majesty's Privy Council for Canada, and Minister of Justice and Attorney General of Her Majesty's Dominion of Canada; and Mountague Bernard, Esq., Chichele Professor of International Law in the University of Oxford;

And the President of the United States has appointed on the part of the United States as Commissioners in a Joint Commission and Plenipotentiaries, Hamilton Fish, Secretary of State; Robert Cumming Schenck, Envoy Extraordinary and Minister Plenipotentiary to Great Britain; Samuel Nelson, an Associate Justice of the Supreme Court of the United States; Ebenezer Rockwood Hoar, of Massachusetts; and George Henry Williams, of Oregon;

And the said Plenipotentiaries, after having exchanged their full powers, which were found to be in due and proper form, have agreed to and concluded the following Articles:—

**ARTICLE I.**

Whereas differences have arisen between the Government of the

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**Despatches.**

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United States and the Government of Her Britannic Majesty, and still exist, growing out of the Acts committed by the several vessels which have given rise to the claims generically known as the "Alabama" claims:

And whereas Her Britannic Majesty has authorized Her High Commissioners and Plenipotentiaries to express, in a friendly spirit, the regret felt by Her Majesty's Government for the escape, under whatever circumstances, of the "Alabama" and other vessels from British ports, and for the depredations committed by those vessels:

Now, in order to remove and adjust all complaints and claims on the part of the United States, and to provide for the speedy settlement of such claims, which are not admitted by Her Britannic Majesty's Government, the High Contracting Parties agree that all the said claims, growing out of acts committed by the aforesaid vessels, and generically known as the "Alabama" claims, shall be referred to a Tribunal of Arbitration to be composed of five Arbitrators to be appointed in the following manner, that is to say: one shall be named by Her Britannic Majesty; one shall be named by the President of the United States; His Majesty the King of Italy shall be requested to name one; the President of the Swiss Confederation shall be requested to name one; and His Majesty the Emperor of Brazil shall be requested to name one.

In case of the death, absence, or incapacity to serve of any or either of the said Arbitrators, or in the event of either of the said Arbitrators omitting or declining or ceasing to act as such, Her Britannic Majesty, or the President of the United States, or His Majesty the King of Italy, or the President of the Swiss Confederation, or His Majesty the Emperor of Brazil, as the case may be, may forthwith name another person to act as Arbitrator in the place and stead of the Arbitrator originally named by such head of a State.

And in the event of the refusal or omission for two months after receipt of the request from either of the High Contracting Parties of His Majesty the King of Italy, or the President of the Swiss Confederation, or His Majesty the Emperor of Brazil, to name an Arbitrator either to fill the original appointment or in the place of one who may have died, be absent, or incapacitated, or who may omit, decline, or from any cause cease to act as such Arbitrator, His Majesty the King of Sweden and Norway shall be requested to name one or more

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**Despatches.**

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persons, as the case may be, to act as such Arbitrator or Arbitrators.

**ARTICLE II.**

The Arbitrators shall meet at Geneva, in Switzerland, at the earliest convenient day after they shall have been named, and shall proceed impartially and carefully to examine and decide all questions that shall be laid before them on the part of the Governments of Her Britannic Majesty and the United States respectively. All questions considered by the Tribunal, including the final award, shall be decided by a majority of all the Arbitrators.

Each of the High Contracting Parties shall also name one person to attend the Tribunal as its Agent to represent it generally in all matters connected with the arbitration.

**ARTICLE III.**

The written or printed case of each of the two Parties, accompanied by the documents, the official correspondence, and other evidence on which each relies, shall be delivered in duplicate to each of the Arbitrators and to the Agent of the other party as soon as may be after the organization of the Tribunal, but within a period not exceeding six months from the date of the exchange of the ratifications of this Treaty.

**ARTICLE IV.**

Within four months after the delivery on both sides of the written or printed case, either Party may, in like manner, deliver in duplicate to each of the said Arbitrators, and to the Agent of the other Party, a counter case and additional documents, correspondence and evidence in reply to the case, documents, correspondence and evidence, so presented by the other Party.

The Arbitrators may, however, extend the time for delivering such counter case, documents, correspondence, and evidence, when, in their judgment, it becomes necessary, in consequence of the distance of the place from which the evidence to be presented is to be procured.

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### Despatches.

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If in the case submitted to the Arbitrators either Party shall have specified or alluded to any report or document in its own exclusive possession without annexing a copy, such party shall be bound, if the other Party thinks proper to apply for it, to furnish that Party with a copy thereof; and either Party may call upon the other, through the Arbitrators, to produce the originals or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Arbitrators may require.

#### ARTICLE V.

It shall be the duty of the Agent of each Party, within two months after the expiration of the time limited for the delivery of the counter case on both sides, to deliver in duplicate to each of the said Arbitrators and to the Agent of the other Party a written or printed argument showing the points and referring to the evidence upon which his Government relies; and the Arbitrators may, if they desire further elucidation with regard to any point, require a written or printed statement or argument or oral argument by counsel upon it; but in such case the other Party shall be entitled to reply either orally or in writing, as the case may be.

#### ARTICLE VI.

In deciding the matters submitted to the Arbitrators they shall be governed by the following three rules, which are agreed upon by the High Contracting Parties as rules to be taken as applicable to the case, and by such principles of international law not inconsistent therewith as the Arbitrators shall determine to have been applicable to the case:—

##### RULES.

A neutral Government is bound—

First:—To use due diligence to prevent the fitting out, arming, or equipping, within its jurisdiction, of any vessel which it has reasonable ground to believe is intended to cruise or to carry on war against a Power with which it is at peace; and also to use like diligence to prevent the departure from its jurisdiction of any vessel intended to cruise or carry on war as above, such vessel having been specially adapted, in whole or in part, within such jurisdiction, to warlike use.

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**Despatches.**

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Secondly:—Not to permit or suffer either belligerent to make use of its ports or waters as the base of naval operations against the other, or for the purpose of the renewal or augmentation of military supplies or arms, or the recruitment of men.

Thirdly:—To exercise due diligence in its own ports and waters, and, as to all persons within its jurisdiction, to prevent any violation of the foregoing obligations and duties.

Her Britannic Majesty has commanded her High Commissioners and Plenipotentiaries to declare that Her Majesty's Government cannot assent to the foregoing rules as a statement of principles of international law which were in force at the time when the claims mentioned in Article I arose, but that Her Majesty's Government, in order to evince its desire of strengthening the friendly relations between the two countries and of making satisfactory provision for the future, agrees that, in deciding the questions between the two countries arising out of those claims, the Arbitrators should assume that Her Majesty's Government had undertaken to act upon the principles set forth in these rules.

And the High Contracting Parties agree to observe these rules as between themselves in future, and to bring them to the knowledge of other maritime Powers and to invite them to accede to them.

**ARTICLE VII.**

The decision of the Tribunal shall, if possible, be made within three months from the close of the argument on both sides.

It shall be made in writing and dated, and shall be signed by the Arbitrators who may assent to it.

The said Tribunal shall first determine as to each vessel separately whether Great Britain has, by any act or omission, failed to fulfil any of the duties set forth in the foregoing three rules, or recognized by the principles of international law not inconsistent with such rules, and shall certify such fact as to each of the said vessels. In case the Tribunal find that Great Britain has failed to fulfil any duty or duties as aforesaid, it may, if it think proper, proceed to award a sum in gross to be paid by Great Britain to the United States for all the claims referred to it; and in such case the gross sum so awarded shall be paid

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**Despatches.**

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in coin by the Government of Great Britain to the Government of the United States at Washington within twelve months after the date of the award.

The award shall be in duplicate, one copy whereof shall be delivered to the Agent of Great Britain for his Government, and the other copy shall be delivered to the Agent of the United States for his Government.

**ARTICLE VIII.**

Each Government shall pay its own Agent and provide for the proper remuneration of the Counsel employed by it, and of the Arbitrator appointed by it, and for the expense of preparing and submitting its case to the Tribunal. All other expenses connected with the arbitration shall be defrayed by the two Governments in equal moieties.

**ARTICLE IX.**

The Arbitrators shall keep an accurate record of their proceedings, and may appoint and employ the necessary officers to assist them.

**ARTICLE X.**

In case the Tribunal finds that Great Britain has failed to fulfil any duty or duties as aforesaid, and does not award a sum in gross, the High Contracting Parties agree that a Board of Assessors shall be appointed to ascertain and determine what claims are valid, and what amount or amounts shall be paid by Great Britain to the United States on account of the liability arising from such failure as to each vessel according to the extent of such liability as decided by the Arbitrators.

The Board of Assessors shall be constituted as follows: One member thereof shall be named by Her Britannic Majesty, one member thereof shall be named by the President of the United States, and one member thereof shall be named by the Representative at Washington of His Majesty the King of Italy; and in case of a vacancy happening from any cause, it shall be filled in the same manner in which the original appointment was made.

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### Despatches.

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As soon as possible after such nominations the Board of Assessors shall be organized in Washington with power to hold their sittings there, or in New York, or in Boston. The members thereof shall severally subscribe a solemn declaration that they will impartially and carefully examine and decide, to the best of their judgment and according to justice and equity, all matters submitted to them, and shall forthwith proceed, under such rules and regulations as they may prescribe, to the investigation of the claims which shall be presented to them by the Government of the United States, and shall examine and decide upon them in such order and manner as they may think proper, but upon such evidence or information only as shall be furnished by or on behalf of the Governments of Great Britain and of the United States respectively. They shall be bound to hear on each separate claim, if required, one person on behalf of each Government as Council or Agent. A majority of the Assessors in each case shall be sufficient for a decision.

The decision of the Assessors shall be given upon each claim in writing, and shall be signed by them respectively, and dated.

Every claim shall be presented to the Assessors within six months from the day of their first meeting; but they may, for good cause shown, extend the time for the presentation of any claim to a further period not exceeding three months.

The Assessors shall report to each Government, at or before the expiration of one year from the date of their first meeting, the amount of claims decided by them up to the date of such report; if further claims then remain undecided, they shall make a further report at or before the expiration of two years from the date of such first meeting; and in case any claims remain undetermined at that time, they shall make a final report within a further period of six months.

The report or reports shall be made in duplicate, and one copy thereof shall be delivered to the Representative of Her Britannic Majesty at Washington, and one copy thereof to the Secretary of State of the United States.

All sums of money which may be awarded under this Article shall be payable at Washington, in coin, within twelve months after the delivery of each report.

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**Despatches.**

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The Board of Assessors may employ such clerks as they shall think necessary.

The expenses of the Board of Assessors shall be borne equally by the two Governments, and paid from time to time, as may be found expedient, on the production of accounts certified by the Board. The remuneration of the Assessors shall also be paid by the two Governments in equal moieties in a similar manner.

**ARTICLE XI.**

The High Contracting Parties engage to consider the result of the proceedings of the Tribunal of Arbitration and of the Board of Assessors, should such Board be appointed, as a full, perfect, and final settlement of all the claims hereinbefore referred to; and further engage that every such claim, whether the same may or may not have been presented to the notice of, made, preferred, or laid before the Tribunal or Board, shall, from and after the conclusion of the proceedings of the Tribunal or Board, be considered and treated as finally settled, barred, and thenceforth inadmissible.

**ARTICLE XII.**

The High Contracting Parties agree that all claims on the part of Corporations, Companies, or private individuals, citizens of the United States, upon the Government of Her Britannic Majesty, arising out of acts committed against the persons or property of citizens of the United States during the period between the 13th April, 1861, and the 9th of April, 1865, inclusive, not being claims growing out of the acts of the vessels referred to in Article I of this Treaty; and all claims, with the like exception, on the part of Corporations, Companies, or private individuals, subjects of Her Britannic Majesty, upon the Government of the United States, arising out of acts committed against the persons or property of subjects of Her Britannic Majesty during the same period, which may have been presented to either Government for its interposition with the other, and which yet remain unsettled, as well as any other such claims which may be presented within the time specified in Article XIV of this Treaty, shall be referred to three Commissioners, to be appointed in the following manner, that is to say:—One Commissioner shall be named by Her Britannic Majesty, one by the President of the United States, and a third by Her Britannic Majesty and the President of the United



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**Despatches.**

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States conjointly; and in case the third Commissioner shall not have been so named within a period of three months from the date of the exchange of the ratifications of this Treaty, then the third Commissioner shall be named by the Representative at Washington of His Majesty the King of Spain. In case of the death, absence, or incapacity of any Commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment, the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

The Commissioners so named, shall meet at Washington at the earliest convenient period after they have been respectively named; and shall, before proceeding to any business, make and subscribe a solemn declaration that they will impartially and carefully examine and decide, to the best of their judgment, and according to justice and equity, all such claims as shall be laid before them on the part of the Government of Her Britannic Majesty, and of the United States, respectively; and such declaration shall be entered on the record of their proceedings.

**ARTICLE XIII.**

The Commissioners shall then forthwith proceed to the investigation of the claims which shall be presented to them. They shall investigate and decide such claims in such order and such manner as they may think proper, but upon such evidence or information only as shall be furnished by or on behalf of their respective Governments. They shall be bound to receive and consider all written documents or statements which may be presented to them by or on behalf of their respective Governments in support of, or in answer to, any claim; and to hear, if required, one person on each side, on behalf of each Government, as Counsel or Agent for such Government, on each and every separate claim. A majority of the Commissioners shall be sufficient for an award in each case. The award shall be given upon each claim in writing, and shall be signed by the Commissioners assenting to it. It shall be competent for each Government to name one person to attend the Commissioners as its Agent to present and support claims on its behalf, and to answer claims made upon it, and to represent it generally in all matters connected with the investigation and decision thereof.

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**Despatches.**

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The High Contracting Parties hereby engage to consider the decision of the Commissioners as absolutely final and conclusive upon each claim decided upon by them, and to give full effect to such decisions without any objection, evasion, or delay whatsoever.

**ARTICLE XIV.**

Every claim shall be presented to the Commissioners within six months from the day of their first meeting, unless in any case where reasons for delay shall be established to the satisfaction of the Commissioners; and then, and in any such case, the period for presenting the claim may be extended by them to any time not exceeding three months longer.

The Commissioners shall be bound to examine and decide upon every claim within two years from the day of their first meeting. It shall be competent for the Commissioners to decide in each case whether any claim has or has not been duly made, preferred, and laid before them, either wholly or to any and what extent, according to the true intent and meaning of this Treaty.

**ARTICLE XV.**

All sums of money which may be awarded by the Commissioners on account of any claim shall be paid by the one Government to the other, as the case may be, within twelve months after the date of the final award, without interest, and without any deduction save as specified in Article XVI of this Treaty.

**ARTICLE XVI.**

The Commissioners shall keep an accurate record, and correct minutes or notes of all their proceedings, with the dates thereof, and may appoint and employ a Secretary, and any other necessary Officer or Officers, to assist them in the transaction of the business which may come before them.

Each Government shall pay its own Commissioner and Agent or Counsel. All other expenses shall be defrayed by the two Governments in equal moieties.

The whole expenses of the Commission, including contingent ex-

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**Despatches.**

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penses, shall be defrayed by a rateable deduction on the amount of the sums awarded by the Commissioners; provided always that such deduction shall not exceed the rate of 5 per cent. on the sums so awarded.

**ARTICLE XVII.**

The High Contracting Parties engage to consider the result of the proceedings of this Commission as a full, perfect, and final settlement of all such claims as are mentioned in Article XII of this Treaty upon either Government; and further engage that every such claim, whether or not the same may have been presented to the notice of, made, preferred, or laid before the said Commission, shall, from and after the conclusion of the proceedings of the said Commission, be considered and treated as finally settled, barred and thenceforth inadmissible.

**ARTICLE XVIII.**

It is agreed by the High Contracting Parties that, in addition to the liberty secured to the United States' Fishermen by the Convention between Great Britain and the United States, signed at London on the 20th day of October, 1818, of taking, curing and drying fish on certain coasts of the British North American Colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of Her Britannic Majesty, the liberty, for the term of years mentioned in Article XXXIII of this Treaty, to take fish of every kind, except shell fish, on the sea coasts and shores, and in the bays, harbors, and creeks, of the Provinces of Quebec, Nova Scotia and New Brunswick, and the Colony of Prince Edward's Island, and of the several Islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the said coasts and shores and Islands, and also upon the Magdalen Islands, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with British fishermen, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

It is understood that the above-mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all other fisheries in rivers and the mouths of rivers, are hereby reserved exclusively for British fishermen.

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**Despatches.**

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**ARTICLE XIX.**

It is agreed by the High Contracting Parties that British subjects shall have, in common with the citizens of the United States, the liberty, for the term of years mentioned in Article XXXIII of this Treaty, to take fish of every kind, except shell-fish, on the eastern sea-coasts and shores of the United States north of the thirty-ninth parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbors, and creeks of the said sea-coasts and shores of the United States and of the said islands, without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States and of the islands aforesaid, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with the fishermen of the United States, in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

It is understood that the above-mentioned liberty applies solely to the sea fishery, and that salmon and shad fisheries, and all other fisheries in rivers and mouths of rivers are hereby reserved exclusively for fishermen of the United States.

**ARTICLE XX.**

It is agreed that the places designated by the Commissioners appointed under the first Article of the Treaty between Great Britain and the United States, concluded at Washington on the 5th of June, 1854, upon the coasts of the United States and Her Britannic Majesty's dominions, as places reserved from the common right of fishing under that Treaty, shall be regarded as in like manner reserved from the common right of fishing under the preceding Articles. In case any question should arise between the Governments of Her Britannic Majesty and of the United States as to the common right of fishing in places not thus designated as reserved, it is agreed that a Commission shall be appointed to designate such places, and shall be constituted in the same manner, and have the same powers, duties, and authority as the Commission appointed under the said first Article of the Treaty of the 5th of June, 1854.

**ARTICLE XXI.**

It is agreed that, for the term of years mentioned in Article

### Despatches.

XXXIII of this Treaty, fish oil and fish of all kinds, (except fish of the inland lakes, and of the rivers falling into them, and except fish preserved in oil,) being the produce of the fisheries of the United States, or of the Dominion of Canada, or of Prince Edward's Island, shall be admitted into each country, respectively, free of duty.

#### ARTICLE XXII.

↓  
*Halifax Commission*  
 Inasmuch as it is asserted by the Government of Her Britannic Majesty that the privileges accorded to the citizens of the United States under Article XVIII of this Treaty are of greater value than those accorded by Articles XIX and XXI of this Treaty to the subjects of Her Britannic Majesty, and this assertion is not admitted by the Government of the United States; it is further agreed that Commissioners shall be appointed to determine, having regard to the privileges accorded by the United States to the subjects of Her Britannic Majesty, as stated in Articles XIX and XXI of this Treaty, the amount of any compensation which, in their opinion, ought to be paid by the Government of the United States to the Government of Her Britannic Majesty in return for the privileges accorded to the citizens of the United States under Article XVIII of this Treaty; and that any sum of money which the said Commissioners may so award shall be paid by the United States Government, in a gross sum, within twelve months after such award shall have been given.

#### ARTICLE XXIII.

The Commissioners referred to in the preceding Article shall be appointed in the following manner, that is to say: One Commissioner shall be named by Her Britannic Majesty, one by the President of the United States, and a third by Her Britannic Majesty and the President of the United States conjointly; and in case the third Commissioner shall not have been so named within a period of three months from the date when this Article shall take effect, then the third Commissioner shall be named by the Representative at London of His Majesty the Emperor of Austria and King of Hungary. In case of the death, absence, or incapacity of any Commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment, the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

The Commissioners so named shall meet in the city of Halifax, in

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**Despatches.**

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the Province of Nova Scotia, at the earliest convenient period after they have been respectively named, and shall, before proceeding to any business, make and subscribe a solemn declaration that they will impartially and carefully examine and decide the matters referred to them to the best of their judgment, and according to justice and equity; and such declaration shall be entered on the record of their proceedings.

Each of the High Contracting Parties shall also name one person to attend the Commission as its agent, to represent it generally in all matters connected with the Commission.

**ARTICLE XXIV.**

The proceedings shall be conducted in such order as the Commissioners appointed under Articles XXII and XXIII of this Treaty shall determine. They shall be bound to receive such oral or written testimony as either Government may present. If either Party shall offer oral testimony, the other Party shall have the right of cross-examination, under such rules as the Commissioners shall prescribe.

If in the case submitted to the Commissioners either Party shall have specified or alluded to any report or document in its own exclusive possession, without annexing a copy, such Party shall be bound, if the other Party thinks proper to apply for it, to furnish that Party with a copy thereof; and either Party may call upon the other, through the Commissioners, to produce the originals or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Commissioners may require.

The case on either side shall be closed within a period of six months from the date of the organization of the Commission, and the Commissioners shall be requested to give their award as soon as possible thereafter. The aforesaid period of six months may be extended for three months in case of a vacancy occurring among the Commissioners under the circumstances contemplated in Article XXIII of this Treaty.

**ARTICLE XXV.**

The Commissioners shall keep an accurate record and correct Min-

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**Despatches.**

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utes or notes of all their proceedings, with the dates thereof, and may appoint and employ a Secretary and any other necessary officer or officers to assist them in the transaction of the business which may come before them.

Each of the High Contracting Parties shall pay its own Commissioner and Agent or Counsel; all other expenses shall be defrayed by the two Governments in equal moieties.

**ARTICLE XXVI.**

The navigation of the River St. Lawrence, ascending and descending, from the forty-fifth parallel of north latitude, where it ceases to form the boundary between the two countries, from, to, and into the sea, shall for ever remain free and open for the purposes of commerce to the citizens of the United States, subject to any laws and regulations of Great Britain, or of the Dominion of Canada, or inconsistent with such privilege of free navigation.

The navigation of the Rivers Yukon, Porcupine, and Stikine, ascending and descending from, to, and into the sea, shall for ever remain free and open for the purposes of commerce to the subjects of Her Britannic Majesty and to the citizens of the United States, subject to any laws and regulations of either country within its own territory, not inconsistent with such privilege of free navigation.

**ARTICLE XXVII.**

The Government of Her Britannic Majesty engages to urge upon the Government of the Dominion of Canada to secure to the citizens of the United States the use of the Welland, St. Lawrence, and other canals in the Dominion on terms of equality with the inhabitants of the Dominion; and the Government of the United States engages that the subjects of Her Britannic Majesty shall enjoy the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States, and further engages to urge upon the State Governments to secure to the subjects of Her Britannic Majesty the use of the several State canals connected with the navigation of the lakes or rivers traversed by or contiguous to the boundary line between the possessions of the High Contracting Parties, on terms of equality with the inhabitants of the United States.

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**Despatches.**

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**ARTICLE XXVIII.**

The navigation of Lake Michigan shall also, for the term of years mentioned in Article XXXIII of this Treaty, be free and open for the purposes of Commerce to the subjects of Her Britannic Majesty, subject to any laws and regulations of the United States or of the States bordering thereon not inconsistent with such privilege of free navigation.

**ARTICLE XXIX.**

It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, goods, wares or merchandize arriving at the ports of New York, Boston and Portland, and any other ports in the United States which have been or may from time to time be specially designated by the President of the United States, and destined for her Britannic Majesty's Possessions in North America, may be entered at the proper Custom House and conveyed in transit, without the payment of duties, through the territory of the United States, under such rules, regulations, and conditions for the protection of the revenue as the Government of the United States may from time to time prescribe; and, under like rules, regulations and conditions, goods, wares, or merchandize may be conveyed in transit, without the payment of duties, from such possessions through the territory of the United States for export from the said ports of the United States.

It is further agreed that for the like period goods, wares, or merchandize arriving at any of the ports of Her Britannic Majesty's Possessions in North America and destined for the United States may be entered at the proper Custom House and conveyed in transit without the payment of duties, through the said Possessions, under such rules and regulations, and conditions for the protection of the revenue, as the Governments of the said Possessions may from time to time prescribe; and under like rules, regulations, and conditions, goods, wares or merchandize may be conveyed in transit, without payment of duties, from the United States through the said Possessions to other places in the United States, or for export from ports in the said Possessions.

**ARTICLE XXX.**

It is agreed that, for the term of years mentioned in Article XXXIII of this Treaty, subjects of Her Britannic Majesty may carry



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**Despatches.**

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in British vessels, without payment of duty, goods, wares or merchandize from one port or place within the territory of the United States upon the St. Lawrence, the Great Lakes, and the rivers connecting the same, to another port or place within the territory of the United States as aforesaid: Provided, That a portion of such transportation is made through the Dominion of Canada by land carriage and in bond, under such rules and regulations as may be agreed upon between the Government of Her Britannic Majesty and the Government of the United States.

Citizens of the United States may for the like period carry in United States vessels, without payment of duty, goods, wares, or merchandize from one port or place within the Possessions of Her Britannic Majesty in North America, to another port or place within the said Possessions: Provided, That a portion of such transportation is made through the territory of the United States by land carriage and in bonds, under such rules and regulations as may be agreed upon between the Government of the United States and the Government of Her Britannic Majesty.

The Government of the United States further engages not to impose any export duties on goods, wares or merchandize carried under this Article through the territory of the United States; and Her Majesty's Government engages to urge the Parliament of the Dominion of Canada and the Legislatures of the other Colonies not to impose any export duties on goods, wares, or merchandize carried under this Article; and the Government of the United States may, in case such export duties are imposed by the Dominion of Canada, suspend, during the period that such duties are imposed, the right of carrying granted under this Article in favor of the subjects of Her Britannic Majesty.

The Government of the United States may suspend the right of carrying granted in favour of the subjects of Her Britannic Majesty under this Article in case the Dominion of Canada should at any time deprive the citizens of the United States of the use of the canals in the said Dominion on terms of equality with the inhabitants of the Dominion, as provided in Article XXVII.

**ARTICLE XXXI.**

The Government of Her Britannic Majesty further engages to

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**Despatches.**

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urge upon the Parliament of the Dominion of Canada and the Legislature of New Brunswick, that no export duty, or other duty, shall be levied on lumber or timber of any kind cut on that portion of the American territory in the State of Maine watered by the River St. John and its tributaries, and floated down that river to the sea, when the same is shipped to the United States from the Province of New Brunswick. And, in case any such export or other duty continues to be levied after the expiration of one year from the date of the exchange of the ratifications of this Treaty, it is agreed that the Government of the United States may suspend the right of carrying hereinbefore granted under Article XXX of this Treaty for such period as such export or other duty may be levied.

**ARTICLE XXVIII.**

It is further agreed that the provisions and stipulations of Articles XVIII to XXV of this Treaty, inclusive, shall extend to the Colony of Newfoundland, so far as they are applicable. But if the Imperial Parliament, the Legislature of Newfoundland, or the Congress of the United States, shall not embrace the Colony of Newfoundland in their laws enacted for carrying the foregoing Articles into effect, then this Article shall be of no effect; but the omission to make provision by law to give it effect, by either of the Legislative Bodies aforesaid, shall not in any way impair any other Articles of this Treaty.

**ARTICLE XXIX.**

The foregoing Articles XVIII to XXV inclusive, and Article XXX of this Treaty, shall take effect as soon as the laws required to carry them into operation shall have been passed by the Imperial Parliament of Great Britain, by the Parliament of Canada, and by the Legislature of Prince Edward's Island on the one hand, and by the Congress of the United States on the other. Such assent having been given, the said Articles shall remain in force for the period of ten years from the date at which they may come into operation, and further, until the expiration of two years after either of the High Contracting Parties shall have given notice to the other of its wish to terminate the same; each of the High Contracting Parties being at liberty to give such notice to the other at the end of the said period of ten years or at any time afterward.

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**Despatches.**

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**ARTICLE XXXIV.**

Whereas it was stipulated by Article I of the Treaty concluded at Washington on the 15th of June 1846, between Her Britannic Majesty and the United States, that the line of boundary between the territories of the United States and those of Her Britannic Majesty, from the point on the forty-ninth parallel of north latitude up to which it had already been ascertained, should be continued Westward along the said parallel of north latitude "to the middle of the channel which separates the continent from Vancouver's Island, and thence southerly, through the middle of the said channel and of Fuca Straits, to the Pacific Ocean;" and whereas the Commissioners appointed by the two High Contracting Parties to determine that portion of the boundary which runs southerly through the middle of the channel aforesaid were unable to agree upon the same; and whereas the Government of Her Britannic Majesty claims that such boundary line should, under the terms of the Treaty above recited, be run through the Rosario Straits, and the Government of the United States claims that it should be run through the Canal de Haro, it is agreed that the respective claims of the Government of Her Britannic Majesty and of the Government of the United States shall be submitted to the arbitration and award of His Majesty the Emperor of Germany, who, having regard to the above-mentioned Article of the said Treaty, shall decide thereupon, finally and without appeal, which of those claims is most in accordance with the true interpretation of the Treaty of June 15, 1846.

**ARTICLE XXXV.**

The award of His Majesty the Emperor of Germany shall be considered as absolutely final and conclusive; and full effect shall be given to such award without any objection, evasion, or delay whatsoever. Such decision shall be given in writing and dated; it shall be in whatsoever form His Majesty may choose to adopt; it shall be delivered to the Representative or other public Agents of Great Britain and of the United States respectively, who may be actually at Berlin, and shall be considered as operative from the day of the date of the delivery thereof.

**ARTICLE XXXVI.**

The written or printed case of each of the two Parties accompanied by the evidence offered in support of the same, shall be laid before

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**Despatches.**

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His Majesty the Emperor of Germany within six months from the date of the exchange of the ratifications of this Treaty, and a copy of such case and evidence shall be communicated by each Party to the other, through their respective Representatives at Berlin.

The High Contracting Parties may include in the evidence to be considered by the Arbitrator, such documents, official correspondence, and other official or public statements bearing on the subject of the reference as they may consider necessary to the support of their respective cases.

After the written or printed case shall have been communicated by each Party to the other, each Party shall have the power of drawing up and laying before the Arbitrator a second and definitive statement, if it think fit to do so, in reply to the case of the other Party so communicated, which definitive statement shall be laid before the Arbitrator, and also be mutually communicated in the same manner as aforesaid, by each Party to the other, within six months from the date of laying the first statement of the case before the Arbitrator.

**ARTICLE XXXVII.**

If, in the case submitted to the Arbitrator, either Party shall specify or allude to any report or document in its own exclusive possession without annexing a copy, such Party shall be bound, if the other Party thinks fit to apply for it, to furnish that Party with a copy thereof, and either Party may call upon the other, through the Arbitrator, to produce the originals or certified copies of any papers adduced as evidence, giving in each instance such reasonable notice as the Arbitrator may require. And if the Arbitrator should further desire elucidation or evidence with regard to any point contained in the statements laid before him, he shall be at liberty to require it from either party, and he shall be at liberty to hear one counsel or agent for each party, in relation to any matter, and at such time, and in such manner, as he may think fit.

**ARTICLE XXXVIII.**

The Representatives or other public Agents of Great Britain and of the United States at Berlin respectively, shall be considered as the Agents of their respective Government to conduct their cases before

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**Despatches.**

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the Arbitrator, who shall be requested to address all his communications, and give all his notices, to such Representatives or other public Agents, who shall represent their respective Governments generally in all matters connected with the arbitration.

**ARTICLE XXXIX.**

It shall be competent to the Arbitrator to proceed in the said Arbitration, and all matters relating thereto, as and when he shall see fit, either in person, or by a person or persons named by him for that purpose, either in the presence or absence of either or both Agents, and either orally or by written discussion, or otherwise.

**ARTICLE XL.**

The Arbitrator may, if he think fit, appoint a Secretary or Clerk, for the purposes of the proposed arbitration, at such rate of remuneration as he shall think proper. This, and all other expenses of and connected with the said arbitration, shall be provided for as hereinafter stipulated.

**ARTICLE XLI.**

The Arbitrator shall be requested to deliver together with his award, an account of all the costs and expenses which he may have been put to, in relation to this matter, which shall forthwith be repaid by the two Governments in equal moieties.

**ARTICLE XLII.**

The Arbitrator shall be requested to give his award in writing as early as convenient after the whole case on each side shall have been laid before him, and to deliver one copy thereof to each of the said Agents.

**ARTICLE XLIII.**

The present Treaty shall be duly ratified by Her Britannic Majesty, and by the President of the United States of America, by and with the advice and consent of the Senate thereof, and the ratifications shall be exchanged either at London or at Washington within six months from the date hereof, or earlier if possible.

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**Despatches.**

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In faith whereof, we the respective Plenipotentiaries have signed this Treaty, and have hereunto affixed our seals.

Done in duplicate at Washington, the eighth day of May, in the year of Our Lord one thousand eight hundred and seventy-one.

(L.S.)	DE GREY AND RIPON.
(L.S.)	STAFFORD H. NORTHCOTE.
(L.S.)	EDWD. THORNTON.
(L.S.)	JOHN A. MACDONALD.
(L.S.)	MOUNTAGUE BERNARD.
(L.S.)	HAMILTON FISH.
(L.S.)	ROBT. C. SCHENCK.
(L.S.)	SAMUEL NELSON.
(L.S.)	EBENEZER ROCKWOOD HOAR.
(L.S.)	GEO. H. WILLIAMS.

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**Despatches.**


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**DESPATCHES AND CORRESPONDENCE RELATIVE TO  
HALIFAX MAIL SERVICE.**


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*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 13.

GOVERNMENT HOUSE,  
Newfoundland,  
28th Feb., 1871.

MY LORD,—

I have the honor to transmit to your Lordship, for the information of the Post Master General, copies of two communications forwarded by direction of Mr. Inman to the Colonial Secretary, relative to a desire on the part of the former gentleman to terminate the contract for the conveyance of the mails between Halifax, N. S., and St. John's, Newfoundland, on the 16th Feb., 1872.

I gather from the Agent of the Inman Line here, that Mr. Inman means, that if he can make a satisfactory arrangement on his own terms, with the Canadian Government, for the conveyance of the mails between Halifax, N. S., and Queenstown, after 1st July, 1871—the date on which the present contract with the Dominion authorities ceases—he, Mr. Inman, will then be prepared to withdraw his present notice of withdrawal to the Executive of Newfoundland, provided the Government of this Colony will consent thereto.

I am, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble  
The Earl of KIMBERLEY,  
&c., &c., &c.

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**Despatches.**

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*Mr. Wyatt to the Colonial Secretary.*

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(COPY.)

NEWFOUNLAND, ST. JOHN'S,  
February 16th, 1871.

SIR,—

In accordance with instructions received by Cable from Mr. Inman, I hereby beg to notify you on his behalf, that the Contract between the Governor of Newfoundland and Mr. William Inman, for the conveyance of the Mails between Halifax, N. S., and St. John's, Newfoundland, will terminate after twelve months from this date, as provided for by Clause 26 of said Contract.

I am, Sir,

*Pro* FRED. J. WYATT,  
(Signed), J. J. GOODRIDGE,  
*Agent for Inman Line of Royal Mail Steamers.*

The Hon'ble R. ALSOP,  
*Colonial Secretary,*  
&c., &c., &c.



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**Despatches.**

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*Mr. Wyatt to the Colonial Secretary.*

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(COPY.)

NEWFOUNDLAND, ST. JOHN'S,  
February 16th, 1871.

SIR,—

With reference to the enclosed notice of termination of the Mail Contract between this Port and Halifax, I beg to inform you that I have received a Cable message from Mr. Inman, in which he instructs me to state to you that "notice is given to keep ourselves "safe about "Halifax and Queenstown service and will be withdrawn, Newfoundland Government consenting, if Canadian Government accept our "terms."

Your's obediently,

PRO FRED. J. WYATT,

(Signed,)

J. J. GOODRIDGE,

*Agent for Inman Line of Royal Mail Steamers.*

The Hon'ble R. ALSOP,  
*Colonial Secretary,*  
*&c., &c., &c.*

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND,  
No. 14.

DOWNING STREET,  
26th April, 1871.

SIR,—

With reference to your Despatch, No. 13, of the 28th February, respecting the notice given by the direction of Mr. Inman, for the termination in February, 1872, of the Contract for the Conveyance of the Mails between Halifax and St. John's, I have the honor to transmit to you herewith, for communication to your Government, a copy of a letter from the Secretary to the Treasury.

You will observe that for the reasons stated, their Lordships are of opinion that this Mail Service should in future be arranged and paid for mainly by the Colonial Government.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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*Mr. Baxter to the Under-Secretary of State, Colonial Office.*

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(COPY.)

6108.

71.

TREASURY CHAMBERS,  
19th April, 1871.

SIR,—

I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Earl of Kimberley, that the Postmaster General has forwarded to this Board copies of correspondence transmitted to this Department by Sir F. Rodgers, on 23rd March last, reporting that notice has been given by Mr. William Inman of a desire on his part to terminate, in February next, the Contract which he entered into with the Government of Newfoundland in October, 1868, for the conveyance of Her Majesty's Mails between Halifax, Nova Scotia, and St. John's, Newfoundland.

The subsidy under the Contract about to be terminated, was £9,00 a year, one half of which sum is paid by the Post Office Department of this country; and it appears from a statement laid before this Board, that the amount of the share of the sea postage accruing to the Imperial Revenue from the correspondence carried by the Packet is estimated at only £300 a year, showing an annual loss of £4,200.

Adverting, therefore, to the small amount of postal communication between the United Kingdom and Newfoundland, my Lords are of opinion that this Mail Service should be arranged and paid for mainly by the respective Colonial Governments, and I am to request that you will move the Earl of Kimberley to cause the Colonial Authorities to be informed of this decision accordingly.

I am, &c., &c., &c.,

(Signed,)

W. C. BAXTER.

The Under Secretary of State,  
Colonial Office.

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**Despatches.**


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*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 45.

GOVERNMENT HOUSE,  
Newfoundland,  
9th June, 1871.

MY LORD,—

With reference to your Lordships's Despatch, No. 14, of the 26th April last, relative to the termination of the Contract for the conveyance of the Mails between Halifax and St. John's, and transmitting copy of a letter—19th April, 1871—from the Treasury Department to the Colonial Office, in which their Lordships express the opinion "that this Mail Service should in future be arranged and paid for mainly by the Colonial Government," I have the honor to transmit herewith to your Lordship, copy of a letter and statement from the Post Master General of the Colony, by which it appears that a sum of about £3010 15s. 11d., is annually credited to the Imperial Postal Department, from amount of postage accruing from Correspondence to and from Newfoundland, via Halifax, instead of £300 a year, as stated in Mr. Baxter's letter, 19th April, 1871. to the Colonial Office.

My Responsible Advisers, therefore, respectfully request the Lords Commissioners of Her Majesty's Treasury to continue the payment of the moiety, of the amount payable under any future contract that may be arranged for the conveyance of the Mails between Halifax, Nova Scotia, and St. John's, Newfoundland.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble

The Earl of KIMBERLEY,

&c., &c., &c.

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**Despatches.**

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*The Post Master General to the Premier.*

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(COPY.)

GENERAL POST OFFICE,  
30th May, 1870.

DEAR SIR,—

I beg to enclose herewith a Memorandum of the amount of British and Foreign Postage credited to England by the Newfoundland Post Office.

As the British Government are under contract for conveying the North American Mails to Halifax, I might say that the Newfoundland Mails are no additional expense on that head, and also, it must be borne in mind, where all the Colonies and the United States have their ocean postage reduced one half, we have to pay 6d. stg., per half-ounce letter. Under these circumstances I think it just and reasonable that Britain should continue to contribute, as heretofore, one-half the subsidy for the Mail Service between Halifax and Newfoundland.

I have, &c., &c., &c.,

(Signed), JOHN DELANEY.

The Hon'ble CHARLES F. BENNETT,  
&c., &c., &c.,  
Premier.

P. S.—An allowance of one-sixth of the Imperial Postage is allowed to Newfoundland, which is not included in the Memorandum.

(Signed,) J. D.

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**Despatches.**


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**STATEMENT**

Of amount of Postages credited the United Kingdom and other probable receipts by Great Britain, for Letters, Parcels, &c., &c., by Mails received and sent, via Halifax.

Amount credited United Kingdom on account of British and Foreign Correspondence, in 1870 . . . .	£747	7	7½
Amount credited United Kingdom on account of Postage to and from the Colonies and United States, in 1870 . . . . .	713	8	3½
Probable amount collected in United Kingdom on Correspondence sent to this Colony . . . . .	1000	0	0
Probable amount collected by the Colonies on Letters sent to this Country and on re-paid Letters . . .	550	0	0
<b>Total . . . . .</b>	<b>£3010</b>	<b>15</b>	<b>11</b>

General Post Office,  
30th May, 1871.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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COPY.)

NEWFOUNDLAND,  
No. 40.

DOWNING STREET,  
7th Sept., 1871.

SIR,—

I have been in communication with the Lords Commissioners of the Treasury on the subject of your Despatch, No. 45, of the 9th of June, expressing the hope of your Government that their Lordships will continue the payment of the moiety of the amount payable under any future contract which may be arranged for the conveyance of the Mails between Halifax and St. John's.

Their Lordships have informed me in reply, that having reference to the fact that the Newfoundland correspondence is conveyed between this country and Halifax at no expense to the Newfoundland Government, they would not feel warranted in sanctioning, after the expiration of the present contract with Messrs. Inman, in February, 1872, any further contribution on the part of the Imperial Government towards the expense of a Packet Service between Halifax and St. John's.

I enclose, for your information, an extract from a Report of the Postmaster General, together with copy of Statement by the Receiver General, and Accountant General of the Post Office, upon the Report from the Postmaster General of Newfoundland, forwarded by you, respecting the amount of sea postage accruing to the Imperial Revenue from the service in question.

I have, &c., &c., &c.,

(Signed,)

**KIMBERLEY.**

Governor HILL, C. B.,  
&c., &c., &c.

Despatches.

(COPY.)

EXTRACT.

GENERAL POST OFFICE,  
24th July, 1871.

MY LORD,—

The enclosed letter from the Colonial Office, which your Lordship referred to me on the 7th instant, contains the reply of the Governor of Newfoundland to the communication addressed to him in April last, by your directions, relative to the provision to be made for maintaining the mail service between this country and Newfoundland after the termination of the present contract in February next.

The Governor forwards a report from the Postmaster General of the Colony, in which it is stated with reference to the remark made in your Lordship's letter of the 10th of April last, that the sea postage accruing to the Imperial Revenue from the correspondence carried by the packets was estimated at only £300 a year, that the amount of British and Foreign Postage credited to England by the Newfoundland Post Office, in the year 1870, was £3,010 15s. 11d.

I have referred this statement to the Receiver and Accountant General of this Department, and it appears from his Report, of which I enclose a copy, that the large amount quoted by the Colonial Postmaster General was the total amount credited to this Office last year, representing not only the postage earned by the Newfoundland Packet, but also the postage belonging to this Office for the previous or subsequent carriage of the transit correspondence to or from England by other lines of packets.

It seems, however, that besides the sum of £300 a year received by this Office on account of its share of the sea postage on English correspondence, it has also received an amount of postage on account of intermediate correspondence, a certain portion of which may fairly be considered as part of the earnings of the Halifax and Newfoundland Packets, raising the total of their earnings from £300 to £1,200, and reducing the British loss from £4,200 to £3,300 a year.

\* \* \* \* \*

The Lords Commissioners of the Treasury,  
&c., &c., &c.



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**Despatches.**


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(COPY.)

The SECRETARY.

The statement furnished by me on the 24th March last, included only the British share of the sea postage, excluding the British inland rate on Letters \* \* \* \* between this country and Newfoundland, the postage credited to this Office on account of "forward" sea or transit rates on Letters \* \* \* \* sent through England to Foreign Countries, or to other Colonies being also excluded, *e. g.*, on paid Letters from Newfoundland for the Cape of Good Hope, the first named Colony would credit this office with 1s. 4d., viz., 1s. postage from England to the Cape, and 4d. sea postage for conveyance from Newfoundland to England by the two lines of packets by which the service is maintained. Thus, amount of the total rate credited, viz., 1s. 4d., only 2d. would be taken as the net postage earned by the Halifax and Newfoundland Packets, (the sea postage between Newfoundland and this country being credited in equal proportions to the two lines of packets), and this 2d. is divided according to arrangement between England and Canada and Newfoundland, the British Office retaining only one half, viz., 1d.

This will explain the great discrepancy between the statement prepared by the Colonial Postmaster General and that prepared here.

I find, however, on going into this matter further, that there is an amount of postage credited to this Office on account of intermediate correspondence between Newfoundland and other Colonies in North America and in the West Indies, a certain portion of which may fairly be considered as part of the earnings of the Halifax and St. John's line of packets. This would raise the earnings of that line to about £1,200, and the British loss on the service would thus be reduced to £3,300, viz., British share of contract:

Payment .....	£4,500
Sea postage .....	1,200
	<hr/>
	£3,300
	<hr/>

(Signed,)

C. CCURT.

14th July, 1871.

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**Despatches.**


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**PAPERS RELATIVE TO UNITED STATES STEAMER  
MONTICELLO.**


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*Governor Hill to the Earl of Kimberley.*

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(COPY.)

No. 19.

GOVERNMENT HOUSE,

Newfoundland,

29th March, 1871.

MY LORD,—

1.—I have the honor to transmit to your Lordship a copy of a letter from the President of the Chamber of Commerce of this Colony, setting forth a complaint on behalf of the Mercantile community with reference to the alleged illegal prosecution of the seal fishery by an American vessel named the *Monticello*, now said to be engaged in this pursuit in the seas adjacent to Newfoundland.

2.—Before entering upon an explanation of the case of this ship, it may not be out of place to explain briefly to your Lordship the manner in which the seal fishery is prosecuted in this Colony.

\* \* \* \* \*

Here follows the description of seal fishery and the manner in which it is conducted. \* \* \* \* \*

4.—I am informed that the *Monticello* arrived at Bay Roberts, Conception Bay, Newfoundland, in the month of February, 1870, and there embarked about one hundred and fifty men as sealers, inhabitants of the place, from which port she sailed on or about 1st March, 1870, for the purpose of taking seals in the seas adjacent to this Island. Having sustained considerable damage in the ice, and having had her screw broken the steamer returned to Bay Roberts, and from thence sailed back to Boston.

5.—I am now informed that the S. S. *Monticello*, did last February arrive at Bay Roberts, and there (as the year before) shipped men as

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**Despatches.**


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sealers, from thence proceeded to sea in order to take seals in the seas adjacent to Newfoundland, and is now said to be engaged in that pursuit. I am further informed that this vessel, although not yet returned to port, has been reported by Captains of other vessels to have taken a considerable quantity of seals, one third of the value of which will be divided among the sealers, who, as I before stated, are inhabitants of this Colony and therefore British subjects.

6.—It said that the seals taken by the *Monticello* will be manufactured into oil in St. John's, and afterwards taken to the United States as American manufactured oil and there admitted duty free. The Merchants here, therefore, naturally feel alarmed that the successful voyage of the *Monticello* will induce many American Merchants to send their ships to this Colony each year for the capture of seals, and even should the United States Government charge duty on the produce of these voyages, the anxiety of our mercantile community would still continue, as a large influx of vessels, for sealing purposes, other than those annually despatched from our ports, would be extremely detrimental to the successful sealing voyages, from which not only the Merchants, but also a large number of the population, derive so much benefit.

7.—An American vessel can, according to treaty, take fish outside the three mile limit, which I hear has been the case with the *Monticello*, but to obtain supplies in a port of this Colony and to embark British subjects for the purpose of fishing inside or outside the three mile limit, is doubtless an infraction thereof.

8.—The interests of the Colony demand that some action should be taken by her in this matter; but, before doing so, my Responsible Advisers are of opinion that the case of the *Monticello* should be referred to Her Majesty's Imperial Government.

I have, &c., &c., &c.,

(Signed,)

STEPHEN J. HILL.

The Right Hon'ble

The Earl of KIMBERLEY,

&c., &c., &c.

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**Despatches.**

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*Mr. Rendell to Governor Hill.*

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ST. JOHN'S, 24th March, 1871.

MAY IT PLEASE YOUR EXCELLENCY,—

I have been requested by the Chamber of Commerce to bring under your Excellency's notice and consideration the fact of the screw steamer *Monticello*, owned by citizens of the United States of America, having recently completed her crew and equipment at Bay Roberts, in Conception Bay, for the prosecution of the seal fishery on this coast, and of her departure on the voyage from that harbor in the early part of the present month.

The Chamber have been informed and believe that it is the intention of the owners of the said steamer to land the product of the said voyage, in which she is now engaged, at a port in this Island for the purpose of manufacturing and rendering the same into oil, and shipping it to the United States, to be introduced there duty free, as American caught and manufactured produce.

The Chamber would respectfully submit to your Excellency that this course of proceeding is, in their opinion, an infringement of existing treaty rights between the United States and Great Britain; and also, that if such produce, so procured, should be landed in this Island, unmanufactured, and thereafter transhipped to the United States, and be admitted there duty free, it would be not only a manifest injustice, but it would be seriously prejudicial to the interests of the people of this Island, whose great and chief dependence lies in the fisheries around this coast, and who cannot, under the present fiscal laws of the United States, avail of American markets without being subjected to the onerous and almost prohibitory duty of 20 per cent ad valorem on all fish oils.

The Chamber feel assured, on your Excellency's representations, that Her Majesty's Imperial Government will not fail, in a matter of such paramount importance to British subjects, to cause their interests to be duly protected, in accordance with treaty rights between the two nations, and they would respectfully invite the serious consideration of your Excellency and Executive advisers as to the pro-

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**Despatches.**

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priety of immediate legislative action as in the other North American Provinces, for the more effectually preventing foreign encroachment upon British fishery rights on the coasts in their Colonial jurisdiction.

I have, &c., &c., &c.

(Signed,)

S. RENDELL,  
*President.*

To His Excellency  
STEPHEN J. HILL, C. B.,  
Governor, &c., &c., &c.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND,

No. 17.

DOWNING STREET,  
5th May, 1871.

SIR,—

I have received your Despatch, No. 19, of the 29th March, forwarding a copy of a letter from the President of the Chamber of Commerce, of Newfoundland, complaining of the alleged illegal prosecution of the seal fishery by an American vessel named the *Monticello*, in the seas adjacent to Newfoundland, together with a copy of a letter from the Attorney General to the Premier, relative to the same subject.

The questions raised in your Despatch will receive my attention, and meanwhile I am of opinion that your Government have acted wisely in not initiating any measures at present on a subject which is beset by many doubts.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**

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ADDRESS FROM THE LEGISLATIVE COUNCIL TO HIS EXCELLENCY  
THE GOVERNOR.

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*To His Excellency Colonel HILL, C. B.,  
Governor and Commander-in-Chief.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Legislative Council being desirous of addressing you upon the question of the entrance and outfit of Foreign Vessels in this Country for the prosecution of the Seal fishery and the manufacture of Seals into oil, with the intention of making further representations to your Excellency, in view of the enactment of Laws for its future prevention or regulation, respectfully request that your Excellency will be pleased to cause the Council to be furnished with such legal opinions as your Excellency may now be able to afford, or may be enabled to obtain, upon the subjects of the rights of the Trade, People and Legislature of this Country, as against Foreigners, and especially the United States, in relation to prosecution of the Seal Fishery, and the entrance and clearance of Ships, and the landing and manufacture of Seals, whether under existing Treaties or otherwise. Also, that your Excellency will be pleased to furnish the Council with copies of the Correspondence which the Executive informs the Council has taken place between your Excellency and the Imperial Government on or touching this subject.

(Signed,)

EDWARD MORRIS,

*President.*

Legislative Council, April 17, 1871.

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**Despatches.**

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**REPLY OF HIS EXCELLENCY THE GOVERNOR.**

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[*Governor's Reply with Opinion of Attorney-General.*]

HON. GENTLEMEN OF THE LEGISLATIVE COUNCIL,—

With reference to your Address requesting to be furnished with any legal opinions that I can supply relative to the entrance and outfit of Foreign vessels in this Country for the prosecution of the Seal fishery, I beg to hand you the opinion of the Attorney-General upon the case of an American vessel named the *Monticello*, which Steamer has been recently engaged in the prosecution of the Seal fishery in the seas adjacent to Newfoundland.

Except in the case of the Vessel in question, no correspondence has arisen, during my Administration, with respect to the taking of Seals off the coast of this Colony by Foreign ships. I have recently referred this case to the Secretary of State for the Colonies, and as any correspondence thereon must necessarily at this early period be incomplete, I cannot comply with your request for copies of despatches on the case now referred to, until the correspondence relative thereto shall have been completed.

Government House,  
Newfoundland, 19th April, 1871.

STEPHEN J. HILL.



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**Despatches.**

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*Mr. Little to Mr. C. F. Bennett.*

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[COPY.]

ST. JOHN'S, March 27th, 1871.

SIR,—

I have the honor to acknowledge the receipt of your communication of the twenty-fifth instant with enclosures in reference to a proposed amendment in the Revenue Bill now before the Legislative Council, and requesting that I would furnish you with my opinion as to the legality and effect of such a section being inserted in the Bill.

I beg to state that I would not advise the adoption of any such clause or amendment, because in my opinion it is a renewal of that exceptional legislation which took place in our Legislature on the passage of the Revenue Bill for eighteen hundred and sixty-six, and justly censured by the then Secretary of State for that year.

As to your query whether the owners of the American Steam Ship *Monticello* have infringed any of the provisions of existing Treaties by calling at a port in this Island, and there equipping, manning and fitting out said Vessel for the prosecution of a fishing voyage? I am of opinion that such acts are an infringement not only of existing Treaties, but also of the Statute Law of England; and I would respectfully advise that the case be formally stated and submitted to His Excellency the Governor for transmission to the Imperial Authorities for their information.

I have, &c., &c.,

(Signed,)

JOS. J. LITTLE.

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**Despatches.**

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*To His Excellency Colonel HILL, C. B.,  
Governor and Commander-in-Chief.*

MAY IT PLEASE YOUR EXCELLENCY,—

We, the Legislative Council of Newfoundland in Session convened, respectfully submit the following statements in reference to the question of the prosecution of the Seal fishery from our ports by the Vessels of Foreign Nations.

1—It is unnecessary for us to make any particular references to the case of the United States Steam Ship *Monticello*, which first led to the consideration and discussion of the subject by the Legislature, as the circumstances have already come under your Excellency's observation.

2—The matter appears to us to present itself in one or both of two views—viz., either as the infraction of existing Treaties, or as an intrusion, with which, in the absence of a Treaty, the Colony has through its Legislature a complete and inalienable right to deal as a question of Maritime and Territorial right.

3—If the first view (that which is generally received) be correct, then, by the terms of the Convention of 1818, American fishermen have no rights on or within three marine miles of any of the coasts, bays, creeks, and harbors of Her Majesty's Dominions in America, save the liberty of taking fish on certain defined parts of the coast of Newfoundland and Labrador, and to dry and cure the same in unsettled localities; and by that Convention and the Imperial Act 59 Geo. 3, Cap. 38, they would have no right to enter the Bays or Harbors of Newfoundland outside these limits for any other purposes whatever than those of shelter or repair, of purchasing wood and obtaining water, under the penalties of that Act, and subject to any order or orders of Her Majesty in Council, or of the Colonial Governor, in pursuance of such orders.

4—The entry, outfit, manning and clearance, and subsequent return of the Ship in question, and the manufacture of her cargo of Seals, have taken place outside the boundaries excepted in the said Act and Convention, and within the prohibited limits; and is the commencement of a foreign trade and industry which, if unrestricted, may pro-

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**Despatches.**

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ably assume such dimensions and importance as very seriously to damage the interests of the Trade and People of this Colony.

5—We desire that such powers as may be lawfully exercised under the Treaty of 1818 and the said Act, and by local legislation (if necessary), for the more effectual execution of the same, may be applied towards the prohibition of the use by Foreigners of our Territorial and Maritime possessions for the purposes of the prosecution of what is commonly termed the “Seal fishery,” and the manufacture of Seals into oil.

6—If it be held that the Seal, being an amphibious mammal, is not a “fish;” nor its capture, by means of Ships, a “fishery;” nor its manufacture into oil a “drying or curing of fish;” nor the person conducting the business of Seal-taking, a “fisherman;” and that therefore, or for other reasons, the matters specified in the fourth paragraph were never contemplated by, and do not come within the Treaty, then no further question of the interpretation or execution of Treaties will arise;—and we submit that our Territorial and Maritime authority with regard to this question would be wholly unaffected and undiminished, and may be freely exercised by local legislation in such manner as may, in the judgment of the Legislature, best conserve the interests of this Colony.

7—Her Majesty’s Government has on more than one occasion assured to the Colony the integrity and control of its Territorial and Maritime rights. We submit, that by the Law of Nations the subjects of a Foreign State have no right to occupy and use at its discretion any portion of the territory of another State, nor are they entitled to any Commercial privileges within it, unless by Conventional stipulation, or the authority of the Law of the latter State;—that if the traffic in question be unaffected by Treaty, the Colony has the exclusive power of legislation over its Maritime territory which embraces, by the general usage of Nations, the distance of a marine league along the coast, “within which limits its rights of property and territorial jurisdiction are absolute, and exclude those of every other Nation.”—In the assertion of these rights, the neighbouring Colonies have passed, and have for many years enforced, penal laws for the protection of their rights from foreign competition and interference.

8—During the present Session the local Government has declined to legislate upon the subject matter of these representations; and

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**Despatches.**

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while we do not disapprove of the forbearance to pass any law affecting the operations of the present season, we do most strongly urge the enactment in the next Session of protective measures in regard to the use of our territory for purposes mentioned in the 4th paragraph, and otherwise calculated to create and foster a dangerous rivalry. And we respectfully suggest that in the meantime it should be clearly intimated and understood that foreigners proposing to engage in the next ensuing and future seasons, in the prosecution of the seal fishery, will do so subject to existing law and—so far as the jurisdiction of this country is concerned—to such laws and regulations as the Colony may impose.

We submit the foregoing observations as worthy of consideration with regard to this serious and important matter, and we trust that any course of action may be carefully avoided which may tend to derogate from the just rights of the Colonists, or be calculated in any way to permit or countenance any foreign intrusion fraught (as we believe that in question to be) with highly injurious consequences to the trade and people of this Colony.

[Passed the Legislative Council April 21st, A. D. 1871.

(Signed,)

EDWARD MORRIS,

*President.*

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**Despatches.**

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**HIS EXCELLENCY'S REPLY.**

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*Mr. President and Gentlemen of the Legislative Council,*

I thank you for your Address in reference to the question of the prosecution of the Seal fishery from our ports by the vessels of Foreign Nations, and for the interest you display in this important matter and in the general affairs of the Colony. I shall have much pleasure in transmitting your communication, which embodies subjects worthy of careful consideration, to the Right Hon. the Secretary of State for the Colonies.

STEPHEN J. HILL.

Government House,  
Newfoundland, 22nd April, 1871.

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**Despatches.**

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*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND,

No. 22.

DOWNING STREET,  
2nd June, 1871.

SIR,—

I have the honor to acknowledge the receipt of your Despatch, No. 26, of the 21st April, forwarding an Address from the Legislative Council of Newfoundland, for copies of the Correspondence between the Home Government and yourself, on the subject of the prosecution of the Seal fishery by Foreign Vessels. I approve of the course taken by you in regard to this Address.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Despatches.**


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*The Earl of Kimberley to Governor Hill.*

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(COPY.)

NEWFOUNDLAND.

No. 29.

DOWNING STREET,  
20th June, 1871.

SIR,—

I have the honor to acknowledge the receipt of your Despatch, No. 31, of the 28th April, forwarding an Address from the Legislative Council of Newfoundland in reference to the prosecution of the seal fishery from the ports of the Colony by vessels of foreign nations. I have been in communication with the Law Officers of the Crown on this question, and I am advised that seals are not fish, and that persons capturing seals are not fishermen within the meaning of the treaty of 1818. It follows that the provisions of that treaty and of the statute 50. Geo. 3, Cap. 38, have no application to such persons, conferring upon them no rights, and affecting them with no liabilities. It also follows that the Colony is entitled to assert its territorial rights against them to the same extent as it would have been entitled if no such treaty had been made.

But though the Colony may be entitled to prohibit, by legislation, the use of their territory for the purpose of the prosecution by foreigners of the seal fishery and the manufacture of seals into oil, Her Majesty's Government would view with great regret any legislation of the restrictive character pointed out by the Legislative Council in their address of the 21st April.

I have, &c., &c., &c.,

(Signed,)

KIMBERLEY.

Governor HILL, C. B.,  
&c., &c., &c.

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**Miscellaneous.**

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**AGREEMENT BETWEEN THE GOVERNOR OF NEW-  
FOUNDLAND AND THE GULF PORTS STEAMSHIP  
COMPANY.**

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**ARTICLES OF AGREEMENT**

made and entered into this thirty-first day of January, A.D., one thousand eight hundred and seventy-two, between His Excellency STEPHEN JOHN HILL, Esquire, Companion of the Most Honorable Military Order of the Bath, Her Majesty's Governor of the Island of Newfoundland for the time being, of the one part, and the Quebec and Gulf Ports' Steamship Company of Quebec, in the Dominion of Canada [which Quebec and Gulf Ports' Steamship Company is hereinafter styled the Contractors] of the second part, and WILLIAM JOHN WITHALL, Esquire, of the City of Quebec, Merchant, and the Hon. ULRIC J. TESSIER, Esq., of the City of Quebec, aforesaid, Advocate, Senator, of the third part, Witness, that for the considerations hereinafter mentioned, the said Quebec and Gulf Ports' Steamship Company doth hereby, for itself and its successors, covenant and agree with the Governor of Newfoundland, his Executors, Administrators and Assigns, and his Successors, Governors of Newfoundland for the time being, [which Successors it is agreed shall be included in the words "Governor of Newfoundland" hereinafter contained] in manner following,—that is to say:—

**FIRST.**—The Contractors will faithfully convey, or cause to be conveyed, by a good and sufficient Steam Vessel or Steam Vessels of not less than three hundred and fifty tons, builders' measurement, provided with a Screw Propeller, and with Engines of not less than one hundred nominal horse-power, all Her Majesty's Mails [which designation shall for the purposes of this Contract be considered as including all Bags, Boxes or Packets of Letters, Newspapers, Books or printed Papers, and all other articles transmissible by Post, without regard either to the place to which they may be addressed or that in which they may have originated]. Also, all empty Bags, empty Boxes, and other Stores and articles used, or to be used, in carrying on the Post-Office Service, which shall be sent by, or to, or from the Post-Office, which the Governor of Newfoundland or any of his Officers or Agents shall require to be conveyed during the continuance of this Contract between the Port of Halifax, Nova Scotia, and the Port of St. John's,



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**Miscellaneous.**

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Newfoundland, once each way in every four weeks, during the months of January, February and March; and once each way in every two weeks during the months of December and April, and between the Ports of Pictou, Nova Scotia and St. John's aforesaid, once each way in every two weeks during the months of May, June, July, August, September, October, and November in each year, making in all twenty-three round voyages during each year; but otherwise, upon such days and at such hours as the Governor of Newfoundland shall in writing appoint [provided that such days and hours shall be so appointed as will conveniently admit of the whole Service both ways being performed by one Vessel]; and shall and will, at their own costs and charges, duly receive and safely deliver such Her Majesty's Mails at the General Post-Office in Halifax and St. John's respectively; and also shall and will, at their own costs and charges duly and safely, and without any unnecessary delay, carry and convey, or cause to be carried and conveyed, under the charge and custody of some responsible Officer to be approved of by the Governor of Newfoundland for the time being, the said Mails, and all other matters and things delivered to them to be carried and conveyed under and by virtue of this Contract, by the speediest mode of conveyance each way between Halifax and Pictou aforesaid, during the months in which the same may be landed and received at Pictou.

SECOND—The Contractors will, on the first day of February, Anno Domini eighteen hundred and seventy-two, provide at the Port of St. John's a good and sufficient Steam Vessel, in all respects ready for sea, for conveyance of Her Majesty's Mails from St. John's; and such Vessel shall, immediately after Her Majesty's Mails are put on board, proceed without loss of time direct to Halifax, and will, after the arrival of the said Vessel at Halifax, on such days and hours as aforesaid during the continuance of this Contract, provide alternately at the said Ports of St. John's and Halifax, or Pictou, as the case may require, a good and sufficient Steam Vessel in every respect ready for sea for the conveyance of the said Mails between the said Ports of St. John's and Halifax or Pictou; and such Vessel shall, immediately after Her Majesty's Mails are put on board, proceed without loss of time from such one of the said Ports as shall for the time being be the Port of departure to the Port at which the said Mails are in regular course to be delivered; and every such voyage between the Ports of Halifax and St. John's shall be completed within the period of Seventy-two hours;—and when the voyage is to or from Pictou, the said Mails shall be delivered at the General Post-Office in St. John's and Halifax respectively

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**Miscellaneous.**

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within the period of Seventy-two hours to Pictou, and thence to Halifax, by rail, by the first train leaving; and upon arrival of such Vessel at St. John's aforesaid it shall remain there for a space of not less than Seventy-two hours before sailing again.

**THIRD**—The Vessel or Vessels to be used under this Contract between the first day of January and the first day of May in every year shall be substantially of wood only, or shall be built of the like materials as the materials employed in building Vessels belonging to the Hudson's Bay Company, being suitable for Winter service. And as the Contractors are not at present possessed of a Vessel so built, they hereby expressly undertake to provide one at their own costs and charges, and to have her at St. John's ready for inspection and approval by, at the farthest, the first day of December, next after the date hereof. It being understood and agreed that the said Contractors shall be at liberty to employ the Serew Steamship *Tiger*, now of this Port, in the performance of the Service under this Contract, during the months of February, March and April, which will be in the year of our Lord eighteen hundred and seventy-two; such Steam Ship while so employed to be in every particular subject to the provisions and conditions of this Contract.

**FOURTH**—Whenever the Port of St. John's shall be found to be inaccessible on account of ice, Her Majesty's Mails shall be landed or embarked (as the case may be) at such Port on the South West coast of Newfoundland as shall be the nearest Port to the said Port of St. John's which shall be accessible, and shall without any unnecessary delay be conveyed each way between such Port and the said Port of St. John's by the speediest mode of conveyance by land, and at the expense of the Contractors.

**FIFTH**—If the Contractors fail to provide an efficient Vessel at Halifax or Pictou, or St. John's (as the case may require), ready to put to sea at the times so to be fixed as aforesaid under this Contract, then, and so often as the same shall happen, the Contractors shall forfeit and pay unto the Governor of Newfoundland and his Successors the sum of fourteen hundred and forty-four dollars and forty-four cents of the current money of Newfoundland; and the Contractors shall also in like manner forfeit and pay the further sum of two hundred and eighty-eight dollars and eighty-eight cents of the like currency for every day after the first day during which they

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**Miscellaneous.**

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shall fail to provide such vessel in manner aforesaid; but so, nevertheless, that the aggregate amount of such penalties in respect of any one voyage shall not exceed the amount payable for such voyage.

**SIXTH**—If the duration of any voyage or delivery of Mails at Halifax or St. John's as aforesaid, made in pursuance of this Contract, shall exceed the time hereinbefore provided in that behalf by a period equal to or exceeding twelve hours, then and so often as the same shall happen the Contractors shall forfeit and pay in like manner a further and additional sum of \_\_\_\_\_ dollars of the currency aforesaid for each complete period of twelve hours by which such voyage or delivery shall exceed the time so provided; but so that the aggregate amount of such last-mentioned additional penalties in respect of any one voyage or delivery shall not exceed the amount payable in consideration of such voyage or delivery.

**SEVENTH**—The payment by the Contractors of any sums of money by way of penalties shall not in any manner prejudice the right of the Governor of Newfoundland to treat the failure, if any, on the part of the Contractors, to provide a proper vessel at the appointed time, or to perform any voyage or delivery of Mails at or within the times hereinbefore in that behalf mentioned, as a breach of this Contract.

**EIGHTH**—The Vessel or Vessels to be employed under this Contract shall always have comfortable accommodation for passengers, and be furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, life-boats and life-buoys, and whatever else may be requisite for equipping the said Vessel or Vessels, and rendering it or them constantly efficient for the Service hereby agreed to be performed; and also manned and provided with competent Officers and appropriate Certificates, pursuant to Act or Acts of Parliament in force for the time being relative to the granting Certificates of Officers in the Merchant service, and with a sufficient number of efficient Engineers, and a sufficient crew of able seamen and other men. And the Governor of Newfoundland for the time being shall have authority and liberty, whenever he may deem it requisite, to cause a Survey to be made by any competent person or persons of the said Vessel, and the hull, machinery, equipments and outfits thereof, upon giving notice in writing to the Commander for the time being of

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**Miscellaneous.**

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the Vessel about to be examined, of such his intention, so as to be satisfied that such Vessel is in all respects capable and fitted for the Service to be performed under this Contract.

**NINTH**—The Governor of Newfoundland shall, subject to the provisions contained in clause one of this Contract, have power from time to time to alter the days and hours of departure from each Port so to be appointed by him as aforesaid, upon giving three months' written notice to the Contractors; and shall also have power, by a written order delivered to the Master or Commander of any Vessel employed by the Contractors under this Contract, to delay the departure of such Vessel from any of the said Ports, for any period not exceeding twenty-four hours.

**TENTH**—A separate and secure place of sufficient size, protected from leakage and under lock and key, shall be provided in such Steam Vessel or Vessels for the deposit and safe custody of Her Majesty's Mails; and the place so provided shall be subject to the approval of the Governor Newfoundland for the time being, or of such person or persons as he shall appoint to inspect and approve the same; and the Masters or Commanders of such Vessel or Vessels shall take due care of, and the Contractors shall be responsible for, the receipt and delivery of said Mails; and each of such Masters or Commanders shall make the usual declaration or declarations required, or which may hereafter be required, by the Governor of Newfoundland, in such and similar cases, and furnish such Journal returns and information to, and perform such services as the Governor of Newfoundland or his Agents may require; and every such Master or Commander or Officer duly authorized by him, having the charge of Mails, shall immediately, on the arrival at Halifax or St. John's of such Vessel or Vessels respectively, deliver all Mails into the hands of the Postmaster, or such other person at such places respectively as the Governor of Newfoundland shall appoint to receive the same:—and on arrival at Pictou shall immediately despatch such Mails in manner provided in clause one of this Contract, and on arrival of same at Halifax shall deliver them as above prescribed.

**ELEVENTH**—In the event of any Steam Vessel being lost or destroyed by fire, tempest, or any other casualty, or requiring repair during the continuance of this Contract, the Contractors shall provide, without any unnecessary delay, another good and sufficient Steam Vessel to take the place of the one so lost, destroyed or requiring repair. Such Vessel so substituted to be first approved of

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**Miscellaneous.**

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by the Governor of Newfoundland, and to be in every respect subject to the provisions and conditions of this Agreement in like manner as was the Vessel so lost, destroyed or requiring repair.

**TWELFTH.**—The Contractors and all Commanding and other Officers of the Vessel or Vessels which may be employed in the performance of this Contract, and all Agents, Seamen and Servants of the Contractors shall, at all times during the continuance of this Contract, punctually attend to the orders and directions of the Governor of Newfoundland as to the mode, time and place of embarking and disembarking Mails.

**THIRTEENTH.**—The Contractors shall not receive, or take or permit, or suffer to be received or taken on board such Vessel or Vessels, any letters for conveyance other than such as shall be contained in Her Majesty's Mails, save and except such letters as are not by law required to pass through the Post Office, nor any Mails for conveyance on behalf of any other Colony or foreign country, without the consent of the Governor of Newfoundland; and the whole postage of every Mail shall, under all circumstances, be at the disposal of the said Governor; and in case any Act contrary to the terms of this Contract be committed, the Contractors shall be liable to be proceeded against for a breach of this Agreement.

**FOURTEENTH.**—The Contractors shall not convey in the Vessel or Vessels employed under this Agreement, any nitro-glycerine, or any other matter or thing which has or shall be legally declared specially dangerous.

**FIFTEENTH.**—If on the determination of this Agreement, whether by efflux of time or otherwise, any Vessel or Vessels shall have started or shall start, or ought to have started with the Mails in conformity with this Agreement, such voyage or voyages shall be continued, and the Mails be delivered and received during the same as if this Agreement had remained in force with regard to any such Vessel or Vessels and Services; and with respect to such Vessel or Vessels as last aforesaid, this Agreement shall be considered as having terminated when such Vessel or Vessels shall have reached the port or place of destination, and the Mails delivered at the respective Post Offices aforesaid.

**SIXTEENTH.**—The Governor of Newfoundland is hereby authorized

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**Miscellaneous.**

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to delegate any of his powers under this Agreement to such persons as he may deem fit to exercise them.

**SEVENTEENTH**—The Contractors, when so required, shall be bound to convey from any one Port of departure or call to any other such Port any number of Government passengers, not exceeding two, of the first class, with their wives, children and servants; two of the second class, with their wives and children; and eight of the third class, such passengers with their families to be treated in no respect, whether as regards food, cabin, or other accommodation, or aught else in a way inferior to that of ordinary passengers of the same class, or that required by the regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers to include each day an imperial pint of good sound bottled or draught Ale or Beer, and that of the first class in addition an imperial pint of good foreign Wine, either Port or White. The several classes of passengers to mess in separate places, medical attendance, medicine and medical comforts to be provided, as also mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding, and all other necessaries. Third class passengers to have hammocks or bunks (subject to the approval of such persons as the Governor of Newfoundland may appoint to approve the same) placed between decks.

**EIGHTEENTH**—The Passage-money for Government passengers or their families to be the same as that charged by the Contractors for ordinary passengers of a similar class, and to include all the requisites specified in the seventeenth clause of this Agreement; and the freight of baggage, according to Government scale, as shown in the Regulations of Her Majesty's Transport Service. Whenever any alterations of rates for ordinary passengers shall be made, the Contractors shall immediately apprise the Governor of Newfoundland and the Lords Commissioners of the Admiralty of such alterations.

**NINETEENTH**—Returns of the embarkation and disembarkation of all Government passengers shall be furnished by the Contractors to the Director of the Transport Service immediately after each departure and arrival of said Vessel or Vessels.

**TWENTIETH**—The Contractors shall apply for the payments for the Passage-money of Government passengers by invoices, according to a form to be obtained from the Office of the Director of Trans-

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**Miscellaneous.**

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port Services for Newfoundland, and such payments shall be made upon the production to the said Director of the orders for the passages, together with a Certificate under the hand of the Commanding Officer of the said Vessel, specifying the number of the third-class passengers (men, woman and children,) conveyed, with the ages and sexes of the latter, and stating the periods during which these have been regularly supplied while on board with provisions; and also a Certificate, under the hand of each first and second class passenger, of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner-meal, save that the Contractors shall not forfeit the Passage-money of any such passengers who shall improperly or unreasonably refuse to give such Certificate.

**TWENTY-FIRST** The passage-money for the wives and families of Commissioned and Civil Officers, when not ordered to be conveyed at the public expense, shall be paid to the Contractors by the Officers themselves; and in such case the accommodation to be afforded them shall not be regulated by the provisions of this Contract.

**TWENTY-SECOND**—In all cases where an Officer in the Civil, Naval, or Military Service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of this Contract, the Contractors shall be bound, when they have room, to provide such passage for such Officers in preference to ordinary passengers, and to charge no higher rate for such passage than is chargeable for ordinary passengers; provided that the Contractors shall not be bound for the purposes aforesaid to commit any breach of Contract entered into with ordinary passengers before such Officers shall have engaged this passage, and the accommodation to be furnished to such Officers shall not otherwise than as in this clause mentioned be regulated by the provisions of this Contract.

**TWENTY-THIRD**—The Contractors shall receive on board each of the Vessels employed in the performance of this Contract, and shall convey on behalf of the Admiralty, any small packages which may be ordered for conveyance; and also (on receiving from the Governor of Newfoundland or his Officers or Agents, or from the British Naval Officer in command of the Station, two days previous notice) shall re-

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**Miscellaneous.**

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ceive on board any naval or other stores, not exceeding five tons weight at any one time, in any one vessel; and shall convey and deliver such small packages and stores at the lowest rate of freight charged by the Contractors for goods the property of private persons:—immediate notice being given to the Governor of Newfoundland and the Lords Commissioners of the Admiralty of any alterations in such rate of freight. And the Contractors shall in all cases be responsible for the custody and safe and speedy delivery of the packages and stores.

**TWENTY-FOURTH** Except where otherwise specified, none of the duties hereinbefore provided to be performed by the Contractors shall give them any claim to remuneration beyond the general subsidy payable under the terms of this Contract.

**TWENTY-FIFTH**—And as regards the rates of freight and passage-money to be charged by the said Contractors for the conveyance of goods and passengers in and by the Vessel serving under this Contract, it is hereby understood and agreed that such rates shall in no case exceed those now charged by the Inman Company for the like services, and that the said Contractors shall make such arrangements as will enable them to carry and convey goods and passengers between St. John's and Halifax *via* Pictou each way, at through rates for the whole journey; and that the cost of such carriage and conveyance *via* Pictou shall be the same as if such goods or passengers were carried between St. John's and Halifax direct.

**TWENTY-SIXTH**—This Agreement shall commence as from the first day of February, Anno Domini eighteen hundred and seventy-two, and shall continue in force for a period of five years from that date.

**TWENTY-SEVENTH** And in consideration of the due and faithful performance by the Contractors of all the Services hereby contracted to be by them performed, the Governor of Newfoundland doth hereby covenant that there shall be paid to the Contractors, so long as they perform the whole of such Services in the manner and with such Vessel or Vessels as herein respectively provided, at the rate of one thousand one hundred and thirty dollars and forty-three cents, Newfoundland currency, per round trip, payable at the Office of the Receiver-General at St. John's aforesaid, on the production to him by the said Contractors or their Agents of a certificate signed by



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**Miscellaneous.**

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setting forth that the Services for which payment is claimed have been duly and faithfully performed; and also to pay to the Contractors the further sum of four thousand dollars towards the cost of hire of the said Steamship *Tiger*;—this latter sum to be payable in four equal instalments on the completion of each round voyage made by said Steamship, and the production of a certificate similar to that above mentioned.

**TWENTY-EIGHTH**—All and every the sum and sums of money hereby stipulated to be paid by the Contractors to the Governor of Newfoundland and his Successors, shall be considered as stipulated or ascertained damages, whether any damage has or has not been sustained by reason of the breach for which the penalty may be levied, and the amount may be deducted by the Governor of Newfoundland out of any monies payable, or which may thereafter become payable, to the Contractors; or at his discretion the payment thereof may be enforced with full costs of suit.

**TWENTY-NINTH**—All notices or directions which the Governor of Newfoundland, his Officers, Agents or others are hereby authorized to give to Contractors, their Officers, Servants or Agents, may, at the option of the Postmaster-General, his Officers, Agents or others, either be delivered to the Master of the said Vessel or Vessels respectively, or any other Officer or Agent of the Contractors in the charge or management of any Vessel employed in the performance of this Contract, or left for the Contractors at their Office, or last known Office, in Quebec; or at the Office, or last known Office, of their Agent in St. John's aforesaid; and any notices or directions so given or left shall be binding on the Contractors.

**THIRTIETH**—The Contractors shall not assign, underlet, or otherwise part with or dispose of this Agreement, or any part thereof, or interest therein, without first having the consent of the Governor of Newfoundland in writing for that purpose.

**THIRTY-FIRST**—In case of any breach of the Twenty-ninth clause of this Agreement, or in case of a great or habitual breach of the Contract of any other kind, the Governor of Newfoundland shall have power, and that without any previous notice, to terminate this Contract and Agreement; and the Contractors shall not be entitled to any compensation by reason of such breach or any prior breach of this

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**Miscellaneous.**

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Agreement; nor shall such termination of the Contract interfere with the completion of any voyage which may have been commenced at the time of such determination.

**THIRTY-SECOND**—If at any time during the continuance of this Agreement, or after the determination thereof, any disputes shall arise between the parties hereto, or their Executors, Administrators or Successors respectively, concerning any breach or illegal breach by or on the part of the Contractors of this Agreement, or the sufficiency of any such breach to justify the Governor of Newfoundland in putting an end to the same, or concerning any of the covenants, matters or things herein contained, or in anywise relating thereto, and notwithstanding the power herein contained to determine this Agreement, and any execution or attempted execution of such power, such dispute shall be referred to two Arbitrators,—one to be chosen from time to time by the Governor of Newfoundland, and the other by the Contractors; and if such Arbitrators should at any time or times not agree in the decision of the matter or question referred to them, then such question in difference shall be referred by them to a third Arbitrator, to be chosen by such Arbitrators; and the award of any two of the said Arbitrators shall be binding and conclusive on all parties to such reference. And this Agreement may be made a rule of Court by either of the said parties hereto.

**THIRTY-THIRD**.—And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisos, clauses, articles and agreements herein contained, which on the part and behalf of the Contractors are or ought to be observed, performed, fulfilled and kept, the said Quebec and Gulf Ports' Steam Ship Company, and the said WILLIAM JOHN WITHALL and ULRIC J. TESSIER, do hereby bind themselves, their Heirs, Executors, Administrators and Successors respectively, and each of the said obligors doth hereby severally bind itself and its successors, and himself, his Heirs, Executors and Administrators unto the said Governor of Newfoundland in the sum of eight thousand six hundred and sixty-six dollars and sixty-six cents of the current money of the said Island of Newfoundland, to be paid to the said Governor of Newfoundland, or his Successors, by way of stipulated or ascertained damages hereby agreed upon by and between the Governor of Newfoundland and the said Quebec and Gulf Ports' Steam Ship Company and WILLIAM JOHN WITHALL and ULRIC J.

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**Miscellaneous.**


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**TESSIER**, in case of failure on the part of the Contractors in the due execution of this Agreement, or any part thereof.

In witness whereof the said parties to these presents have hereunto their hands and seals subscribed and set the day and year aforesaid.

(Signed)

Signed, Sealed and delivered  
in presence of

} **STEPHEN J. HILL**, Gov. [*L.S.*]  
 } Witness, (Sig'd) **HENRY SHEA**,  
 Captain R. A., *A.D.C.*

The Quebec and Gulf Ports' Steam-Ship Company by

(Signed) **WM. JNO. WITHALL**, [*L. S.*]  
*President.*

(Signed) **WM. JNO. WITHALL**, [*L. S.*]

(Signed) **ULRIC J. TESSIER**, [*L. S.*]

(Signed) **WM. BIGNEILL**, of the City of  
 Quebec, Notary Public, as to the exe-  
 cution by the party of the second part,  
 and the parties of the third part

**Miscellaneous.**

RETURN OF AMOUNTS EXPENDED UNDER ACT 29  
VIC., CAP. 5, FOR REDUCTION OF PAUPERISM BY  
ENCOURAGING AGRICULTURE, FOR YEAR ENDING  
DEC. 31, 1871.

**RECAPITULATION.**

SURVEYOR GENERAL'S OFFICE,  
St. John's, Newfoundland,  
March 8th, 1872.

*Return of Amounts Expended under Act 29 Vic., Cap. 5.*

Name of District.	Quantity of Land Cleared.			Amount Expended.	
	A.	R.	P.	\$	cts.
St. John's.....	5	0	0	36	00
Ferryland.....	31	3	30	247	60
Placentia.....	57	0	0	404	00
Twillingate and Fogo.....	37	0	0	280	00
Bonavista.....	35	3	0	250	65
Trinity Bay.....	16	3	26	129	62
Total amount cleared..	182	2	16		
				Total amount paid..	\$1347 87

H. RENOUF,  
*H. M. Surveyor General.*

### Miscellaneous.

*Return of Expenditure under Act 29 Vic., Cap. 5, for Reduction*

Name.	Locality.
John Kelly .....	Pouche Cove.....
Mary Doyle.....	Chance Cove.....
William Leanie.....	Mobile.....
James Maher.....	Do.....
James Heally.....	Do.....
Joseph Williams.....	Bay Bulls.....
Richard Williams.....	Do.....
Stephen Gatheral.....	Do.....
Pierce Carney .....	Tinker's Point, Mobile.....
Philip Lewis.....	Lower Island Cove.....
Samuel Champion.....	Scilly Cove, Trinity Bay.....
Thomas Hopkins.....	Whale's Brook.....
John Moses Power.....	Freshwater .....
Daniel Murrain.....	Pouche Cove.....
Timothy Shaughrue.....	Nagle's Hill.....
Josiah Jacobs.....	Northern Bay, Trinity Bay.....
William Perry.....	Green's Harbor.....
Ambrose Perry.....	Do.....
James Rowe.....	Do.....
James Cost.....	Do.....
Simon Read.....	Do.....
William Hopkins.....	Do.....
Robert Porter.....	Exploits Bay.....
Giles Normon.....	Sunday's Island.....
Edward Condon.....	Aquaforte.....
John Tobin.....	Ferryland.....
Samuel Stockwood.....	Gull Island Cove.....
John Cooper Lewis.....	Lower Island Cove.....
Thomas Keefe.....	Cape Shore.....
William Collins.....	Rattling Brook.....
John Brennan.....	Point Verd.....
Matthew Grace.....	Great Placentia.....
James Jure.....	Exploits.....
James Ansty, Sr.....	Purcell's Harbor.....
William Marsh.....	Mile's Harbor.....

Carried forward

## Miscellaneous.

*of Pauperism by Encouraging Agriculture, for the year 1871.*

1st Acre at \$8.00			2nd Acre at \$6.00.			Amount.
A.	R.	P.	A.	R.	P.	
0	0	0	1	0	0	\$6.00
1	0	0	0	3	30	13.60
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	1	0	9.50
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	1	20	10.05
1	0	0	0	1	0	9.50
1	0	0	0	0	10	8.37
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	2	0	3.00
1	0	0	0	0	8	8.25
1	0	0	0	0	16	8.50
1	0	0	0	1	0	9.50
1	0	0	0	0	31	9.15
1	0	0	0	1	6	9.75
1	0	0	0	0	30	9.10
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	1	12	10.50
1	0	0	0	0	6	8.20
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
0	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
0	0	0	1	0	0	6.00
1	0	0	1	0	0	14.00
1	0	0	0	0	0	8.00
						\$292.97

### Miscellaneous.

*Return of Expenditure under Act 29 Vic., Cap. 5, for Reduction of*

Name.	Locality.
	Brought forward.....
Ambrose Smith.....	Lobster Harbor.....
Francis Rice.....	Do.....
Amelia Smith.....	Black Island.....
Samuel Chapel.....	Kettle Cove.....
John Dalton.....	Kite Cove.....
Luke Manual.....	Do.....
Richard Goss.....	Burnt Cove.....
William Milly.....	N. W. Arm.....
James Young.....	Do.....
George Barnes.....	Burnt Cove.....
George Watkins.....	Indian Cove.....
George Russell.....	Musgrave Town.....
James Reader, Sr.....	Do.....
Elias Brown.....	Do.....
Caleb Reader.....	Do.....
Dugald Strathie.....	Do.....
George Russel.....	Do.....
Thomas Reader.....	Do.....
Thomas Saint.....	Do.....
William Green.....	Point Verd.....
James Green.....	Do.....
John Conway.....	Distress.....
Patrick Conway.....	Do.....
John Furlong.....	Discon's Hill.....
John Green.....	Point Verd.....
Robert Green.....	Do.....
Pierce Fitzgerald.....	Great Placentia.....
Samuel Ansty.....	Twillingate.....
Robert Moss.....	Tilt Cove, Friday's Bay.....
Samuel Pye.....	Musgrave Town.....
Thomas Pye.....	Do.....
John and Henry Reader.....	Brooklyn.....
Samuel Holloway, Sr.....	Do.....
Thomas Doyle.....	Gooseberry.....

Miscellaneous.

*Pauperism by Encouraging Agriculture, for 1871.—(Continued.)*

1st Acre at \$8.00			2nd Acre at \$6.00.			Amount.
A.	R.	P.	A.	R.	P.	
.....						\$292.97
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
0	0	0	0	1	30	2.65
0	0	0	1	2	0	9.00
0	0	0	1	2	0	9.00
0	0	0	1	2	0	9.00
0	0	0	0	0	0	0.00
0	0	0	1	0	0	6.00
0	0	0	0	2	0	3.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
1	0	0	0	2	0	11.00
1	0	0	1	0	0	14.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
.....						\$542.62



### Miscellaneous.

*Return of Expenditure under Act 29 Vic., Cap. 5, for Reduction of*

Name.	Locality.
	Brought forward . . . . .
John Doyle . . . . .	Gooseberry . . . . .
John McGrath . . . . .	Patrick's Cove . . . . .
James McGrath . . . . .	Do . . . . .
Thomas Conway . . . . .	Distress . . . . .
Martin Conway . . . . .	Do . . . . .
Patrick Foley . . . . .	Do . . . . .
Patrick Rogers . . . . .	N. E. Arm . . . . .
Gerald Roach . . . . .	Renews . . . . .
John Beavis, Sr. . . . .	Bears Cove . . . . .
John Hoskins . . . . .	Lance Cove . . . . .
Charles Hiscock . . . . .	Scilly Cove . . . . .
Edward Fitzpatrick . . . . .	Salmonier . . . . .
Alexander Smith . . . . .	Marqueese . . . . .
Thomas Walsh . . . . .	Do . . . . .
George Manuel . . . . .	Musgrave Town . . . . .
William Lifferidge . . . . .	Do . . . . .
James Holloway, Jr. . . . .	Do . . . . .
William Russell . . . . .	Do . . . . .
Andrew Lifferidge . . . . .	Do . . . . .
George Martin . . . . .	Do . . . . .
Philip Handcock . . . . .	James Cove . . . . .
Thomas Moss . . . . .	Do . . . . .
Henry Wills . . . . .	Do . . . . .
William Yebman . . . . .	Do . . . . .
Jacob Taylor . . . . .	Do . . . . .
Israel Taylor . . . . .	Do . . . . .
Joseph Moss . . . . .	Do . . . . .
William Moss . . . . .	Do . . . . .
George Handcock . . . . .	Do . . . . .
Thomas Hallett . . . . .	Little Harbor . . . . .
Richard Greenham . . . . .	Manuel's Cove . . . . .
John Gill . . . . .	Indian Point . . . . .
Edward Slade . . . . .	Lush's Bight . . . . .
William Mahony . . . . .	Burnt Cove . . . . .

Carried forward

Miscellaneous.

*Pauperism by Encouraging Agriculture, for 1871.—(Continued.)*

1st Acre at \$8.00,			2nd Acre at \$6.00.			Amount.
A.	R.	P.	A.	R.	P.	
.....						\$542.62
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
1	0	0	0	2	0	11.00
1	0	0	0	1	7	9.75
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	0	0	0	8.00
0	0	0	1	2	0	9.00
0	0	0	1	0	0	6.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	2	0	11.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	3	0	12.50
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
.....						\$815.87

### Miscellaneous.

*Return of Expenditure under Act 29 Vic., Cap. 5, for Reduction*

Name.	Locality.
	Brought forward.....
John Bunt.....	Burnt Cove.....
Charles Gill.....	Kite Cove.....
George Sampson.....	Seal Cove.....
Thomas Jugs.....	Salt Pans.....
Adam Gidge.....	Do.....
Henry Horwood.....	Farmer's Arm.....
Jacob Keefe.....	Burnt Cove.....
John Gidge.....	Farmer's Arm.....
Joseph Green.....	N. W. Arm.....
William Mount.....	Do.....
David Coffee.....	Angle's Cove.....
Robert Young.....	Distress.....
John Patterson.....	Placentia.....
Michael McGrath.....	Patrick's Cove.....
Thomas McGrath.....	Do.....
Matthew James McGrath.....	Do.....
Anthony McGrath.....	Do.....
Robert Dosley.....	Distress.....
Nicholas Furlong.....	Point Moll.....
Isaac Bruff.....	Admiral's Cove.....
James Hall.....	Aquaforte.....
Peter Payne.....	Do.....
Edward O'Neil.....	Fermeuse.....
David Whelan.....	Toad's Cove.....
Michael Carew.....	Witless Bay.....
David Doyle.....	Mobile.....
Thomas Manual.....	Twillingate.....
Edward Fitzgerald.....	Cape Broyle.....
John Hartery.....	Do.....
James Fowley.....	Renews.....
Michael Fowley.....	Do.....
Patrick Roach.....	Anthony's Cove.....
Patrick Brennan.....	Ferryland.....
James Best.....	Admiral's Cove.....

Carried forward



### Miscellaneous.

*Return of Expenditure under Act 29 Vic., Cap. 5, for Reduction*

Name.	Locality.
	Brought forward .....
John Beavis, Jr. ....	Broad Cove .....
Edward Sheehan .....	Do .....
William Martin .....	Long Beach .....
Patrick Walsh .....	Point Verd .....
James Green .....	Do .....
William Green .....	Do .....
Thoms Walsh .....	Do .....
Thomas Doyle .....	Little Barrisway .....
Robert Carrott .....	Point Verd .....
William Roe .....	Do .....
John E. Conway .....	Distress .....
Thomas Keef .....	Great Barrisway .....
Robert Patterson .....	Placentia .....
Patrick Power .....	N. E. Arm .....
Maurice Power .....	Do .....
Johh Keef .....	Great Barrisway .....
Richard Bruddus .....	Fermeuse .....
Philip Whelan .....	Torbay Road .....
William Pye .....	Musgrave Town .....
Michael Flinn .....	Great Placentia .....
Colliers Thomas .....	N. E. Arm .....
John Flinn .....	Placentia .....
John Bates .....	Musgrave Town .....
James Coffee .....	Cape Shore .....
John Handcock .....	Musgrave Town .....
Amos Gowdie .....	N. W. Arm .....
William England .....	King's Cove .....
Philip Dooling .....	Distress .....
One hundred and fifty-nine certi	ficates .....

Miscellaneous.

*of Pauperism by Encouraging Agriculture, for the year 1871.*

1st Acre at \$8.00			2nd Acre at \$6.00.			Amount.
A.	R.	P.	A.	R.	P.	
.....						\$1187.87
1	0	0	0	0	0	8.00
1	0	0	0	3	0	12.50
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	2	0	0	20.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
1	0	0	0	2	0	11.00
1	0	0	1	0	0	14.00
1	0	0	1	0	0	14.00
1	0	0	1	0	0	14.00
1	0	0	1	0	0	14.00
0	0	0	1	0	0	6.00
1	0	0	0	0	0	8.00
1	0	0	0	0	10	8.50
1	0	0	0	0	0	8.00
1	0	0	0	0	0	8.00
0	0	0	1	0	0	6.00
.....						159.00
						<b>\$1,506.87</b>

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**Miscellaneous.**

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**BURGLAR AND FIRE PROOF RECORD ROOM AT THE  
COURT HOUSE, ST. JOHN'S.**

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The proposed Record Room at the Court House will provide room for all the papers now in the Clerk's Office in wooden presses, and exposed to any contingency of fire which may occur, and for future accumulations for a considerable period. The new Record Room to be constructed on a rubble stone foundation, covered with brickwork in cement, interlaced with hoop iron; the side walls to be built and the room arched over in a similar manner, and the doors to be the best burglar and fire proof ones, so that the structure may be perfectly safe under any circumstances, even such as the fall of the walls of the Court House on the roof.

J. T. NEVILL,

*Inspector of Public Buildings.*

March, 1872.

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**Miscellaneous.**


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**PUBLIC BUILDINGS AND LIGHT HOUSES. SUPPLEMENTARY ESTIMATE, 1872.**


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Repairs to Custom House wharf, breastwork, landing steps, &c. ....	\$600.00
Fire and Burglar Proof, Record Room, 23 feet 6 inches by 18 feet 0 inches, at St. John's Court House .....	2,800.00
Alterations to George's Barracks, Signal Hill, to fit them for use as a Lazarette, taking down corridor walls on first floor, increasing the height of the rooms, making wards for patients, providing for warming and ventilation and fitting up the ground floor for the use of the Administration.....	2,800.00
Alterations to Military Hospital, Quidi Vidi, similar to those at George's Barracks .....	2,800.00
Additional estimated cost of Harbor Lights, above amount granted .....	1,200.00

J. T. NEVILL,  
*Inspector.*

March, 1872.



**Miscellaneous.**

*Return of the Localities selected for the erection of Outharbor Lights,  
the erection in any locality,*

Localities Selected.	By whom selected.
Puffin Island, Greenspond .....	Late Inspector Oke, and present Inspector Nevill
Fort Point, Trinity .....	Inspector Nevill
Bellorem, Fortune Bay .. .. .	Do
Boar Island, Burgeo .....	Do
Rose Blanche Point .....	Do
Cann Island, Seldom-come-by..	Do

### Miscellaneous.

*when and by whom selected, and the arrangements, if any, made for 3rd February, 1872.*

Date of selection.	Arrangements, if any, made for the erection in any locality.
<p style="text-align: right;">1869</p> <p>23rd June, 1871</p>	<p>Report to D. &amp; T. Stevenson, Lighthouse Engineers, Edinburgh, upon the elevation above sea level, character of buildings and purpose of the same, for their professional advice and estimates of cost of lantern and apparatus, &amp;c.</p> <p>A large quantity of granite is quarried, a store erected, and a well sunk for water supply.</p>
<p>20th do do</p> <p>24th July, do</p> <p>26th do do</p> <p>26th do do</p> <p>12th Oct. do</p>	<p>Contracts for timber to be ready for use in the spring of 1872.</p>

**Miscellaneous.**

**RETURN OF AMOUNTS, AND FROM WHOM RECEIVED,  
FOR THE INSPECTION AND ADJUSTMENT OF  
WEIGHTS AND MEASURES, FOR THE  
YEAR ENDING, 1871.**

John Bond.....	\$3.50	J. S. Simms.....	3.10
P. & L. Tessier .....	9.00	Job, Brothers & Co. ....	16.25
Ayre & Marshall.....	5.15	Bowring Brothers .....	19.05
F. Trelegan.....	1.10	W. Grieve & Co .....	14.80
J. Carter.....	1.05	J. Tarrahin .....	1.40
J. J. Dearin .....	0.65	J. Neagle.. ..	0.65
Coleman Raftus.....	1.30	W. D. Hally .....	1.90
Wm. Kitchen .....	1.00	J. McL. Muir .....	2.10
J. J. Rogerson .....	2.50	G. Hutton.....	1.25
J. Dooling .....	0.35	R. Neyle. ....	0.65
Charles Loughlan .....	1.70	M. Macky .. ..	0.80
Richard Murphy.....	1.20	Goodfellow & Co. ....	11.00
P. Mullaley .....	1.15	J. Collis .....	0.90
Charles Duder.....	3.90	S. Milley .....	1.10
P. Hogan.....	2.85	Wm. Connors.....	1.00
T. Spry.....	2.05	Richard Ivory.....	0.50
James Gleeson .....	2.55	J. Steer.....	5.10
C. F. Bennett & Co .....	7.15	Mrs. Whelan .....	0.85

**Miscellaneous.**

RETURN OF AMOUNTS RECEIVED FOR INSPECTION,  
&c., OF WEIGHTS AND MEASURES, FOR 1871.—  
(Continued.)

Mrs. Reardon .....	\$0.80	T. Salter .....	\$3.20
R. Courtney .....	0.60	Beruy & Fitzgibbon.....	1.00
Theodore Clitt .....	1.00	James Cox .....	1.35
S. March & Sons.....	0.60	Mrs. St. John .....	1.25
Stabb, Row & Co. ....	4.50	L. O'Brien & Co.....	5.70
Michl. Coony .....	1.40	T. Chambers .....	2.25
P. Kough.....	0.80	Mrs. Culleton.....	1.00
Edward Maher .....	1.35	Patrick Summers ..	0.75
D. Sclater .....	2.15	M. Breen .....	0.25
E. Power.....	1.50	H. Duggan .....	1.35
C. Canning .....	0.70	E. Meehan.....	2.10
P. Jordan & Sons.....	0.90	P. McPherson.....	2.25
B. McDougall.....	4.80	Mrs. Davenport ....	0.50
Mrs. Quirk .....	0.90	W. & G. Rendell.....	3.85
Austin McNamara.....	1.10	Joseph Shea .....	1.95
W. L. Walsh .....	1.00	P. Hogan.....	1.25
Wm. Crotty .....	1.20	St. John's Brewery.....	2.40
N. Stabb & Sons.....	1.40	J. Fitzgerald .....	0.50

**Miscellaneous.**

RETURN OF AMOUNTS RECEIVED FOR INSPECTION,  
&c., OF WEIGHTS AND MEASURES, FOR 1871.—  
(Continued.)

J. McMillan .....	\$4.00	James Phelan .....	\$0.65
J. Leary .....	0.75	Michael Bourk .....	1.25
A Shea .....	3.70	Ewen Stabb .....	3.10
James Dooley .....	0.80	J. O'Dwyer .....	0.75
Thomas Haw .....	1.15	Elmsly & Thompson .....	4.50
James Sutton .....	0.70	Edward Brennan .....	1.00
Henry Duder .....	1.15	Thomas Summers .....	0.63
Mrs. J. Farrell .....	1.05	J. A. Edens .....	1.30
W. Veal .....	0.90	J. Cauffin .....	0.70
J. Woods .....	3.00	Baird Brothers .....	3.35
W. D. Morrison .....	1.15	Mrs. Shea .....	1.40
P. White .....	2.10	R. Carrington .....	0.60
Mrs. M. Walsh .....	1.25	Edwin Duder .....	10.35
Thomas Farrel .....	1.45	E. Mallowney .....	1.25
E. Smith & Co .....	10.50	J. Mackie .....	0.60
G. Gear & Co .....	1.20	L. Barron .....	1.70
Thomas Cashin .....	0.40	M. Doyle .....	0.65
R. J. Kent .....	1.20	S. Knight .....	0.75

## Miscellaneous.

RETURN OF AMOUNTS RECEIVED FOR INSPECTION,  
&c., OF WEIGHTS AND MEASURES, FOR 1871.—  
(Continued.)

Patrick Murphy .....	\$1.20	James Bryden .....	\$2.20
J. N. Finlay .....	1.00	Michael Bambrick .....	0.70
Charles S. Matthews .....	1.20	C. B. Rankin .....	2.60
D. Dooley .....	0.80	W. P. Walsh .....	3.00
H. W. Seymour .....	3.55	J. Feehan .....	0.80
L. Furlong .....	1.20	E. Wadden .....	0.60
L. Parker .....	2.55	P. & T. Hearn .....	0.40
T. Mitchell .....	0.65	J. Maher .....	0.55
M. Thorburn .....	1.30	James Fox .....	4.10
P. Brien .....	0.50	J. Cantwell .....	1.30
E. White & Sons .....	2.45	Mrs. Murry .....	1.25
Richard Meehan .....	1.15	J. & W. Stewart .....	12.60
Philip Hutchins .....	7.15	Thomas O'Neil .....	1.20
Patk. Buckley .....	1.15	Sherran & Pippy .....	2.10
James Fitzgerald .....	0.50	Michael Farrell .....	0.75
J. Webber .....	2.20	R. O'Dwyer .....	3.25
Mrs. Cullen .....	1.50	P. M. Barron .....	0.75
Edward Power .....	1.20	Allen Goodridge .....	5.10

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**Miscellaneous.**


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RETURN OF AMOUNTS RECEIVED FOR INSPECTION,  
&c., OF WEIGHTS AND MEASURES, FOR 1871.—  
(Concluded.)

McDougall & Templeton ..	\$1.10	Evans & LeMessurier .....	\$3.30
John McCarthy .....	1.10	Wm. Fitzpatrick .....	1.40
Michael Connelly .....	0.80	Harvey & Co .....	2.30
Sillars & Cairns .....	1.70	Messrs. Hayward... ..	1.35
Wm. Killegrew .....	2.00	Baine, Johnston & Co.....	9.40
Edward Flaherty .....	0.70	Timothy Phelan... ..	2.20
Michael Tobin.. ..	3.00	Charles Rankin ... ..	4.00
J. & W. Pitts.....	2.80	C. Barnes .....	1.70
James Walsh.....	0.50	James O'Donnell .....	1.10
Clift. Wood & Co.....	2.65		<u>\$381.75</u>

THOMAS BRIEN,

*Inspector of Weights and Measures.*

St. John's, March 15, 1872.

**Miscellaneous.****CENTRAL DISTRICT.**

*Return of all Dogs Licensed under the provisions of the Nuisance Act, for the year 1870, with the names of the owners of such Dogs, and the amount paid for each.*

Owners' Names.	No. of Dogs.	Amount paid for each dog.	Total.	Remarks.
Capt Philpotts . . . . .	2	\$2	\$4	
Thomas J. Kough . . . . .	1	2	2	
William Sclater . . . . .	1	2	2	
Judge Robinson . . . . .	1	2	2	
Joseph Outerbridge . . . . .	1	2	2	
Judge Prowse . . . . .	1	2	2	
Total . . . . .			14	

D. W. PROWSE.

Police Office, St. John's, 11th March, 1872.



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**Miscellaneous.**


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**CENTRAL DISTRICT.**

*Return of all Dogs Licensed under the provisions of the Nuisance Act, for the year 1871, with the names of the owners of such Dogs, and the amount paid for each.*

OWNERS' NAMES.	No. of Dogs.	Amount paid for each dog.	Total.	Remarks.
Bickford West.....	1	\$2.00	\$2.00	
John G. Rowe. . . . .	1	2.00	2.00	
Stephen Rendell.....	1	2.00	2.00	
John Howley.....	2	2.00	4.00	
Judge Robinson . . . . .	1	2.00	2.00	
W. W. Whiteway . . . . .	2	2.00	4.00	
John Martin . . . . .	1	2.00	2.00	
Capt. Graham.....	2	2.00	4.00	
Thomas J. Kough . . . . .	1	2.00	2.00	
Edward White . . . . .	1	2.00	2.00	
Richard White . . . . .	1	2.00	2.00	
David Baird . . . . .	1	2.00	2.00	
James Goodfellow . . . . .	1	2.00	2.00	
Joseph Outerbridge . . . . .	1	2.00	2.00	
Judge Prowse . . . . .	1	2.00	2.00	
W. H. Mare . . . . .	2	2.00	4.00	
Robert Thoburn . . . . .	1	2.00	2.00	
Alexander Smith . . . . .	1	2.00	2.00	
William Thorburn . . . . .	1	2.00	2.00	
William Selater . . . . .	1	2.00	2.00	
		Total . . .	\$48.00	

D. W. PROWSE.

Police Office, St. Johns, 11th March, 1871.

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**Miscellaneous.**

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SURVEYOR GENERAL'S OFFICE,  
St. John's, Nfld., 31st Dec., 1871.

To His Excellency STEPHEN JOHN HILL,  
Esq., C. B., Governor and Command-  
er-in-Chief in and over the Island of  
Newfoundland and its Dependencies,  
&c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to forward to your Excellency my Report on the management and disposal of the Crown Lands of the Colony for the present year.

The number of Grants issued for agricultural purposes were ninety-seven, (97) containing five hundred and ten acres, principally for the Districts of St. John's, Ferryland, Brigus and Trinity Bay.

The number of petitions, with accompanying diagrams and surveys for agricultural lands, were one hundred and sixty, (160), containing eleven hundred and ninety-eight acres, and a number of grants for the same have been issued, while also a number of grants for the remainder are ready for delivery on the application of petitioners for the same, as they arrive from time to time from the Outports where such lands are located.

The number of licenses to search for minerals were fifteen, principally on the West coast of the Island.

To facilitate the early delivery of grants of land to applicants residing in the Outports, I caused to be forwarded to the Deputy Land Surveyors such grants of land as were ready and had been surveyed by them, with instructions to hand them over to the grantees on the payment of the usual charges, which arrangement has proved to be of great convenience to those who reside in remote places with few advantages of communicating with the office either personally or by letter.

I also caused Circulars to be printed and addressed from the Office to all persons having grants ready for delivery, requesting them to immediately apply for their grants, and thus secure title to the lands in their possession and prevent any dispute arising, which Circular has had a very marked effect in carrying out the object contemplated.

I have the honor to be,

Your Excellency's most obedient humble servant,

(Signed)

HENRY RENOUF,

*H. M. Surveyor General.*



**I N D E X**  
TO THE  
**J O U R N A L**  
OF THE  
**THIRD SESSION OF THE**  
**TENTH GENERAL ASSEMBLY**  
OF  
**NEWFOUNDLAND.**

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**A**

**ACCOUNTS, PUBLIC.**

Receiver General's Account Current in Treasury Department, for 1871. Appendix 36.

Assets and Liabilities of the Colony on 31st Dec., 1871. Appendix 26.

Financial Statement of the affairs of the Colony, for 1872. Appendix 3.

Detailed Statement of Salaries of Outport Magistrates, Clerks of the Peace, Constables and Gaolers, for 1872. Appendix 25.

Estimate for defraying part of the Civil Expenditure of the Colony, for the year 1872. Appendix 15.

Public Debt of the Colony for 1871. Appendix 24.

Financial Secretary's Consolidated Expenditure for Public Services, 1871. Appendix 27.

Supplementary Estimate for 1872. Appendix 23.

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- 3.—For copy of Despatches relating to U. S. Steamer *Monticello*, 37.
- 4.—On petition from Flat Islands for Road Board, 37.
- 5.—For copy of Despatches relating to French Shore, 40. Reply, 43.
- 6.—On petition of E. Parsons and others, for Public Wharf St. John's, 66. Reply, 93.
- 7.—On Direct Steam Communication with Great Britain, 89, 94.
- 8.—On petition for Post Office at Branch, 90. Reply, 94.
- 9.—On petition for Mooring Chain and Buoy at Bay-de-Verds, 112.
- 10.—On petitions from Brigus for road to Hamilton Waters and Trinity and Placentia Bays, 113.
- 11.—On petition from Brigus, for Breakwater, 117.
- 12.—On petition of B. G. Gardner and others, Brigus against the Permissive Bill, 125.
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- 18.—On petition from Cat Harbor and Dominion Point, Exploits Bay, on Education, 149.
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- 21.—On petition of Ladies' St. Vincent de Paul Society, 153.
- 22.—On petition for Landing Place, Tacker's Cove, North Shore, 155.
- 23.—On petition of P. Dyer, of Logy Bay, for compensation, 159.
- 24.—On petition from Moreton's Harbor for repairs of Schoolhouse, 166.
- 25.—On Sewerage of Town of St. John's, 169.
- 26.—For additional appropriation of \$6,000 for erection of Harbor Lights, 169. Message from Council, 170.
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## A.

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## ASYLUM, POOR—

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7.—To abolish certain Crown Rents. Read 1st time, 49. 2nd time, 52. Committed and reported with amendments, 65. Read 3rd time, passed, titled and sent to Council, 66. Passed Legislative Council, 84. Governor's assent, 183.

8.—To assimilate Tonnage Dues on British and Foreign Shipping. Read 1st time, 49. 2nd time, 52. Committed and reported, 56. Read 3rd time, passed, and sent to Legislative Council, 57. Passed Legislative Council, 70. Governor's assent, 183.

9.—To amend Nuisance Act 31 Vic. Read 1st time, 49. 2nd time, 52. Committed and reported with amendments, 57. Read 3rd time, 61. Passed, titled, and sent to Legislative Council, 62. Amended by Legislative Council, 69. Read 1st time, 71. 2nd time, 74. Committed and reported, 82. Sent to Council, 83. Governor's assent, 182.

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- No. 10.—To amend the St. John's Rebuilding Act. Read 1st time, 52. 2nd time, 55. Committed and reported with amendments, 62. Read 3rd time, passed, titled, and sent to Legislative Council, 66. Passed Legislative Council, 84. Governor's assent, 183.
- 11.—To provide for erection of Light House on the Northern coast of this Island. Read 1st time, 53. 2nd time, 57. Committed and reported, 62. Read 3rd time, passed, titled, and sent to Legislative Council, 64. Amended by Legislative Council, 69. Read 1st time, 70. 2nd time, 74. Committed and reported, 82. Sent to Council, 83. Governor's assent, 183.
- 12.—For granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies. Read 1st time, 55. 2nd time, 57. Committed and reported, 67. Read 3rd time, passed, titled, and sent to Legislative Council, 68. Passed Legislative, 85. Governor's assent, 183.
- 13.—For erection of Light House on Cape St. Francis. Read 1st time, 56. 2nd time, 57. Committed and reported, 62. Read a third time, passed, titled and sent to Legislative Council, 64. Amended by Legislative Council, 70. Read 1st time, 71. 2nd time, 74. Committed and reported, 82. Sent to Council 83. Governor's assent, 183.
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- 16.—To consolidate a portion of the Public Debt of the Colony. Read 1st time, 58. 2nd time, 63. Committed and reported without amendment, 74. Read 3rd time, passed,

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